

FG55: 'D31AM OP8 B1C'**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	44	0	196	0	18	883
	B	232	0	113	202	20	138	20	26	0	10	0	158	0	15	934
	C	81	25	0	55	6	38	6	7	0	0	0	43	0	4	265
	D	233	91	58	0	30	455	67	87	9	41	0	521	1	48	1641
	E	31	12	8	42	0	41	6	8	0	0	0	46	0	4	198
	F	118	46	29	222	12	0	29	38	0	0	0	226	0	21	741
	G	24	9	6	44	2	45	0	8	0	0	0	48	0	5	191
	H	11	4	3	21	1	22	0	0	0	0	0	34	0	3	99
	I	10	0	0	7	0	0	0	0	0	0	0	3	0	11	31
	J	5	1	0	6	0	0	0	0	0	0	0	9	0	6	27
	K	33	13	8	63	3	64	1	0	0	0	0	1	7	14	207
	L	251	98	62	472	26	481	8	0	5	62	11	0	88	263	1827
	M	0	0	0	0	0	0	0	0	0	0	2	7	0	2	11
	N	60	24	15	113	6	115	2	0	15	58	37	542	0	0	987
	Tot.	1089	327	403	1498	131	1571	164	207	43	215	50	1834	96	414	8042

FG56: 'D31PM OP8 B1C'**Desired Flow :**

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

FG57: 'D31AM SEPR OP8 B1C'**Desired Flow :**

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

FG58: 'D31PM SEPR OP8 B1C'**Desired Flow :**

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

FG59: 'D26AM OP8 B1B'**Desired Flow :**

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

FG60: 'D26PM OP8 B1B'**Desired Flow :**

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

FG61: 'D31AM OP8 B1B'**Desired Flow :**

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

FG62: 'D31PM OP8 B1B'**Desired Flow :**

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

FG63: 'D31AM SEPR OP8 B1B'**Desired Flow :**

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

FG64: 'D31PM SEPR OP8 B1B'**Desired Flow :**

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

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	14	45

Stage Stream: 3

Stage	1	2
Duration	21	29
Change Point	11	37

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	86.7%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	444	1900	728	61.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	455	1900	728	62.5%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	384	1900	728	52.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	525	1900	855	61.4%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	413	1900	855	48.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	58	1900	253	22.9%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1070	1900:1900	443+792	86.7 : 86.7%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	328	1900	792	41.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	688	28.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	111	1900	697	15.9%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	328	1900	697	47.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1211	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	336	1900	950	35.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	302	1900	950	31.8%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	652	1900:1900	922+922	35.4 : 35.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	326	1900	538	60.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	326	1900	538	60.6%
12/1	Ahead	U	N/A	N/A	-		-	-	-	320	1900	1900	16.8%
12/2	Ahead	U	N/A	N/A	-		-	-	-	615	1900	1900	32.4%
12/3	Right	U	N/A	N/A	-		-	-	-	15	1900	1900	0.8%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	90.3%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	339	1900	1298	26.1%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	653	1900	1298	50.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1196	1965:2105	924+400	90.3 : 90.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	200	1940	1552	12.9%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	253	2080	1664	15.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	454	2080	1664	27.3%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	300+313	77.7 : 77.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	408	1940	1099	37.1%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	577	2080	1179	49.0%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	123	1764	559	22.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	110	1891	599	18.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	531	1980	1485	35.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	664	2120	1590	41.8%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	419	1980:1720	1341+23	30.7 : 30.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	842	2120	1449	58.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	21.0%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	453	21.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	46.7%
1/1	Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1184	Inf	3245	36.5%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1253	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1167	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1367	Inf	2926	46.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	372	Inf	1575	23.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	172	Inf	1503	11.4%
13/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	1	Inf	980	0.1%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1448	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	17.2%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	977	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	172	Inf	1000	17.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	68	Inf	1000	6.8%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	977	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	16.6%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	95	Inf	571	16.6%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1053	Inf	2170	48.5%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	801	Inf	1210	66.2%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1496	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	911	Inf	1335	68.2%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	6490	0	0	40.3	28.2	0.0	68.5	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	16.1	9.5	0.0	25.6	-	-	-	-
1/1	444	444	-	-	-	1.1	0.8	-	1.9	15.4	4.4	0.8	5.1
1/2	455	455	-	-	-	1.2	0.8	-	2.0	15.8	4.5	0.8	5.3
1/3	384	384	-	-	-	1.0	0.6	-	1.5	14.5	4.0	0.6	4.5
2/1	525	525	-	-	-	0.2	0.0	-	0.2	1.4	1.3	0.0	1.3
2/2	413	413	-	-	-	0.1	0.0	-	0.1	0.8	0.6	0.0	0.6
3/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	58	58	-	-	-	0.3	0.1	-	0.5	29.9	0.8	0.1	1.0
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.1	1.5	0.3	1.8
5/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1070	1070	-	-	-	4.4	3.1	-	7.5	25.4	10.3	3.1	13.4
6/3	328	328	-	-	-	1.1	0.4	-	1.5	16.2	3.8	0.4	4.2
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.0	0.4	0.2	0.6
8/1	111	111	-	-	-	0.4	0.1	-	0.5	15.3	1.2	0.1	1.3
8/2	328	328	-	-	-	1.7	0.4	-	2.1	23.3	5.5	0.4	5.9
9/1	1211	1211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	336	336	-	-	-	0.6	0.3	-	0.9	9.6	3.8	0.3	4.1
10/2	302	302	-	-	-	0.6	0.2	-	0.9	10.2	2.5	0.2	2.8
10/3+10/4	652	652	-	-	-	1.2	0.3	-	1.5	8.0	14.9	0.3	15.1

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11/1	326	326	-	-	-	0.7	0.8	-	1.5	16.4	1.2	0.8	1.9
11/2	326	326	-	-	-	0.7	0.8	-	1.5	16.4	1.2	0.8	1.9
12/1	320	320	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	615	615	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/3	15	15	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	5.2	5.5	0.0	10.7	-	-	-	-
1/1	339	339	-	-	-	0.1	0.2	-	0.2	2.4	1.1	0.2	1.3
1/2	653	653	-	-	-	0.6	0.5	-	1.1	6.2	4.8	0.5	5.3
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.0	2.8	0.2	3.0
4/2+4/3	1196	1196	-	-	-	3.1	4.4	-	7.5	22.5	14.4	4.4	18.8
5/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	9.7	5.4	0.0	15.1	-	-	-	-
1/1	200	200	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.8

