

LinSig V1 style report

14/1	1	1	1	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
15/1	1515	1515	-	-	-	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	-	-	444	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	22	22	22	0	0	0.0	0.0	-	0.0	1.9	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	22	22	-	-	-	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	170	170	-	-	-	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	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	170	170	170	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	80	80	80	0	0	0.0	0.0	-	0.0	2.1	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	3.9	0.0	0.1	0.1
2/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	80	80	-	-	-	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	80	80	-	-	-	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	80	80	-	-	-	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	-	-	2818	0	0	0.2	2.7	0.0	2.9	-	-	-	-																																																																
1/1	1059	1059	1059	0	0	0.1	0.5	-	0.6	2.0	8.0	0.5	8.4																																																																
2/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1013	1013	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	839	839	839	0	0	0.0	1.1	-	1.1	4.9	0.0	1.1	1.1																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1543	1543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	920	920	920	0	0	0.1	1.1	-	1.2	4.7	4.3	1.1	5.5																																																																
9/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>35.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.24</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>87.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-3.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>12.53</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>15.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.43</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-3.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>74.45</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	35.3	Total Delay for Signalled Lanes (pcuHr):	10.24	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-1.8	Total Delay for Signalled Lanes (pcuHr):	11.51	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	87.3	Total Delay for Signalled Lanes (pcuHr):	6.18	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-3.3	Total Delay for Signalled Lanes (pcuHr):	12.53	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	15.9	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	21.5	Total Delay for Signalled Lanes (pcuHr):	13.43	Cycle Time (s):	120			PRC Over All Lanes (%)	-3.3	Total Delay Over All Lanes(pcuHr):	74.45		
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	31	19
Change Point	15	51

Stage Stream: 3

Stage	1	2
Duration	24	26
Change Point	6	35

C2

Stage	1	2	3
Duration	3	7	31
Change Point	27	36	48

C3

Stage	1	2	3
Duration	25	7	17
Change Point	49	16	30

C4

Stage	1	2	3
Duration	0	5	81
Change Point	69	84	97

C5

Stage	1	2	3
Duration	73	8	5
Change Point	69	37	53

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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	-	-		-	-	-	-	-	-	91.4%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.4%
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	-	500	1900	665	75.2%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	470	1900	665	70.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	547	1900	1013	54.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	485	1900	1013	47.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	46	1900	253	18.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	72	1900	253	28.4%
5/1		U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	505	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	72.9 : 91.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	285	1900	633	45.0%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	518	34.9%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	24	-	258	1900	792	32.6%
8/2	Right	U	1:3	N/A	C1:G		1	24	-	285	1900	792	36.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1126	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	26	-	547	1900	855	64.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	26	-	624	1900	855	73.0%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	26	-	992	1900:1900	855+855	58.1 : 57.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	497	1900	602	82.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	495	1900	602	82.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	614	1900	1900	32.3%
12/2	Ahead	U	N/A	N/A	-		-	-	-	891	1900	1900	46.9%
12/3	Right	U	N/A	N/A	-		-	-	-	18	1900	1900	0.9%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	647	1900	1298	49.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	935	1900	1298	72.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	4	1900:1900	253+0	1.6 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	4	1900	538	0.7%
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	-	307	1900	1077	28.5%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1122	1965:2105	919+410	84.4 : 84.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	985	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	-		-	-	-	500	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	470	Inf	Inf	0.0%	
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-	-	-	-	-	-	-	78.0%	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	402	1940	1293	31.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	341	2080	1387	24.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	613	2080	1387	44.2%
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	-		-	-	-	547	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	992	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	25	-	504	1940	841	60.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	584	2080	901	64.8%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	105	2080	901	11.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	866	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	26	9	295	1764	794	37.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	26	9	338	1891	851	39.7%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	428	1830	549	78.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	379	1962	589	64.4%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	799	1980	1518	52.6%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	866	2120	1625	53.3%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	732	1980:1720	1328+57	52.9 : 52.9%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1007	2120	1466	68.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1071	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	875	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	-	-		-	-	-	-	-	-	31.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	362	31.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	810	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Ahead	U	N/A	N/A	-		-	-	-	62	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1509	Inf	3150	47.9%

