

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Flow Groups

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

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50: 'D31PM OP7 B1B'	17:00	18:00	01:00	(16801*F12/1000000)+F4+F16
51: 'D31AM SEPR OP7 B1B'	08:00	09:00	01:00	(16801*F11/1000000)+F5+F15
52: 'D31PM SEPR OP7 B1B'	17:00	18:00	01:00	(16801*F12/1000000)+F6+F16
53: 'D26AM OP8 B1C'	08:00	09:00	01:00	(26995*((0.35*F9)+(0.65*F13))/1000000)+F1+F15
54: 'D26PM OP8 B1C'	17:00	18:00	01:00	(26995*((0.35*F10)+(0.65*F14))/1000000)+F2+F16
55: 'D31AM OP8 B1C'	08:00	09:00	01:00	(26995*((0.35*F9)+(0.65*F13))/1000000)+F3+F15
56: 'D31PM OP8 B1C'	17:00	18:00	01:00	(26995*((0.35*F10)+(0.65*F14))/1000000)+F4+F16
57: 'D31AM SEPR OP8 B1C'	08:00	09:00	01:00	(26995*((0.35*F9)+(0.65*F13))/1000000)+F5+F15
58: 'D31PM SEPR OP8 B1C'	17:00	18:00	01:00	(26995*((0.35*F10)+(0.65*F14))/1000000)+F6+F16
59: 'D26AM OP8 B1B'	08:00	09:00	01:00	(26995*F11/1000000)+F1+F15
60: 'D26PM OP8 B1B'	17:00	18:00	01:00	(26995*F12/1000000)+F2+F16
61: 'D31AM OP8 B1B'	08:00	09:00	01:00	(26995*F11/1000000)+F3+F15
62: 'D31PM OP8 B1B'	17:00	18:00	01:00	(26995*F12/1000000)+F4+F16
63: 'D31AM SEPR OP8 B1B'	08:00	09:00	01:00	(26995*F11/1000000)+F5+F15
64: 'D31PM SEPR OP8 B1B'	17:00	18:00	01:00	(26995*F12/1000000)+F6+F16

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

LinSig V1 style report

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

FG2: 'B26PM'

Desired Flow :

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

FG3: 'B31AM'**Desired Flow :**

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

FG4: 'B31PM'**Desired Flow :**

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

FG5: 'B31AM_SEPR'**Desired Flow :**

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

FG6: 'B31PM_SEPR'**Desired Flow :**

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

FG17: 'D26AM OP5B'**Desired Flow :**

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

FG18: 'D26PM OP5B'**Desired Flow :**

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

FG19: 'D31AM OP5B'**Desired Flow :**

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

FG20: 'D31PM OP5B'**Desired Flow :**

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

FG21: 'D31AM SEPR OP5B'**Desired Flow :**

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

FG22: 'D31PM SEPR OP5B'**Desired Flow :**

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

FG23: 'D26AM OP5A'**Desired Flow :**

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

FG24: 'D26PM OP5A'**Desired Flow :**

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

FG25: 'D31AM OP5A'**Desired Flow :**

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

FG26: 'D31PM OP5A'**Desired Flow :**

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

FG27: 'D31AM SEPR OP5A'**Desired Flow :**

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

FG28: 'D31PM SEPR OP5A'**Desired Flow :**

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

FG29: 'D26AM OP5B B1B'**Desired Flow :**

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

FG30: 'D26PM OP5B B1B'**Desired Flow :**

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

FG31: 'D31AM OP5B B1B'**Desired Flow :**

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

FG32: 'D31PM OP5B B1B'**Desired Flow :**

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

FG33: 'D31AM SEPR OP5B B1B'**Desired Flow :**

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

FG34: 'D31PM SEPR OP5B B1B'**Desired Flow :**

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

FG35: 'D26AM OP5A B1B'**Desired Flow :**

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

FG36: 'D26PM OP5A B1B'**Desired Flow :**

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

FG37: 'D31AM OP5A B1B'**Desired Flow :**

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

FG38: 'D31PM OP5A B1B'**Desired Flow :**

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

FG39: 'D31AM SEPR OP5A B1B'**Desired Flow :**

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

FG40: 'D31PM SEPR OP5A B1B'**Desired Flow :**

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

FG41: 'D26AM OP7 B1C'**Desired Flow :**

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

FG42: 'D26PM OP7 B1C'**Desired Flow :**

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

FG43: 'D31AM OP7 B1C'**Desired Flow :**

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

FG44: 'D31PM OP7 B1C'**Desired Flow :**

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

FG45: 'D31AM SEPR OP7 B1C'**Desired Flow :**

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

FG46: 'D31PM SEPR OP7 B1C'**Desired Flow :**

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

FG47: 'D26AM OP7 B1B'**Desired Flow :**

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

FG48: 'D26PM OP7 B1B'**Desired Flow :**

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

FG49: 'D31AM OP7 B1B'**Desired Flow :**

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

FG50: 'D31PM OP7 B1B'**Desired Flow :**

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

FG51: 'D31AM SEPR OP7 B1B'**Desired Flow :**

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

FG52: 'D31PM SEPR OP7 B1B'**Desired Flow :**

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

FG53: 'D26AM OP8 B1C'**Desired Flow :**

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

FG54: 'D26PM OP8 B1C'**Desired Flow :**

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