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1/2	253	253	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	454	454	-	-	-	0.2	0.2	-	0.4	3.0	1.9	0.2	2.1
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	36.7	3.8	1.7	5.5
2/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.6	0.7	-	1.4	6.2	4.7	0.7	5.4
4/2	408	408	-	-	-	0.6	0.3	-	0.9	7.9	3.0	0.3	3.3
4/3	577	577	-	-	-	1.3	0.5	-	1.8	11.2	6.1	0.5	6.6
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.2	0.8	0.1	0.9
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	123	123	-	-	-	0.5	0.1	-	0.7	19.2	1.5	0.1	1.6
6/2	110	110	-	-	-	0.5	0.1	-	0.6	18.6	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
J4: Premier Inn	-	-	0	0	0	9.1	4.0	0.0	13.1	-	-	-	-
1/1	531	531	-	-	-	0.8	0.3	-	1.0	7.0	5.9	0.3	6.2
1/2	664	664	-	-	-	1.0	0.4	-	1.4	7.4	7.9	0.4	8.3
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	419	419	-	-	-	0.9	0.2	-	1.1	9.5	5.4	0.2	5.6
2/3	842	842	-	-	-	2.3	0.7	-	3.0	12.9	14.7	0.7	15.4
3/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
J5: WendleBury Road	-	-	95	0	0	0.0	0.1	0.0	0.2	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	5.7	0.4	0.1	0.5
2/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3096	0	0	0.0	0.9	0.0	0.9	-	-	-	-
1/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1184	1184	1184	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1253	1253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1167	1167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1367	1367	1367	0	0	0.0	0.4	-	0.4	1.2	0.0	0.4	0.4
11/1	372	372	372	0	0	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
12/1	172	172	172	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	1	1	1	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
15/1	1448	1448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	240	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	68	68	68	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	95	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1
2/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	2765	0	0	0.2	2.5	0.0	2.7	-	-	-	-
1/1	1053	1053	1053	0	0	0.1	0.5	-	0.6	2.0	7.5	0.5	8.0
2/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1008	1008	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	801	801	801	0	0	0.0	1.0	-	1.0	4.4	0.0	1.0	1.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1496	1496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	911	911	911	0	0	0.1	1.1	-	1.2	4.6	4.6	1.1	5.6
9/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 44.1 C1 Stream: 2 PRC for Signalled Lanes (%): 3.9 C1 Stream: 3 PRC for Signalled Lanes (%): 91.2 C2 PRC for Signalled Lanes (%): -0.4 C3 PRC for Signalled Lanes (%): 15.9 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 21.5 PRC Over All Lanes (%): -0.4 Total Delay for Signalled Lanes (pcuHr): 9.87 Total Delay for Signalled Lanes (pcuHr): 9.32 Total Delay for Signalled Lanes (pcuHr): 5.81 Total Delay for Signalled Lanes (pcuHr): 10.69 Total Delay for Signalled Lanes (pcuHr): 15.06 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 13.09 Total Delay Over All Lanes(pcuHr): 68.45 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

Stage	1	2	3
Duration	7	20	18
Change Point	34	46	11

Stage Stream: 2

Stage	1	2
Duration	31	19
Change Point	49	25

Stage Stream: 3

Stage	1	2
Duration	23	27
Change Point	41	9

C2

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

C3

Stage	1	2	3
Duration	24	7	18
Change Point	24	50	4

C4

Stage	1	2	3
Duration	0	5	81
Change Point	107	2	15

C5

Stage	1	2	3
Duration	72	9	5
Change Point	107	74	91

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	496	1900	665	74.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	469	1900	665	70.5%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	538	1900	1013	53.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	489	1900	1013	48.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	53	1900	253	20.9%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	75	1900	253	29.6%
5/1		U	N/A	N/A	-		-	-	-	1094	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	1041	1900:1900	633+633	78.2 : 86.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	282	1900	633	44.5%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	524	34.5%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	23	-	261	1900	760	34.3%
8/2	Right	U	1:3	N/A	C1:G		1	23	-	282	1900	760	37.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	27	-	519	1900	887	58.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	27	-	615	1900	887	69.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	27	-	950	1900:1900	887+887	53.6 : 53.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	475	1900	602	78.9%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	475	1900	602	78.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	589	1900	1900	31.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	869	1900	1900	45.7%
12/3	Right	U	N/A	N/A	-		-	-	-	28	1900	1900	1.5%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	929	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	83.8%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	610	1900	1298	47.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	929	1900	1298	71.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	311	1900	1077	28.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1117	1965:2105	916+416	83.8 : 83.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	414	1900:1900	507+297	51.5 : 51.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	100	1900	253	39.5%
7/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	469	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	333	1940	1261	26.4%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	373	2080	1352	27.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	571	2080	1352	42.2%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	300+308	75.3 : 75.3%
2/1	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	615	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	462	1940	808	57.2%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	618	2080	867	71.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	105	2080	867	12.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	307	1764	823	37.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	9	326	1891	882	36.9%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	428	1830	579	73.9%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	379	1962	621	61.0%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	769	1980	1518	50.7%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	888	2120	1625	54.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	161	1805	226	71.4%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	695	1980:1720	1310+59	50.8 : 50.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	965	2120	1449	66.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	31.6%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	363	31.6%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	64.4%
1/1	Ahead	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1506	Inf	3158	47.7%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1532	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1487	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1660	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1795	Inf	2787	64.4%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	560	Inf	1386	40.4%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	187	Inf	1224	15.3%
13/1		U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	7	Inf	590	1.2%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2228	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	18.7%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	984	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	187	Inf	1000	18.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	49	Inf	1000	4.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	984	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.4%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	115	Inf	537	21.4%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	79.1%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1639	Inf	2072	79.1%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1171	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1170	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	862	Inf	1208	71.3%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1428	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	701	Inf	1073	65.3%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	7904	0	0	56.3	40.0	0.0	96.3	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	181	0	0	22.5	15.9	0.0	38.3	-	-	-	-
1/1	566	566	-	-	-	2.4	2.7	-	5.1	32.2	8.7	2.7	11.4
1/2	496	496	-	-	-	1.9	1.4	-	3.4	24.5	7.2	1.4	8.6
1/3	469	469	-	-	-	1.8	1.2	-	3.0	23.2	6.7	1.2	7.9
2/1	538	538	-	-	-	0.1	0.0	-	0.1	0.7	0.7	0.0	0.7
2/2	489	489	-	-	-	0.0	0.0	-	0.0	0.4	0.3	0.0	0.3
3/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	53	53	-	-	-	0.3	0.1	-	0.4	29.8	0.7	0.1	0.9
4/2	75	75	-	-	-	0.5	0.2	-	0.7	31.7	1.1	0.2	1.3
5/1	1094	1094	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1041	1041	-	-	-	5.3	2.3	-	7.6	26.2	8.5	2.3	10.8
6/3	282	282	-	-	-	1.2	0.4	-	1.6	20.8	3.6	0.4	4.0
7/1	181	181	181	0	0	0.1	0.3	-	0.3	6.9	0.8	0.3	1.1
8/1	261	261	-	-	-	0.6	0.3	-	0.9	12.5	3.4	0.3	3.6
8/2	282	282	-	-	-	0.7	0.3	-	1.0	13.2	4.6	0.3	4.9
9/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	519	519	-	-	-	1.3	0.7	-	2.0	13.6	4.8	0.7	5.5
10/2	615	615	-	-	-	1.5	1.1	-	2.6	15.4	6.5	1.1	7.6
10/3+10/4	950	950	-	-	-	3.2	0.6	-	3.8	14.3	19.0	0.6	19.6

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11/1	475	475	-	-	-	0.7	1.8	-	2.5	19.3	1.2	1.8	3.1
11/2	475	475	-	-	-	0.7	1.8	-	2.6	19.3	1.2	1.8	3.1
12/1	589	589	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	869	869	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/3	28	28	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	6.8	5.3	0.0	12.0	-	-	-	-
1/1	610	610	-	-	-	0.2	0.4	-	0.6	3.7	1.6	0.4	2.1
1/2	929	929	-	-	-	0.5	1.2	-	1.7	6.7	7.5	1.2	8.8
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	311	311	-	-	-	0.7	0.2	-	0.9	10.8	3.3	0.2	3.5
4/2+4/3	1117	1117	-	-	-	2.6	2.5	-	5.1	16.5	11.2	2.5	13.7
5/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	979	979	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	414	414	-	-	-	2.1	0.5	-	2.6	22.9	3.7	0.5	4.2
6/3	100	100	-	-	-	0.7	0.3	-	1.0	35.5	1.5	0.3	1.8
7/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.6	7.4	0.0	22.0	-	-	-	-
1/1	333	333	-	-	-	0.4	0.2	-	0.6	6.4	2.3	0.2	2.5