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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	-	-	-	-	1582	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	628	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	798	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1571	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	-	-	-	-	1739	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1800	Inf	2690	66.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	565	Inf	1337	42.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	366	Inf	1224	29.9%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	523	1.3%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2362	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-	-	-	-	-	-	-	19.9%
1/1		U	N/A	N/A	-	-	-	-	18	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	179	Inf	984	18.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	179	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-	-	-	-	62	Inf	Inf	0.0%
7/1		U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-	-	-	-	187	Inf	941	19.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	366	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	62	Inf	1000	6.2%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	5	Inf	979	0.5%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	21.5%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	536	21.5%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	291	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	5	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	-	-	-	-	5	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	670	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	889	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	81.2%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1682	Inf	2072	81.2%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1205	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	613	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1208	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	866	Inf	1210	71.5%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1429	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	702	Inf	1049	66.9%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	699	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	-	-	8341	0	0	57.7	43.1	0.0	100.8	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	181	0	0	23.3	17.3	0.0	40.6	-	-	-	-
1/1	566	566	-	-	-	2.4	2.7	-	5.1	32.8	8.8	2.7	11.5
1/2	500	500	-	-	-	2.0	1.5	-	3.5	25.1	7.5	1.5	9.0
1/3	470	470	-	-	-	1.9	1.2	-	3.1	24.0	7.0	1.2	8.1
2/1	547	547	-	-	-	0.1	0.0	-	0.1	0.8	0.8	0.0	0.8
2/2	485	485	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
3/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	46	46	-	-	-	0.3	0.1	-	0.4	28.8	0.6	0.1	0.7
4/2	72	72	-	-	-	0.4	0.2	-	0.6	31.4	0.9	0.2	1.1
5/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	505	505	-	-	-	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	26.3	9.2	2.3	11.4
6/3	285	285	-	-	-	1.2	0.4	-	1.7	20.8	3.7	0.4	4.1
7/1	181	181	181	0	0	0.1	0.3	-	0.4	7.2	0.9	0.3	1.1
8/1	258	258	-	-	-	0.6	0.2	-	0.8	11.8	3.3	0.2	3.5
8/2	285	285	-	-	-	0.7	0.3	-	1.0	12.0	4.6	0.3	4.8
9/1	1126	1126	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	547	547	-	-	-	1.7	0.9	-	2.6	17.0	5.8	0.9	6.7
10/2	624	624	-	-	-	1.4	1.3	-	2.7	15.7	6.5	1.3	7.9
10/3+10/4	992	992	-	-	-	3.6	0.7	-	4.3	15.6	19.2	0.7	19.9

LinSig V1 style report

11/1	497	497	-	-	-	0.7	2.3	-	3.0	21.8	1.2	2.3	3.5
11/2	495	495	-	-	-	0.7	2.2	-	3.0	21.5	1.2	2.2	3.5
12/1	614	614	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	891	891	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	18	18	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	6.8	5.5	0.0	12.3	-	-	-	-
1/1	647	647	-	-	-	0.3	0.5	-	0.8	4.2	1.2	0.5	1.7
1/2	935	935	-	-	-	0.4	1.3	-	1.7	6.6	4.8	1.3	6.0
1/3+1/4	4	4	-	-	-	0.0	0.0	-	0.1	50.7	0.1	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	307	307	-	-	-	0.7	0.2	-	0.9	10.6	3.2	0.2	3.4
4/2+4/3	1122	1122	-	-	-	2.6	2.6	-	5.3	16.9	11.3	2.6	13.9
5/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	985	985	-	-	-	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	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.7	7.7	0.0	22.3	-	-	-	-
1/1	402	402	-	-	-	0.5	0.2	-	0.7	6.2	2.8	0.2	3.0

