

LinSig V1 style report

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

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

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

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

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	11	44

Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	56	15

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	14	41

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	10	37

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

LinSig V1 style report

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

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

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

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

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	15	48

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	10	37

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

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

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

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

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

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

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

LinSig V1 style report

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

LinSig V1 style report

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

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	31	19
Change Point	14	50

Stage Stream: 3

Stage	1	2
Duration	21	29
Change Point	12	38

C2

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

C3

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

C4

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

C5

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

LinSig V1 style report

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	36	14
Change Point	10	51

Stage Stream: 3

Stage	1	2
Duration	15	35
Change Point	55	15

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

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

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

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

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

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

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

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

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
J10: Middleton Stoney Road	-	-	3350	0	0	1.7	5.1	0.0	6.8	-	-	-	-																																																																
1/1	1738	1738	1738	0	0	1.7	2.5	-	4.2	8.7	26.7	2.5	29.2																																																																
2/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	915	915	915	0	0	0.0	1.6	-	1.6	6.1	0.0	1.6	1.6																																																																
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1491	1491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	697	697	697	0	0	0.0	1.0	-	1.0	5.4	0.0	1.0	1.0																																																																
9/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.73</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>49.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.31</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>10.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.75</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.95</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.69</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>91.26</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.7	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	1.8	Total Delay for Signalled Lanes (pcuHr):	8.73	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	49.0	Total Delay for Signalled Lanes (pcuHr):	5.31	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	10.4	Total Delay for Signalled Lanes (pcuHr):	14.75	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):	21.95	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	28.2	Total Delay for Signalled Lanes (pcuHr):	14.69	Cycle Time (s):	120			PRC Over All Lanes (%)	1.8	Total Delay Over All Lanes(pcuHr):	91.26		
C1	Stream: 1	PRC for Signalled Lanes (%)	16.7	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	60																																																																						
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	14	45

Stage Stream: 3

Stage	1	2
Duration	21	29
Change Point	12	38

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	25	25
Change Point	14	44

Stage Stream: 3

Stage	1	2
Duration	19	31
Change Point	11	35

C2

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

C3

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

C4

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

C5

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

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

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

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

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

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

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

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

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

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

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

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

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

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5/1	59	59	59	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0																																																																
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
J10: Middleton Stoney Road	-	-	3296	0	0	0.9	4.7	0.0	5.6	-	-	-	-																																																																
1/1	1704	1704	1704	0	0	0.9	2.3	-	3.2	6.8	14.4	2.3	16.7																																																																
2/1	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1227	1227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	890	890	890	0	0	0.0	1.4	-	1.4	5.6	0.0	1.4	1.4																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1455	1455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.4	0.0	1.0	1.0																																																																
9/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	14	40

Stage Stream: 3

Stage	1	2
Duration	20	30
Change Point	12	37

C2

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

C3

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

C4

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

C5

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

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

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