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1/2	373	373	-	-	-	0.5	0.2	-	0.7	6.3	2.6	0.2	2.8
1/3	571	571	-	-	-	0.8	0.4	-	1.2	7.4	4.4	0.4	4.8
1/4+1/5	458	458	-	-	-	3.0	1.5	-	4.5	35.5	3.6	1.5	5.1
2/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.8	2.6	0.4	3.0
4/2	462	462	-	-	-	1.3	0.7	-	2.0	15.6	5.2	0.7	5.9
4/3	618	618	-	-	-	2.1	1.2	-	3.3	19.2	7.1	1.2	8.4
4/4	105	105	-	-	-	0.3	0.1	-	0.3	11.1	0.9	0.1	1.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	307	307	-	-	-	0.9	0.3	-	1.2	13.8	3.2	0.3	3.5
6/2	326	326	-	-	-	0.9	0.3	-	1.2	13.6	3.4	0.3	3.7
6/3	428	428	-	-	-	2.2	1.4	-	3.6	30.0	6.3	1.4	7.7
6/4	379	379	-	-	-	1.8	0.8	-	2.6	24.7	5.3	0.8	6.0
J4: Premier Inn	-	-	0	0	0	11.3	5.1	0.0	16.4	-	-	-	-
1/1	769	769	-	-	-	1.1	0.5	-	1.7	7.7	9.6	0.5	10.1
1/2	888	888	-	-	-	1.4	0.6	-	2.0	8.1	11.8	0.6	12.4
1/3	161	161	-	-	-	2.3	1.2	-	3.5	77.3	5.1	1.2	6.3
2/2+2/1	695	695	-	-	-	1.7	0.5	-	2.2	11.5	10.5	0.5	11.0
2/3	965	965	-	-	-	2.9	1.0	-	3.9	14.7	18.5	1.0	19.5
3/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
J5: WendleBury Road	-	-	115	0	0	0.1	0.2	0.0	0.3	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	9.5	0.9	0.2	1.2
2/1	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4055	0	0	0.0	1.8	0.0	1.8	-	-	-	-
1/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1506	1506	1506	0	0	0.0	0.5	-	0.5	1.1	0.0	0.5	0.5
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1532	1532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1487	1487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1660	1660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1795	1795	1795	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	560	560	560	0	0	0.0	0.3	-	0.3	2.2	0.0	0.3	0.3
12/1	187	187	187	0	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
15/1	2228	2228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	236	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	49	49	49	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	115	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	3202	0	0	1.2	4.1	0.0	5.2	-	-	-	-
1/1	1639	1639	1639	0	0	1.2	1.9	-	3.1	6.7	24.5	1.9	26.4
2/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1170	1170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	862	862	862	0	0	0.0	1.2	-	1.2	5.2	0.0	1.2	1.2
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1428	1428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	701	701	701	0	0	0.0	0.9	-	0.9	4.8	0.0	0.9	0.9
9/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 5.7 C1 Stream: 2 PRC for Signalled Lanes (%): 4.4 C1 Stream: 3 PRC for Signalled Lanes (%): 29.8 C2 PRC for Signalled Lanes (%): 7.4 C3 PRC for Signalled Lanes (%): 19.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 24.4 PRC Over All Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 17.65 Total Delay for Signalled Lanes (pcuHr): 9.36 Total Delay for Signalled Lanes (pcuHr): 10.30 Total Delay for Signalled Lanes (pcuHr): 12.04 Total Delay for Signalled Lanes (pcuHr): 21.96 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 16.41 Total Delay Over All Lanes(pcuHr): 96.34 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	23	27
Change Point	14	42

Stage Stream: 3

Stage	1	2
Duration	24	26
Change Point	7	36

C2

Stage	1	2	3
Duration	3	7	31
Change Point	32	41	53

C3

Stage	1	2	3
Duration	23	14	12
Change Point	48	13	34

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	95.2%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	508	1900	697	72.9%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	500	1900	697	71.8%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	450	1900	697	64.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	23	-	564	1900	760	74.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	23	-	491	1900	760	64.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	125	1900	253	49.3%
5/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	27	-	1209	1900:1900	383+887	95.2 : 95.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	27	-	382	1900	887	43.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	591	33.5%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	24	-	81	1900	792	10.2%
8/2	Right	U	1:3	N/A	C1:G		1	24	-	382	1900	792	48.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1408	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	26	-	528	1900	855	61.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	26	-	413	1900	855	48.3%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	26	-	858	1900:1900	855+855	50.2 : 50.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	429	1900	570	75.3%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	429	1900	570	75.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	478	1900	1900	25.2%
12/2	Ahead	U	N/A	N/A	-		-	-	-	718	1900	1900	37.8%
12/3	Right	U	N/A	N/A	-		-	-	-	77	1900	1900	4.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	97.8%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	510	1900	1298	39.3%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	737	1900	1298	56.8%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1299	1965:2105	921+407	97.8 : 97.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	87.2%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	360	1940	1455	24.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	376	2080	1560	24.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	636	2080	1560	40.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	16	-	727	1805:1935	406+428	87.2 : 87.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.8%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	564	1940	776	72.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	651	2080	832	78.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	124	2080	832	14.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	16	138	1764	853	16.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	16	176	1891	914	19.3%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	12	-	205	1830	397	51.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	12	-	222	1962	425	52.2%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	86.9%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	702	1980	1501	46.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	798	2120	1608	49.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	78.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	706	1980:1720	1359+22	51.1 : 51.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1274	2120	1466	86.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1363	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	25.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	386	25.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1274	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	71.3%
1/1	Ahead	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1453	Inf	2989	48.6%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1822	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1665	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	599	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1980	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1760	Inf	2871	61.3%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	914	Inf	1281	71.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	207	Inf	1126	18.4%
13/1		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	678	1.6%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2051	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	20.7%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	983	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	207	Inf	1000	20.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	50	Inf	1000	5.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	983	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	17.9%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	99	Inf	554	17.9%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	99	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1353	Inf	2171	62.3%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1074	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	825	Inf	1088	75.8%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1702	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	924	Inf	1171	78.9%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	8100	0	0	58.4	58.1	0.0	116.5	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	198	0	0	21.9	18.6	0.0	40.5	-	-	-	-
1/1	508	508	-	-	-	1.8	1.3	-	3.1	22.2	6.5	1.3	7.8
1/2	500	500	-	-	-	1.8	1.3	-	3.0	21.6	6.4	1.3	7.6
1/3	450	450	-	-	-	1.6	0.9	-	2.5	20.2	5.5	0.9	6.4
2/1	564	564	-	-	-	0.3	0.0	-	0.3	1.9	1.3	0.0	1.3
2/2	491	491	-	-	-	0.2	0.0	-	0.2	1.6	0.9	0.0	0.9
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	99	99	-	-	-	0.5	0.3	-	0.8	28.6	1.4	0.3	1.7
4/2	125	125	-	-	-	0.8	0.5	-	1.3	37.2	1.9	0.5	2.4
5/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1209	1209	-	-	-	4.7	7.9	-	12.5	37.3	13.4	7.9	21.2
6/3	382	382	-	-	-	1.1	0.4	-	1.5	14.2	4.2	0.4	4.6
7/1	198	198	198	0	0	0.0	0.3	-	0.3	5.4	0.7	0.3	0.9
8/1	81	81	-	-	-	0.2	0.1	-	0.3	13.6	0.7	0.1	0.8
8/2	382	382	-	-	-	1.8	0.5	-	2.3	21.3	6.4	0.5	6.8
9/1	1408	1408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	528	528	-	-	-	1.2	0.8	-	2.0	14.0	5.4	0.8	6.2
10/2	413	413	-	-	-	1.3	0.5	-	1.7	15.2	4.3	0.5	4.8
10/3+10/4	858	858	-	-	-	2.8	0.5	-	3.3	13.7	18.1	0.5	18.6