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1/2	341	341	-	-	-	0.4	0.2	-	0.5	5.7	2.2	0.2	2.3
1/3	613	613	-	-	-	0.8	0.4	-	1.2	7.1	4.8	0.4	5.2
1/4+1/5	458	458	-	-	-	3.0	1.5	-	4.5	35.5	3.6	1.5	5.1
2/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	992	992	-	-	-	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	504	504	-	-	-	1.4	0.7	-	2.1	15.1	5.7	0.7	6.5
4/3	584	584	-	-	-	1.8	0.9	-	2.8	17.0	6.2	0.9	7.1
4/4	105	105	-	-	-	0.2	0.1	-	0.3	10.6	0.9	0.1	1.0
5/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	866	866	-	-	-	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	295	295	-	-	-	0.9	0.3	-	1.2	14.5	3.2	0.3	3.5
6/2	338	338	-	-	-	1.0	0.3	-	1.4	14.6	3.8	0.3	4.1
6/3	428	428	-	-	-	2.3	1.7	-	4.0	33.7	6.4	1.7	8.1
6/4	379	379	-	-	-	1.9	0.9	-	2.8	26.7	5.5	0.9	6.4
J4: Premier Inn	-	-	0	0	0	11.5	5.6	0.0	17.1	-	-	-	-
1/1	799	799	-	-	-	1.2	0.6	-	1.8	8.0	10.2	0.6	10.8
1/2	866	866	-	-	-	1.3	0.6	-	1.9	7.9	11.3	0.6	11.9
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	732	732	-	-	-	1.8	0.6	-	2.3	11.4	11.1	0.6	11.7
2/3	1007	1007	-	-	-	3.0	1.1	-	4.1	14.7	19.6	1.1	20.7
3/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	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	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4247	0	0	0.0	2.1	0.0	2.1	-	-	-	-
1/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1509	1509	1509	0	0	0.0	0.5	-	0.5	1.1	1.8	0.5	2.2
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1582	1582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1571	1571	-	-	-	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	1739	1739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1800	1800	1800	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	565	565	565	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	366	366	366	0	0	0.0	0.2	-	0.2	2.2	1.2	0.2	1.4
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	3.5	0.0	0.0	0.0
15/1	2362	2362	-	-	-	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	-	-	433	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	179	179	179	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	62	62	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	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	2.4	0.0	0.1	0.1
9/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	62	62	62	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	5	5	5	0	0	0.0	0.0	-	0.0	1.8	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	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	5	5	-	-	-	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	5	5	-	-	-	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	5	5	-	-	-	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	-	-	3250	0	0	1.3	4.4	0.0	5.7	-	-	-	-																																																																
1/1	1682	1682	1682	0	0	1.3	2.1	-	3.4	7.4	24.8	2.1	27.0																																																																
2/1	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1208	1208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	866	866	866	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	1429	1429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.2	0.0	1.0	1.0																																																																
9/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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C1	Stream: 1	PRC for Signalled Lanes (%)	5.7	Total Delay for Signalled Lanes (pcuHr):	18.74	Cycle Time (s):	60																																																																						
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	21	29
Change Point	14	40

Stage Stream: 3

Stage	1	2
Duration	20	30
Change Point	10	35

C2

Stage	1	2	3
Duration	3	7	31
Change Point	14	23	35

C3

Stage	1	2	3
Duration	25	15	9
Change Point	31	58	20

C4

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

C5

Stage	1	2	3
Duration	73	7	6
Change Point	48	16	31

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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	-	-		-	-	-	-	-	-	100.6%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.2%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	76.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	517	1900	665	77.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	480	1900	665	71.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	580	1900	697	82.9%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	522	1900	697	74.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	112	1900	253	44.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	131	1900	253	51.7%
5/1		U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1257	1900:1900	429+950	91.2 : 91.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	367	1900	950	38.6%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	590	33.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	96	1900	665	14.4%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	367	1900	665	55.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1446	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	486	1900	982	49.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	480	1900	982	48.9%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	843	1900:1900	938+935	45.0 : 45.0%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	422	1900	602	70.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	421	1900	602	70.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	451	1900	1900	23.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	751	1900	1900	39.5%
12/3	Right	U	N/A	N/A	-		-	-	-	96	1900	1900	5.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	475	1900	1298	36.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	778	1900	1298	59.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1346	1965:2105	911+426	100.6 : 100.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%