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11/1	429	429	-	-	-	0.9	1.5	-	2.4	20.0	1.7	1.5	3.2
11/2	429	429	-	-	-	0.9	1.5	-	2.4	20.0	1.7	1.5	3.2
12/1	478	478	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	718	718	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	77	77	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	6.7	14.0	0.0	20.7	-	-	-	-
1/1	510	510	-	-	-	0.1	0.3	-	0.4	2.6	1.1	0.3	1.4
1/2	737	737	-	-	-	0.5	0.7	-	1.1	5.4	4.3	0.7	4.9
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.5	4.3	0.3	4.6
4/2+4/3	1299	1299	-	-	-	3.7	12.2	-	16.0	44.3	18.0	12.2	30.2
5/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.2	9.7	0.0	24.9	-	-	-	-
1/1	360	360	-	-	-	0.2	0.2	-	0.4	4.0	1.8	0.2	2.0

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1/2	376	376	-	-	-	0.2	0.2	-	0.4	3.8	1.9	0.2	2.0
1/3	636	636	-	-	-	0.5	0.3	-	0.8	4.7	3.7	0.3	4.1
1/4+1/5	727	727	-	-	-	3.9	3.2	-	7.1	35.1	6.4	3.2	9.6
2/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	844	844	-	-	-	1.6	1.4	-	3.0	12.8	9.2	1.4	10.6
4/2	564	564	-	-	-	2.1	1.3	-	3.5	22.0	8.1	1.3	9.4
4/3	651	651	-	-	-	3.0	1.8	-	4.7	26.2	8.4	1.8	10.2
4/4	124	124	-	-	-	0.4	0.1	-	0.5	14.8	1.4	0.1	1.5
5/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	138	138	-	-	-	0.3	0.1	-	0.4	11.2	1.3	0.1	1.4
6/2	176	176	-	-	-	0.4	0.1	-	0.6	11.3	1.7	0.1	1.8
6/3	205	205	-	-	-	1.2	0.5	-	1.7	30.1	3.0	0.5	3.5
6/4	222	222	-	-	-	1.3	0.5	-	1.8	29.6	3.2	0.5	3.8
J4: Premier Inn	-	-	0	0	0	14.1	8.6	0.0	22.6	-	-	-	-
1/1	702	702	-	-	-	1.1	0.4	-	1.5	7.7	8.6	0.4	9.0
1/2	798	798	-	-	-	1.2	0.5	-	1.7	7.8	10.2	0.5	10.7
1/3	153	153	-	-	-	2.2	1.7	-	3.9	91.4	4.9	1.7	6.6
2/2+2/1	706	706	-	-	-	1.7	0.5	-	2.2	11.4	11.0	0.5	11.5
2/3	1274	1274	-	-	-	5.0	3.2	-	8.2	23.3	32.6	3.2	35.8
3/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1363	1363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
J5: WendleBury Road	-	-	99	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	99	99	99	0	0	0.0	0.2	-	0.2	7.7	0.6	0.2	0.8
2/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1274	1274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4345	0	0	0.0	2.6	0.0	2.6	-	-	-	-
1/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1453	1453	1453	0	0	0.0	0.5	-	0.5	1.2	6.7	0.5	7.2
3/1	2002	2002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1822	1822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1665	1665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1980	1980	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1760	1760	1760	0	0	0.0	0.8	-	0.8	1.6	0.0	0.8	0.8
11/1	914	914	914	0	0	0.0	1.2	-	1.2	4.9	0.0	1.2	1.2
12/1	207	207	207	0	0	0.0	0.1	-	0.1	2.0	0.5	0.1	0.6
13/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
15/1	2051	2051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	257	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	207	207	207	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	50	50	50	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	99	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	3102	0	0	0.4	4.2	0.0	4.6	-	-	-	-
1/1	1353	1353	1353	0	0	0.2	0.8	-	1.0	2.7	9.7	0.8	10.6
2/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1074	1074	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	825	825	825	0	0	0.0	1.5	-	1.5	6.8	0.0	1.5	1.5
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1702	1702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	924	924	924	0	0	0.2	1.8	-	2.0	8.0	7.2	1.8	9.0
9/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 19.6 C1 Stream: 2 PRC for Signalled Lanes (%): -5.8 C1 Stream: 3 PRC for Signalled Lanes (%): 45.7 C2 PRC for Signalled Lanes (%): -8.7 C3 PRC for Signalled Lanes (%): 3.2 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 3.6 PRC Over All Lanes (%): -8.7 Total Delay for Signalled Lanes (pcuHr): 15.51 Total Delay for Signalled Lanes (pcuHr): 14.57 Total Delay for Signalled Lanes (pcuHr): 9.62 Total Delay for Signalled Lanes (pcuHr): 20.69 Total Delay for Signalled Lanes (pcuHr): 24.94 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 22.63 Total Delay Over All Lanes(pcuHr): 116.49 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	15	46

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	11	38

C2

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

C3

Stage	1	2	3
Duration	24	8	17
Change Point	53	19	34

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	85.4%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	539	1900	697	77.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	526	1900	697	75.5%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	583	1900	855	68.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	544	1900	855	63.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1086	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	32	1900	253	12.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	86	1900	253	33.9%
5/1		U	N/A	N/A	-		-	-	-	1086	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1071	1900:1900	463+792	85.4 : 85.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	408	1900	792	51.5%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	472	35.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	225	1900	728	30.9%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	408	1900	728	56.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	637	1900	918	69.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	534	1900	918	58.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	935	1900:1900	902+908	51.6 : 51.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	466	1900	570	81.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	469	1900	570	82.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	693	1900	1900	36.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	921	1900	1900	48.5%
12/3	Right	U	N/A	N/A	-		-	-	-	21	1900	1900	1.1%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	947	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	83.0%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	737	1900	1298	56.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	940	1900	1298	72.4%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	7	1900:1900	198+253	1.0 : 2.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	5	1900	538	0.9%
3/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	435	1900	1077	40.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1112	1965:2105	910+430	83.0 : 83.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	993	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	395	1940	1293	30.5%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	322	2080	1387	23.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	562	2080	1387	40.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	546	1805:1935	315+329	84.7 : 84.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	727	1805	1324	54.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	532	1940	808	65.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	606	2080	867	69.9%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	24	-	108	2080	867	12.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	922	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	10	336	1764	823	40.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	27	10	378	1891	882	42.8%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	454	1830	549	82.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	373	1962	589	63.4%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	868	1980	1518	57.2%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	922	2120	1625	56.7%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	711	1980:1720	1306+64	51.9 : 51.9%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1044	2120	1449	72.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	203	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	103	1741	145	71.0%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	34.3%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	338	34.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
1/1	Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1702	Inf	3150	54.0%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1711	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	567	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1525	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1755	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1866	Inf	2736	68.2%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	627	Inf	1364	46.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	234	Inf	1100	21.3%
13/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	7	Inf	555	1.3%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2297	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	23.4%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	982	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	234	Inf	1000	23.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	55	Inf	1000	5.5%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	982	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.1%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	116	Inf	550	21.1%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1782	Inf	2096	85.0%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1239	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1180	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	882	Inf	1164	75.8%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1547	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	709	Inf	1026	69.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	8497	0	0	63.5	48.3	0.0	111.8	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	167	0	0	24.3	18.1	0.0	42.3	-	-	-	-
1/1	588	588	-	-	-	2.4	2.6	-	5.0	30.3	8.8	2.6	11.3
1/2	539	539	-	-	-	2.0	1.7	-	3.7	24.6	7.6	1.7	9.3
1/3	526	526	-	-	-	2.0	1.5	-	3.5	24.2	7.6	1.5	9.1
2/1	583	583	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
2/2	544	544	-	-	-	0.1	0.0	-	0.1	0.4	0.3	0.0	0.3
3/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	32	32	-	-	-	0.2	0.1	-	0.3	29.6	0.4	0.1	0.5
4/2	86	86	-	-	-	0.5	0.3	-	0.8	33.5	1.2	0.3	1.4
5/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1071	1071	-	-	-	4.4	2.8	-	7.2	24.3	10.1	2.8	13.0
6/3	408	408	-	-	-	1.5	0.5	-	2.0	17.7	5.0	0.5	5.5
7/1	167	167	167	0	0	0.1	0.3	-	0.3	7.2	0.7	0.3	1.0
8/1	225	225	-	-	-	0.8	0.2	-	1.1	17.1	2.9	0.2	3.1
8/2	408	408	-	-	-	2.0	0.6	-	2.7	23.6	6.8	0.6	7.4
9/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	637	637	-	-	-	1.4	1.1	-	2.5	14.4	5.9	1.1	7.1
10/2	534	534	-	-	-	1.0	0.7	-	1.7	11.6	4.0	0.7	4.7
10/3+10/4	935	935	-	-	-	2.7	0.5	-	3.2	12.4	18.6	0.5	19.1

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11/1	466	466	-	-	-	1.5	2.2	-	3.7	28.2	2.7	2.2	4.8
11/2	469	469	-	-	-	1.5	2.2	-	3.7	28.7	2.7	2.2	4.9
12/1	693	693	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	921	921	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	21	21	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.3	6.1	0.0	14.4	-	-	-	-
1/1	737	737	-	-	-	0.2	0.7	-	0.9	4.2	4.3	0.7	4.9
1/2	940	940	-	-	-	0.9	1.3	-	2.2	8.5	7.2	1.3	8.5
1/3+1/4	7	7	-	-	-	0.0	0.0	-	0.0	19.6	0.1	0.0	0.1
2/1	2	2	-	-	-	0.0	0.0	-	0.0	4.0	0.0	0.0	0.0
2/2	5	5	-	-	-	0.0	0.0	-	0.0	4.0	0.0	0.0	0.1
3/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	435	435	-	-	-	1.0	0.3	-	1.4	11.2	4.8	0.3	5.1
4/2+4/3	1112	1112	-	-	-	2.5	2.4	-	4.9	15.9	10.7	2.4	13.1
5/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	993	993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	16.5	10.0	0.0	26.5	-	-	-	-
1/1	395	395	-	-	-	0.5	0.2	-	0.7	6.2	2.7	0.2	3.0

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1/2	322	322	-	-	-	0.4	0.2	-	0.5	5.6	2.1	0.2	2.2
1/3	562	562	-	-	-	0.7	0.3	-	1.1	6.8	4.2	0.3	4.6
1/4+1/5	546	546	-	-	-	3.6	2.6	-	6.2	40.8	4.4	2.6	7.0
2/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.6	0.6	-	1.2	5.9	4.6	0.6	5.2
4/2	532	532	-	-	-	1.9	1.0	-	2.8	19.3	7.1	1.0	8.1
4/3	606	606	-	-	-	2.2	1.2	-	3.3	19.7	6.5	1.2	7.6
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.0	1.0	0.1	1.1
5/1	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	336	336	-	-	-	1.0	0.3	-	1.3	14.2	3.6	0.3	4.0
6/2	378	378	-	-	-	1.1	0.4	-	1.5	14.2	4.1	0.4	4.5
6/3	454	454	-	-	-	2.5	2.3	-	4.7	37.6	6.9	2.3	9.2
6/4	373	373	-	-	-	1.9	0.9	-	2.7	26.4	5.3	0.9	6.1
J4: Premier Inn	-	-	0	0	0	12.3	5.8	0.0	18.2	-	-	-	-
1/1	868	868	-	-	-	1.4	0.7	-	2.1	8.6	11.8	0.7	12.5
1/2	922	922	-	-	-	1.5	0.7	-	2.1	8.3	12.5	0.7	13.2
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	711	711	-	-	-	1.8	0.5	-	2.3	11.6	10.7	0.5	11.3
2/3	1044	1044	-	-	-	3.4	1.3	-	4.7	16.2	21.5	1.3	22.7
3/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1108	1108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
J5: WendleBury Road	-	-	116	0	0	0.1	0.3	0.0	0.4	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.2	1.1	0.3	1.4
2/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4436	0	0	0.0	2.2	0.0	2.3	-	-	-	-
1/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1702	1702	1702	0	0	0.0	0.6	-	0.6	1.3	12.3	0.6	12.9
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1711	1711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1525	1525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1755	1755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1866	1866	1866	0	0	0.0	1.1	-	1.1	2.1	0.0	1.1	1.1
11/1	627	627	627	0	0	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
12/1	234	234	234	0	0	0.0	0.1	-	0.1	2.2	1.0	0.1	1.1
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
15/1	2297	2297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	289	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.3	0.0	0.2	0.2
9/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	55	55	55	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	116	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	3373	0	0	2.1	5.4	0.0	7.5	-	-	-	-
1/1	1782	1782	1782	0	0	2.1	2.8	-	4.8	9.8	28.0	2.8	30.8
2/1	1239	1239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1180	1180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	882	882	882	0	0	0.0	1.5	-	1.5	6.3	0.0	1.5	1.5
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1547	1547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	709	709	709	0	0	0.0	1.1	-	1.1	5.6	0.0	1.1	1.1
9/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.6 C1 Stream: 2 PRC for Signalled Lanes (%): 5.4 C1 Stream: 3 PRC for Signalled Lanes (%): 29.7 C2 PRC for Signalled Lanes (%): 8.4 C3 PRC for Signalled Lanes (%): 6.3 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 19.4 PRC Over All Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 20.63 Total Delay for Signalled Lanes (pcuHr): 9.40 Total Delay for Signalled Lanes (pcuHr): 11.22 Total Delay for Signalled Lanes (pcuHr): 14.42 Total Delay for Signalled Lanes (pcuHr): 26.46 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 18.16 Total Delay Over All Lanes(pcuHr): 111.82 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	14	51