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J3: Tesco & Bicester 4 Access	-	-	N/A	-	-	-	-	-	-	-	-	-	84.8%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	341	1940	1552	22.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	420	2080	1664	25.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	621	2080	1664	37.3%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	17	-	727	1805:1935	412+446	84.8 : 84.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	843	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	36	-	844	1805	1113	75.7%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	602	1940	841	71.5%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	693	2080	901	76.7%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	25	-	124	2080	901	13.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	838	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	26	17	140	1764	794	17.6%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	26	17	174	1891	851	20.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
J4: Premier Inn	-	-	N/A	-	-	-	-	-	-	-	-	-	85.9%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	742	1980	1501	49.4%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	838	2120	1608	52.0%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	78.1%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	731	1980:1720	1360+21	53.0 : 53.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1259	2120	1466	85.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1348	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	26.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	371	26.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/1	Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1481	Inf	2907	50.9%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1828	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-	-	-	-	403	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	403	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1726	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	701	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1990	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1811	Inf	2859	63.4%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	965	Inf	1245	77.5%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	229	Inf	1128	20.3%
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	645	1.7%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2118	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-	-	-	-	-	-	-	20.9%
1/1		U	N/A	N/A	-	-	-	-	182	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	22	Inf	983	2.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	50	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	-	-	-	-	180	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	992	20.9%
9/1	Ahead	U	N/A	N/A	-	-	-	-	229	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	180	Inf	1000	18.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	52	Inf	940	5.5%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	18.2%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	99	Inf	543	18.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	259	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	52	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	-	-	-	-	52	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	647	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	52	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	832	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	79.9%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1359	Inf	2171	62.6%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1036	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	327	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1079	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	863	Inf	1082	79.7%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1749	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	933	Inf	1168	79.9%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	890	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	-	-	8506	0	0	59.2	64.9	0.0	124.1	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	198	0	0	20.8	15.6	0.0	36.5	-	-	-	-
1/1	505	505	-	-	-	1.8	1.6	-	3.4	23.9	7.6	1.6	9.2
1/2	514	514	-	-	-	1.9	1.7	-	3.6	24.8	7.9	1.7	9.6
1/3	478	478	-	-	-	1.8	1.3	-	3.1	23.1	7.2	1.3	8.4
2/1	577	577	-	-	-	0.3	0.0	-	0.3	2.1	1.4	0.0	1.4
2/2	520	520	-	-	-	0.3	0.0	-	0.3	1.8	1.0	0.0	1.0
3/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	112	112	-	-	-	0.5	0.4	-	0.9	28.3	1.7	0.4	2.1
4/2	131	131	-	-	-	0.8	0.5	-	1.4	37.6	2.0	0.5	2.5
5/1	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1257	1257	-	-	-	4.3	4.8	-	9.1	26.1	13.2	4.8	18.0
6/3	367	367	-	-	-	0.9	0.3	-	1.3	12.4	3.8	0.3	4.1
7/1	198	198	198	0	0	0.1	0.3	-	0.3	5.8	0.8	0.3	1.0
8/1	96	96	-	-	-	0.4	0.1	-	0.5	18.8	1.1	0.1	1.1
8/2	367	367	-	-	-	2.2	0.6	-	2.8	27.1	6.1	0.6	6.7
9/1	1443	1443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	486	486	-	-	-	1.1	0.5	-	1.6	12.1	6.1	0.5	6.6
10/2	480	480	-	-	-	1.1	0.5	-	1.6	11.7	5.4	0.5	5.9
10/3+10/4	843	843	-	-	-	1.7	0.4	-	2.1	8.9	14.9	0.4	15.4

LinSig V1 style report

11/1	422	422	-	-	-	0.8	1.2	-	1.9	16.6	1.4	1.2	2.5
11/2	421	421	-	-	-	0.8	1.2	-	1.9	16.6	1.4	1.2	2.5
12/1	451	451	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/2	751	751	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
12/3	96	96	-	-	-	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	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.1	22.3	0.0	30.4	-	-	-	-
1/1	475	475	-	-	-	0.2	0.3	-	0.5	4.0	1.1	0.3	1.4
1/2	778	778	-	-	-	1.2	0.7	-	2.0	9.2	7.0	0.7	7.7
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	403	403	-	-	-	1.0	0.3	-	1.3	11.8	4.4	0.3	4.7
4/2+4/3	1346	1338	-	-	-	4.1	20.5	-	24.6	65.9	20.1	20.5	40.6
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.8	10.0	0.0	25.8	-	-	-	-
1/1	341	341	-	-	-	0.1	0.1	-	0.3	3.0	1.3	0.1	1.5