Stage Stream: 3

Stage	1	2
Duration	21	29
Change Point	12	38

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/1	Left	U	1:1	N/A	C1:A		1	22	-	478	1900	728	65.6%
1/2	Ahead	U	1:1	N/A	C1:A		1	22	-	530	1900	728	72.8%
1/3	Ahead	U	1:1	N/A	C1:A		1	22	-	393	1900	728	54.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	605	1900	1045	57.9%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	423	1900	1045	40.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	731	1900:1900	269+602	83.9 : 83.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	325	1900	602	54.0%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	602	33.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	21	-	166	1900	697	23.8%
8/2	Right	U	1:3	N/A	C1:G		1	21	-	325	1900	697	46.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	29	-	452	1900	950	47.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	29	-	406	1900	950	42.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	29	-	583	1900:1900	925+915	31.7 : 31.7%
11/1	Ahead	U	1:1	N/A	C1:C		1	16	-	293	1900	538	54.4%
11/2	Ahead	U	1:1	N/A	C1:C		1	16	-	290	1900	538	53.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	486	1900	1900	25.6%
12/2	Ahead	U	N/A	N/A	-		-	-	-	731	1900	1900	38.5%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	95.0%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	514	1900	1298	39.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	755	1900	1298	58.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1242	1965:2105	940+367	95.0 : 95.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	287	1940	1423	20.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	316	2080	1525	20.7%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	410	2080	1525	26.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	425+462	83.7 : 83.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	35	-	836	1805	1083	77.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	274	1940	679	40.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	381	2080	728	52.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	102	2080	728	14.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	144	1764	941	15.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	171	1891	1009	17.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	418	1980	1501	27.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	510	2120	1608	31.7%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	577	1980:1720	1353+29	41.8 : 41.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1078	2120	1466	73.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1153	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	113	1741	160	70.8%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	30	1807	166	18.1%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	20.3%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	506	20.3%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1078	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	64.4%
1/1	Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	901	Inf	2945	30.6%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1487	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1288	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1373	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1655	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1530	Inf	2895	52.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	936	Inf	1454	64.4%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	156	Inf	1446	10.8%
13/1		U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	810	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1788	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	15.6%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	977	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	156	Inf	1000	15.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	68	Inf	1000	6.8%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	977	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	18.2%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	103	Inf	565	18.2%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	76.6%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1375	Inf	2170	63.4%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1062	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1134	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	839	Inf	1137	73.8%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1643	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	881	Inf	1149	76.6%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	809	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	7258	0	0	46.7	37.0	0.0	83.7	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.3	10.0	0.0	27.3	-	-	-	-
1/1	478	478	-	-	-	1.5	0.9	-	2.4	18.4	5.4	0.9	6.3
1/2	530	530	-	-	-	1.7	1.3	-	3.0	20.6	6.5	1.3	7.8
1/3	393	393	-	-	-	1.2	0.6	-	1.8	16.6	4.4	0.6	5.0
2/1	605	605	-	-	-	0.2	0.0	-	0.2	1.0	1.2	0.0	1.2
2/2	423	423	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
3/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.2	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.6	1.6	0.4	2.0
5/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	731	731	-	-	-	3.7	2.5	-	6.2	30.5	7.7	2.5	10.2
6/3	325	325	-	-	-	1.5	0.6	-	2.1	23.4	4.4	0.6	5.0
7/1	199	199	199	0	0	0.0	0.2	-	0.3	4.8	0.4	0.2	0.7
8/1	166	166	-	-	-	0.5	0.2	-	0.7	15.2	2.1	0.2	2.3
8/2	325	325	-	-	-	1.3	0.4	-	1.8	19.7	5.4	0.4	5.9
9/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	452	452	-	-	-	0.7	0.5	-	1.2	9.5	2.9	0.5	3.3
10/2	406	406	-	-	-	0.8	0.4	-	1.2	10.6	3.2	0.4	3.6
10/3+10/4	583	583	-	-	-	1.0	0.2	-	1.2	7.4	16.5	0.2	16.7

LinSig V1 style report

11/1	293	293	-	-	-	1.0	0.6	-	1.6	19.9	1.8	0.6	2.4
11/2	290	290	-	-	-	1.0	0.6	-	1.6	19.9	1.8	0.6	2.4
12/1	486	486	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	731	731	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	6.8	9.5	0.0	16.2	-	-	-	-
1/1	514	514	-	-	-	0.1	0.3	-	0.5	3.3	1.2	0.3	1.5
1/2	755	755	-	-	-	0.7	0.7	-	1.4	6.8	5.5	0.7	6.2
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.3	4.2	0.3	4.5
4/2+4/3	1242	1242	-	-	-	3.5	7.7	-	11.1	32.3	16.7	7.7	24.4
5/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	12.2	6.8	0.0	19.0	-	-	-	-
1/1	287	287	-	-	-	0.2	0.1	-	0.3	4.1	1.4	0.1	1.6

LinSig V1 style report

1/2	316	316	-	-	-	0.2	0.1	-	0.4	4.0	1.6	0.1	1.7
1/3	410	410	-	-	-	0.3	0.2	-	0.5	4.3	2.2	0.2	2.3
1/4+1/5	743	743	-	-	-	3.6	2.5	-	6.1	29.6	6.2	2.5	8.7
2/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	2.0	1.7	-	3.6	15.7	9.1	1.7	10.8
4/2	274	274	-	-	-	0.9	0.3	-	1.2	15.7	3.4	0.3	3.7
4/3	381	381	-	-	-	1.7	0.5	-	2.2	21.1	4.1	0.5	4.6
4/4	102	102	-	-	-	0.4	0.1	-	0.4	15.8	1.1	0.1	1.1
5/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	144	144	-	-	-	0.3	0.1	-	0.4	9.4	1.2	0.1	1.3
6/2	171	171	-	-	-	0.3	0.1	-	0.4	9.3	1.4	0.1	1.5
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
J4: Premier Inn	-	-	0	0	0	10.1	4.8	0.0	14.8	-	-	-	-
1/1	418	418	-	-	-	0.5	0.2	-	0.7	6.1	4.2	0.2	4.4
1/2	510	510	-	-	-	0.7	0.2	-	0.9	6.3	5.4	0.2	5.6
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	577	577	-	-	-	1.3	0.4	-	1.6	10.2	8.0	0.4	8.4
2/3	1078	1078	-	-	-	3.5	1.4	-	4.9	16.2	22.5	1.4	23.8
3/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.2	-	2.8	89.8	3.6	1.2	4.8
6/2	30	30	-	-	-	0.4	0.1	-	0.5	63.6	0.9	0.1	1.0
J5: WendleBury Road	-	-	103	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.7	0.3	0.1	0.4
2/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1078	1078	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3534	0	0	0.0	1.7	0.0	1.7	-	-	-	-
1/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	901	901	901	0	0	0.0	0.2	-	0.2	0.9	0.0	0.2	0.2
3/1	1487	1487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1288	1288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1373	1373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1655	1655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1530	1530	1530	0	0	0.0	0.6	-	0.6	1.3	0.0	0.6	0.6
11/1	936	936	936	0	0	0.0	0.9	-	0.9	3.5	0.0	0.9	0.9
12/1	156	156	156	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
15/1	1788	1788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	224	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
9/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	68	68	68	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	103	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	3.9	0.0	0.1	0.1
2/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	3095	0	0	0.4	3.9	0.0	4.3	-	-	-	-
1/1	1375	1375	1375	0	0	0.2	0.9	-	1.1	2.8	9.9	0.9	10.7
2/1	1062	1062	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1134	1134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	839	839	839	0	0	0.0	1.4	-	1.4	6.0	0.0	1.4	1.4
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1643	1643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	881	881	881	0	0	0.2	1.6	-	1.8	7.3	6.4	1.6	8.0
9/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 23.7 C1 Stream: 2 PRC for Signalled Lanes (%): 7.2 C1 Stream: 3 PRC for Signalled Lanes (%): 89.2 C2 PRC for Signalled Lanes (%): -5.5 C3 PRC for Signalled Lanes (%): 7.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 22.2 PRC Over All Lanes (%): -5.5 Total Delay for Signalled Lanes (pcuHr): 11.92 Total Delay for Signalled Lanes (pcuHr): 8.54 Total Delay for Signalled Lanes (pcuHr): 6.07 Total Delay for Signalled Lanes (pcuHr): 16.24 Total Delay for Signalled Lanes (pcuHr): 19.02 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 14.83 Total Delay Over All Lanes(pcuHr): 83.74 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	36	14
Change Point	10	51

Stage Stream: 3

Stage	1	2
Duration	15	35
Change Point	54	14

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	583	1900	760	76.7%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	454	1900	760	59.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	629	1900	1172	53.7%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	470	1900	1172	40.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	36	1900	253	14.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	735	1900:1900	475+475	69.5 : 85.3%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	289	1900	475	60.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	493	34.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	304	1900	507	60.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	289	1900	507	57.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	519	1900	1140	45.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	614	1900	1140	53.9%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	718	1900:1900	950+950	37.8 : 37.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	359	1900	507	70.9%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	359	1900	507	70.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	653	1900	1900	34.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	902	1900	1900	47.5%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	945	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	681	1900	1298	52.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	920	1900	1298	70.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	25	1900:1900	253+0	9.9 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	25	1900	538	4.6%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	420	1900	1077	39.0%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1053	1965:2105	937+373	80.4 : 80.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	372	1940	1132	32.9%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	257	2080	1213	21.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	398	2080	1213	32.8%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	343+364	76.9 : 76.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	309	1940	582	53.1%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	406	2080	624	65.1%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	325	1764	1029	31.6%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	382	1891	1103	34.6%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	504	1830	701	71.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	320	1962	752	42.5%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	634	1980	1518	41.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	709	2120	1625	43.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	625	1980:1720	1283+72	46.1 : 46.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	886	2120	1431	61.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	942	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	27.4%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	424	27.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	886	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	62.5%
1/1	Ahead	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1244	Inf	3136	39.7%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1221	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1315	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1511	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1703	Inf	2723	62.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	611	Inf	1488	41.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	202	Inf	1374	14.7%
13/1		U	N/A	N/A	-		-	-	-	134	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	7	Inf	627	1.1%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2153	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	20.2%
1/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	0	Inf	981	0.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	202	Inf	1000	20.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	56	Inf	1000	5.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	0	Inf	981	0.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.2%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	116	Inf	547	21.2%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	850	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	82.2%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1707	Inf	2077	82.2%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1205	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1190	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	890	Inf	1202	74.1%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1473	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	697	Inf	1049	66.4%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	7719	0	0	51.7	35.6	0.0	87.2	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	168	0	0	16.9	12.5	0.0	29.3	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.4	6.6	1.3	7.9
1/2	583	583	-	-	-	2.0	1.6	-	3.6	22.3	7.4	1.6	9.0
1/3	454	454	-	-	-	1.4	0.7	-	2.1	16.8	5.9	0.7	6.6
2/1	629	629	-	-	-	0.1	0.0	-	0.1	0.3	0.7	0.0	0.7
2/2	470	470	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.6	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.2	0.9	0.2	1.1
5/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	735	735	-	-	-	4.3	1.7	-	6.0	29.2	6.4	1.7	8.1
6/3	289	289	-	-	-	1.6	0.8	-	2.4	29.5	4.3	0.8	5.0
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.1	0.5	0.3	0.7
8/1	304	304	-	-	-	0.6	0.7	-	1.3	15.6	1.7	0.7	2.5
8/2	289	289	-	-	-	0.1	0.7	-	0.8	9.3	0.1	0.7	0.8
9/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	519	519	-	-	-	0.7	0.4	-	1.1	7.6	3.3	0.4	3.7
10/2	614	614	-	-	-	0.5	0.6	-	1.0	6.1	3.4	0.6	3.9
10/3+10/4	718	718	-	-	-	0.6	0.3	-	0.9	4.6	17.6	0.3	17.9

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11/1	359	359	-	-	-	1.3	1.2	-	2.5	24.6	4.5	1.2	5.7
11/2	359	359	-	-	-	1.3	1.2	-	2.5	24.6	4.5	1.2	5.7
12/1	653	653	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	902	902	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.7	5.6	0.0	14.3	-	-	-	-
1/1	681	681	-	-	-	0.7	0.6	-	1.2	6.4	4.4	0.6	4.9
1/2	920	920	-	-	-	1.0	1.2	-	2.2	8.8	6.5	1.2	7.7
1/3+1/4	25	25	-	-	-	0.1	0.1	-	0.1	20.4	0.4	0.1	0.5
2/1	25	25	-	-	-	0.0	0.0	-	0.0	4.1	0.2	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	1.0	0.3	-	1.3	10.9	4.5	0.3	4.8
4/2+4/3	1053	1053	-	-	-	2.4	2.0	-	4.4	15.0	10.1	2.0	12.2
5/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	539	539	-	-	-	2.9	1.1	-	4.0	26.6	5.2	1.1	6.3
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.6	6.6	0.0	21.2	-	-	-	-
1/1	372	372	-	-	-	0.7	0.2	-	0.9	8.8	3.1	0.2	3.3

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1/2	257	257	-	-	-	0.4	0.1	-	0.6	7.8	2.0	0.1	2.1
1/3	398	398	-	-	-	0.7	0.2	-	1.0	8.6	3.3	0.2	3.6
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.3	4.2	1.6	5.8
2/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.5	7.2	7.0	0.7	7.7
4/2	309	309	-	-	-	1.4	0.6	-	2.0	23.2	3.6	0.6	4.2
4/3	406	406	-	-	-	2.2	0.9	-	3.2	28.1	6.2	0.9	7.2
4/4	90	90	-	-	-	0.4	0.1	-	0.5	19.1	1.1	0.1	1.2
5/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	325	325	-	-	-	0.6	0.2	-	0.8	8.9	2.7	0.2	2.9
6/2	382	382	-	-	-	0.7	0.3	-	1.0	9.0	3.3	0.3	3.6
6/3	504	504	-	-	-	2.2	1.3	-	3.5	24.7	7.1	1.3	8.4
6/4	320	320	-	-	-	1.2	0.4	-	1.6	17.8	3.9	0.4	4.3
J4: Premier Inn	-	-	0	0	0	10.1	4.1	0.0	14.2	-	-	-	-
1/1	634	634	-	-	-	0.8	0.4	-	1.2	6.8	7.2	0.4	7.6
1/2	709	709	-	-	-	1.0	0.4	-	1.4	6.9	8.3	0.4	8.7
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	625	625	-	-	-	1.5	0.4	-	2.0	11.3	9.0	0.4	9.5
2/3	886	886	-	-	-	2.7	0.8	-	3.5	14.1	16.2	0.8	17.1
3/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
J5: WendleBury Road	-	-	116	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	6.8	0.6	0.2	0.8
2/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	886	886	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3767	0	0	0.0	1.6	0.0	1.6	-	-	-	-
1/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1244	1244	1244	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1315	1315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1511	1511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1703	1703	1703	0	0	0.0	0.8	-	0.8	1.8	0.0	0.8	0.8
11/1	611	611	611	0	0	0.0	0.3	-	0.3	2.1	0.0	0.3	0.3
12/1	202	202	202	0	0	0.0	0.1	-	0.1	1.5	0.0	0.1	0.1
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2153	2153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	258	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	56	56	56	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	116	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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5/1	0	0	0	0	0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J10: Middleton Stoney Road	-	-	3294	0	0	1.4	4.7	0.0	6.1	-	-	-	-
1/1	1707	1707	1707	0	0	1.4	2.3	-	3.7	7.8	25.8	2.3	28.0
2/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	890	890	890	0	0	0.0	1.4	-	1.4	5.7	0.0	1.4	1.4
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1473	1473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	697	697	697	0	0	0.0	1.0	-	1.0	5.1	0.0	1.0	1.0
9/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 17.3 C1 Stream: 2 PRC for Signalled Lanes (%): 5.6 C1 Stream: 3 PRC for Signalled Lanes (%): 50.0 C2 PRC for Signalled Lanes (%): 12.0 C3 PRC for Signalled Lanes (%): 17.0 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 28.2 PRC Over All Lanes (%): 5.6 Total Delay for Signalled Lanes (pcuHr): 14.79 Total Delay for Signalled Lanes (pcuHr): 8.41 Total Delay for Signalled Lanes (pcuHr): 5.12 Total Delay for Signalled Lanes (pcuHr): 14.32 Total Delay for Signalled Lanes (pcuHr): 21.21 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 14.16 Total Delay Over All Lanes(pcuHr): 87.23 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	26	24
Change Point	14	45