LinSig V1 style report

1/2	420	420	-	-	-	0.2	0.2	-	0.3	3.0	1.8	0.2	1.9
1/3	621	621	-	-	-	0.3	0.3	-	0.6	3.4	2.9	0.3	3.2
1/4+1/5	727	727	-	-	-	3.7	2.7	-	6.4	31.5	6.2	2.7	8.9
2/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	842	842	-	-	-	2.0	1.5	-	3.5	15.1	10.2	1.5	11.7
4/2	601	601	-	-	-	2.0	1.2	-	3.2	19.2	7.8	1.2	9.1
4/3	691	691	-	-	-	3.5	1.6	-	5.1	26.5	10.7	1.6	12.3
4/4	124	124	-	-	-	0.4	0.1	-	0.4	12.8	1.4	0.1	1.4
5/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	140	140	-	-	-	0.4	0.1	-	0.5	12.6	1.4	0.1	1.5
6/2	174	174	-	-	-	0.5	0.1	-	0.6	12.7	1.7	0.1	1.9
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
J4: Premier Inn	-	-	0	0	0	14.2	8.4	0.0	22.6	-	-	-	-
1/1	741	741	-	-	-	1.2	0.5	-	1.6	8.0	9.5	0.5	10.0
1/2	836	836	-	-	-	1.3	0.5	-	1.9	8.1	10.9	0.5	11.5
1/3	153	153	-	-	-	2.2	1.7	-	3.9	91.2	4.9	1.7	6.6
2/2+2/1	731	731	-	-	-	1.8	0.6	-	2.4	11.6	11.6	0.6	12.2
2/3	1259	1259	-	-	-	4.9	3.0	-	7.8	22.4	31.8	3.0	34.8
3/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1348	1348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
J5: WendleBury Road	-	-	99	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	99	99	99	0	0	0.0	0.2	-	0.2	8.4	0.7	0.2	0.9
2/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4495	0	0	0.0	3.2	0.0	3.2	-	-	-	-
1/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1479	1479	1479	0	0	0.0	0.5	-	0.5	1.3	9.0	0.5	9.5
3/1	2000	2000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1826	1826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1726	1726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1990	1990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1811	1811	1811	0	0	0.0	0.9	-	0.9	1.7	0.0	0.9	0.9
11/1	965	965	965	0	0	0.0	1.7	-	1.7	6.3	0.0	1.7	1.7
12/1	229	229	229	0	0	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
13/1	96	96	-	-	-	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	2.8	0.0	0.0	0.0
15/1	2118	2118	-	-	-	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	-	-	461	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	22	22	22	0	0	0.0	0.0	-	0.0	1.9	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	22	22	-	-	-	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	180	180	-	-	-	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	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	180	180	180	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	52	52	52	0	0	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0
J8: Bicester Avenue	-	-	99	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	99	99	99	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	52	52	-	-	-	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	52	52	-	-	-	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	52	52	-	-	-	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	-	-	3155	0	0	0.3	4.7	0.0	5.0	-	-	-	-																																																																
1/1	1359	1359	1359	0	0	0.1	0.8	-	0.9	2.4	7.3	0.8	8.2																																																																
2/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	863	863	863	0	0	0.0	1.9	-	1.9	8.1	0.0	1.9	1.9																																																																
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1749	1749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	933	933	933	0	0	0.2	2.0	-	2.1	8.3	9.8	2.0	11.8																																																																
9/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>16.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>16.11</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.97</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>63.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>30.41</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>25.79</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>4.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>22.63</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-11.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>124.12</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	16.3	Total Delay for Signalled Lanes (pcuHr):	16.11	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-1.3	Total Delay for Signalled Lanes (pcuHr):	10.97	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	63.1	Total Delay for Signalled Lanes (pcuHr):	8.55	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-11.8	Total Delay for Signalled Lanes (pcuHr):	30.41	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr):	25.79	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	4.8	Total Delay for Signalled Lanes (pcuHr):	22.63	Cycle Time (s):	120			PRC Over All Lanes (%)	-11.8	Total Delay Over All Lanes(pcuHr):	124.12		
C1	Stream: 1	PRC for Signalled Lanes (%)	16.3	Total Delay for Signalled Lanes (pcuHr):	16.11	Cycle Time (s):	60																																																																						
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.3	Total Delay for Signalled Lanes (pcuHr):	10.97	Cycle Time (s):	60																																																																						
C1	Stream: 3	PRC for Signalled Lanes (%)	63.1	Total Delay for Signalled Lanes (pcuHr):	8.55	Cycle Time (s):	60																																																																						
C2		PRC for Signalled Lanes (%)	-11.8	Total Delay for Signalled Lanes (pcuHr):	30.41	Cycle Time (s):	60																																																																						
C3		PRC for Signalled Lanes (%)	6.2	Total Delay for Signalled Lanes (pcuHr):	25.79	Cycle Time (s):	60																																																																						
C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120																																																																						
C5		PRC for Signalled Lanes (%)	4.8	Total Delay for Signalled Lanes (pcuHr):	22.63	Cycle Time (s):	120																																																																						
		PRC Over All Lanes (%)	-11.8	Total Delay Over All Lanes(pcuHr):	124.12																																																																								

Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	28	22
Change Point	15	48

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	10	37

C2

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

C3

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

C4

Stage	1	2	3
Duration	0	5	81
Change Point	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	-	-		-	-	-	-	-	-	90.2%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
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	-	557	1900	697	80.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	513	1900	697	73.6%
2/1	Ahead	U	1:2	N/A	C1:E		1	28	-	597	1900	918	65.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	28	-	535	1900	918	58.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	61	1900	253	24.1%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	91	1900	253	35.9%
5/1		U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	22	-	1136	1900:1900	564+728	85.0 : 90.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	22	-	348	1900	728	47.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	457	36.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	285	1900	728	39.1%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	348	1900	728	47.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	729	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	586	1900	918	63.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	665	1900	918	72.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	935	1900:1900	907+905	51.6 : 51.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	468	1900	570	82.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	467	1900	570	81.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	702	1900	1900	36.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	958	1900	1900	50.4%
12/3	Right	U	N/A	N/A	-		-	-	-	55	1900	1900	2.9%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	984	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	-	746	1900	1298	57.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	972	1900	1298	74.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	12	1900:1900	253+0	4.7 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	12	1900	538	2.2%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	442	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	-	430	1900	1077	39.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1117	1965:2105	916+418	83.8 : 83.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1025	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	-		-	-	-	557	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	338	1940	1261	26.8%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	461	2080	1352	34.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	560	2080	1352	41.4%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	546	1805:1935	311+332	84.9 : 84.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	727	1805	1324	54.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	527	1940	776	67.9%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	621	2080	832	74.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	939	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	334	1764	853	39.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	10	380	1891	914	41.6%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	452	1830	579	78.0%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	18	-	375	1962	621	60.4%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	861	1980	1518	56.7%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	939	2120	1625	57.8%
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	-	792	1980:1720	1312+57	57.9 : 57.9%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1043	2120	1449	72.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1106	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	950	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	-	-		-	-	-	-	-	-	34.5%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	336	34.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	874	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	950	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	71.0%
1/1	Ahead	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1704	Inf	3141	54.3%

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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	-		-	-	-	1763	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	828	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1612	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1835	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1873	Inf	2639	71.0%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	632	Inf	1313	48.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	415	Inf	1100	37.7%
13/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	7	Inf	487	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2433	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	24.9%
1/1		U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	181	Inf	982	18.4%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	181	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	-		-	-	-	69	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	940	24.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	69	Inf	1000	6.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	8	Inf	977	0.8%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	21.2%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	548	21.2%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	236	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	8	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	-	-	-	-	8	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	670	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	8	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	888	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	87.0%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1823	Inf	2096	87.0%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1271	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	655	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1217	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	886	Inf	1167	75.9%
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	-		-	-	-	710	Inf	1003	70.8%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	764	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	-	-	8941	0	0	64.6	50.9	0.0	115.4	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	167	0	0	24.3	19.2	0.0	43.5	-	-	-	-
1/1	588	588	-	-	-	2.4	2.6	-	5.0	30.4	8.7	2.6	11.3
1/2	557	557	-	-	-	2.1	1.9	-	4.1	26.2	8.1	1.9	10.0
1/3	513	513	-	-	-	1.9	1.4	-	3.3	23.3	7.2	1.4	8.6
2/1	597	597	-	-	-	0.1	0.0	-	0.1	0.6	0.7	0.0	0.7
2/2	535	535	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
3/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	61	61	-	-	-	0.4	0.2	-	0.5	31.5	0.9	0.2	1.0
4/2	91	91	-	-	-	0.6	0.3	-	0.8	33.3	1.2	0.3	1.5
5/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1136	1136	-	-	-	5.2	3.5	-	8.7	27.6	10.2	3.5	13.7
6/3	348	348	-	-	-	1.4	0.5	-	1.8	18.7	4.4	0.5	4.8
7/1	167	167	167	0	0	0.1	0.3	-	0.4	8.4	0.8	0.3	1.1
8/1	285	285	-	-	-	1.0	0.3	-	1.3	16.4	4.0	0.3	4.3
8/2	348	348	-	-	-	1.5	0.5	-	1.9	19.8	5.8	0.5	6.2
9/1	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	586	586	-	-	-	1.1	0.9	-	2.0	12.2	5.3	0.9	6.2
10/2	665	665	-	-	-	1.7	1.3	-	3.0	16.3	7.0	1.3	8.3
10/3+10/4	935	935	-	-	-	2.6	0.5	-	3.1	11.9	18.7	0.5	19.2

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11/1	468	468	-	-	-	1.1	2.2	-	3.3	25.6	2.2	2.2	4.4
11/2	467	467	-	-	-	1.1	2.2	-	3.3	25.5	2.2	2.2	4.3
12/1	702	702	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	958	958	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/3	55	55	-	-	-	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	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.2	6.5	0.0	14.7	-	-	-	-
1/1	746	746	-	-	-	0.4	0.7	-	1.0	5.0	5.4	0.7	6.1
1/2	972	972	-	-	-	0.7	1.5	-	2.2	8.1	7.6	1.5	9.1
1/3+1/4	12	12	-	-	-	0.1	0.0	-	0.1	23.9	0.2	0.0	0.2
2/1	12	12	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	442	442	-	-	-	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	430	430	-	-	-	1.0	0.3	-	1.3	10.9	4.5	0.3	4.8
4/2+4/3	1117	1117	-	-	-	2.6	2.5	-	5.1	16.5	11.2	2.5	13.7
5/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1025	1025	-	-	-	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	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	16.8	9.8	0.0	26.6	-	-	-	-
1/1	338	338	-	-	-	0.4	0.2	-	0.6	6.4	2.3	0.2	2.5

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1/2	461	461	-	-	-	0.6	0.3	-	0.9	6.7	3.3	0.3	3.6
1/3	560	560	-	-	-	0.8	0.4	-	1.1	7.3	4.4	0.4	4.7
1/4+1/5	546	546	-	-	-	3.6	2.7	-	6.2	41.0	4.5	2.7	7.1
2/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	665	665	-	-	-	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	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.6	0.6	-	1.2	6.2	4.2	0.6	4.8
4/2	527	527	-	-	-	1.9	1.0	-	2.9	19.9	7.1	1.0	8.1
4/3	621	621	-	-	-	2.5	1.5	-	3.9	22.7	7.3	1.5	8.7
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.2	1.1	0.1	1.2
5/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	939	939	-	-	-	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	334	334	-	-	-	0.9	0.3	-	1.2	13.4	3.5	0.3	3.8
6/2	380	380	-	-	-	1.1	0.4	-	1.4	13.4	4.0	0.4	4.4
6/3	452	452	-	-	-	2.3	1.7	-	4.1	32.4	6.8	1.7	8.5
6/4	375	375	-	-	-	1.8	0.8	-	2.6	24.6	5.2	0.8	6.0
J4: Premier Inn	-	-	0	0	0	12.6	6.0	0.0	18.6	-	-	-	-
1/1	861	861	-	-	-	1.4	0.7	-	2.0	8.5	11.7	0.7	12.4
1/2	939	939	-	-	-	1.5	0.7	-	2.2	8.5	13.0	0.7	13.7
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	792	792	-	-	-	2.1	0.7	-	2.8	12.5	13.1	0.7	13.8
2/3	1043	1043	-	-	-	3.4	1.3	-	4.6	16.0	21.4	1.3	22.7
3/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	950	950	-	-	-	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	11.3	1.1	0.3	1.4
2/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4631	0	0	0.1	2.6	0.0	2.7	-	-	-	-
1/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1704	1704	1704	0	0	0.0	0.6	-	0.6	1.3	12.4	0.6	12.9
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1763	1763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1612	1612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1835	1835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1873	1873	1873	0	0	0.0	1.2	-	1.2	2.3	0.0	1.2	1.2
11/1	632	632	632	0	0	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
12/1	415	415	415	0	0	0.1	0.3	-	0.4	3.4	3.0	0.3	3.3
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	3.7	0.0	0.0	0.0
15/1	2433	2433	-	-	-	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	-	-	492	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	181	181	181	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	181	181	-	-	-	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	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
9/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	69	69	69	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	8	8	8	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
J8: Bicester Avenue	-	-	116	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	8	8	-	-	-	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	8	8	-	-	-	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	8	8	-	-	-	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	-	-	3419	0	0	2.4	6.0	0.0	8.4	-	-	-	-																																																																
1/1	1823	1823	1823	0	0	2.4	3.3	-	5.7	11.2	29.2	3.3	32.4																																																																
2/1	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	886	886	886	0	0	0.0	1.6	-	1.6	6.3	0.0	1.6	1.6																																																																
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	710	710	710	0	0	0.0	1.2	-	1.2	6.1	0.0	1.2	1.2																																																																
9/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>6.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>20.36</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-0.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.65</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>24.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>7.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.72</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>6.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>26.57</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>19.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>18.62</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-0.2</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>115.42</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	20.36	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-0.2	Total Delay for Signalled Lanes (pcuHr):	10.65	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	24.3	Total Delay for Signalled Lanes (pcuHr):	11.32	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	7.4	Total Delay for Signalled Lanes (pcuHr):	14.72	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):	26.57	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	19.4	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s):	120			PRC Over All Lanes (%)	-0.2	Total Delay Over All Lanes(pcuHr):	115.42		
C1	Stream: 1	PRC for Signalled Lanes (%)	6.6	Total Delay for Signalled Lanes (pcuHr):	20.36	Cycle Time (s):	60																																																																						
C1	Stream: 2	PRC for Signalled Lanes (%)	-0.2	Total Delay for Signalled Lanes (pcuHr):	10.65	Cycle Time (s):	60																																																																						
C1	Stream: 3	PRC for Signalled Lanes (%)	24.3	Total Delay for Signalled Lanes (pcuHr):	11.32	Cycle Time (s):	60																																																																						
C2		PRC for Signalled Lanes (%)	7.4	Total Delay for Signalled Lanes (pcuHr):	14.72	Cycle Time (s):	60																																																																						
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Stage Timings