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	11	38

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	444	1900	760	58.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	464	1900	760	61.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	422	1900	760	55.5%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	536	1900	855	62.7%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	449	1900	855	52.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	43	1900	253	17.0%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1081	1900:1900	389+792	91.6 : 91.6%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	350	1900	792	44.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	695	28.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	89	1900	728	12.2%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	350	1900	728	48.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	301	1900	918	32.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	328	1900	918	35.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	671	1900:1900	909+901	37.1 : 37.1%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	337	1900	507	66.5%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	334	1900	507	65.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	263	1900	1900	13.8%
12/2	Ahead	U	N/A	N/A	-		-	-	-	678	1900	1900	35.7%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	93.0%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	268	1900	1298	20.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	730	1900	1298	56.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1243	1965:2105	912+425	93.0 : 93.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	87	1900:1900	507+267	11.3 : 11.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	61	1900	253	24.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	77.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	190	1940	1552	12.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	254	2080	1664	15.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	473	2080	1664	28.4%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	300+313	77.7 : 77.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	458	1940	1099	41.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	607	2080	1179	51.5%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	123	1764	559	22.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	110	1891	599	18.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	581	1980	1485	39.1%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	694	2120	1590	43.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	410	1980:1720	1341+23	30.1 : 30.1%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	861	2120	1449	59.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	21.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	438	21.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	48.7%
1/1	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1184	Inf	3164	37.4%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1394	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1271	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1418	Inf	2914	48.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	423	Inf	1539	27.5%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	194	Inf	1503	12.9%
13/1		U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	1	Inf	946	0.1%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1515	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	17.3%
1/1		U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	22	Inf	977	2.3%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	172	Inf	992	17.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	194	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	170	Inf	1000	17.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	80	Inf	944	8.5%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	17.2%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	95	Inf	553	17.2%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	212	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
J9: David Lloyd Access	-	-	N/A	-	-		-	-	-	-	-	-	0.0%
1/1	Left Ahead	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	640	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	822	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1059	Inf	2170	48.8%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	839	Inf	1204	69.7%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1543	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	920	Inf	1331	69.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	6871	0	0	41.8	32.6	0.0	74.4	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	16.8	11.7	0.0	28.5	-	-	-	-
1/1	444	444	-	-	-	1.1	0.7	-	1.8	14.7	3.9	0.7	4.6
1/2	464	464	-	-	-	1.2	0.8	-	2.0	15.2	4.4	0.8	5.1
1/3	422	422	-	-	-	1.1	0.6	-	1.7	14.7	4.4	0.6	5.0
2/1	536	536	-	-	-	0.3	0.0	-	0.3	1.7	1.4	0.0	1.4
2/2	449	449	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
3/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	43	43	-	-	-	0.3	0.1	-	0.4	31.3	0.6	0.1	0.7
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1081	1081	-	-	-	4.6	4.9	-	9.5	31.7	11.3	4.9	16.2
6/3	350	350	-	-	-	1.2	0.4	-	1.6	16.6	4.1	0.4	4.5
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.0	0.4	0.2	0.6
8/1	89	89	-	-	-	0.3	0.1	-	0.3	14.0	0.8	0.1	0.9
8/2	350	350	-	-	-	1.8	0.5	-	2.3	23.4	5.8	0.5	6.3
9/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	301	301	-	-	-	0.6	0.2	-	0.9	10.4	3.5	0.2	3.7
10/2	328	328	-	-	-	0.7	0.3	-	1.0	11.1	3.4	0.3	3.7
10/3+10/4	671	671	-	-	-	1.4	0.3	-	1.7	9.0	14.9	0.3	15.1

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11/1	337	337	-	-	-	0.7	1.0	-	1.7	18.4	1.2	1.0	2.2
11/2	334	334	-	-	-	0.7	1.0	-	1.7	18.2	1.2	1.0	2.1
12/1	263	263	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	678	678	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	5.5	7.1	0.0	12.5	-	-	-	-
1/1	268	268	-	-	-	0.0	0.1	-	0.2	2.0	0.7	0.1	0.8
1/2	730	730	-	-	-	0.7	0.6	-	1.3	6.6	5.6	0.6	6.2
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.1	2.8	0.2	3.0
4/2+4/3	1243	1243	-	-	-	3.3	5.9	-	9.2	26.6	15.6	5.9	21.4
5/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	87	87	-	-	-	0.4	0.1	-	0.5	19.2	0.7	0.1	0.8
6/3	61	61	-	-	-	0.4	0.2	-	0.6	32.7	0.9	0.2	1.1
7/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	10.0	5.5	0.0	15.5	-	-	-	-
1/1	190	190	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.8

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1/2	254	254	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	473	473	-	-	-	0.2	0.2	-	0.4	3.1	2.0	0.2	2.2
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	36.7	3.8	1.7	5.5
2/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.7	0.7	-	1.4	6.2	4.7	0.7	5.4
4/2	458	458	-	-	-	0.7	0.4	-	1.0	8.1	3.5	0.4	3.8
4/3	607	607	-	-	-	1.5	0.5	-	2.0	12.1	6.7	0.5	7.2
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.3	0.8	0.1	0.9
5/1	581	581	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	123	123	-	-	-	0.5	0.1	-	0.7	19.2	1.5	0.1	1.6
6/2	110	110	-	-	-	0.5	0.1	-	0.6	18.6	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
J4: Premier Inn	-	-	0	0	0	9.3	4.1	0.0	13.4	-	-	-	-
1/1	581	581	-	-	-	0.9	0.3	-	1.2	7.3	6.8	0.3	7.1
1/2	694	694	-	-	-	1.1	0.4	-	1.5	7.6	8.5	0.4	8.9
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	410	410	-	-	-	0.9	0.2	-	1.1	9.4	5.3	0.2	5.5
2/3	861	861	-	-	-	2.4	0.7	-	3.1	13.2	15.1	0.7	15.8
3/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
J5: WendleBury Road	-	-	95	0	0	0.0	0.1	0.0	0.2	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.1	0.4	0.1	0.6
2/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3220	0	0	0.0	1.0	0.0	1.0	-	-	-	-
1/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1184	1184	1184	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1418	1418	1418	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	423	423	423	0	0	0.0	0.2	-	0.2	1.6	0.0	0.2	0.2
12/1	194	194	194	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0