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

C1

Stage Stream: 1

Stage	1	2	3
Duration	7	25	13
Change Point	0	12	42

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	14	51

Stage Stream: 3

Stage	1	2
Duration	25	25
Change Point	11	41

C2

Stage	1	2	3
Duration	3	7	31
Change Point	31	40	52

C3

Stage	1	2	3
Duration	21	16	12
Change Point	50	13	36

C4

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

C5

Stage	1	2	3
Duration	73	7	6
Change Point	71	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	-	-		-	-	-	-	-	-	98.8%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	84.3%
1/1	Left	U	1:1	N/A	C1:A		1	25	-	478	1900	823	58.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	25	-	568	1900	823	69.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	25	-	402	1900	823	48.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	645	1900	1045	61.7%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	430	1900	1045	41.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	52	1900	253	20.5%
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	-		-	-	-	818	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	788	1900:1900	333+602	84.3 : 84.3%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	301	1900	602	50.0%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	601	33.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	25	-	190	1900	823	23.1%
8/2	Right	U	1:3	N/A	C1:G		1	25	-	301	1900	823	36.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1152	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	25	-	399	1900	823	48.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	25	-	475	1900	823	57.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	25	-	577	1900:1900	823+823	35.0 : 35.1%
11/1	Ahead	U	1:1	N/A	C1:C		1	13	-	288	1900	443	65.0%
11/2	Ahead	U	1:1	N/A	C1:C		1	13	-	289	1900	443	65.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	457	1900	1900	24.1%
12/2	Ahead	U	N/A	N/A	-		-	-	-	766	1900	1900	40.3%
12/3	Right	U	N/A	N/A	-		-	-	-	10	1900	1900	0.5%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	98.8%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	475	1900	1298	36.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	799	1900	1298	61.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	1	1900:1900	0+253	0.0 : 0.4%
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	-	1	1900	538	0.2%
3/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	400	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1289	1965:2105	943+361	98.8 : 98.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	853	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	-		-	-	-	568	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
J3: Tesco & Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	299	1940	1455	20.5%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	320	2080	1560	20.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	44	-	404	2080	1560	25.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	437+460	82.9 : 82.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1198	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	381	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	21	-	316	1940	711	44.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	21	-	419	2080	763	54.9%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	21	-	102	2080	763	13.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	30	18	146	1764	911	16.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	30	18	169	1891	977	17.3%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	12	-	255	1830	397	64.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	12	-	173	1962	425	40.7%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	462	1980	1501	30.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	546	2120	1608	34.0%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	593	1980:1720	1353+28	42.9 : 42.9%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1072	2120	1466	73.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1147	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	559	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	-	-		-	-	-	-	-	-	21.0%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	490	21.0%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	344	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	69.6%
1/1	Ahead	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	903	Inf	2863	31.5%

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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	-	-	-	-	1294	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	371	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	432	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1434	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	756	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1665	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1581	Inf	2883	54.8%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	987	Inf	1418	69.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	178	Inf	1446	12.3%
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	776	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1855	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	-	-	-	-	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	-	-	-	-	172	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	992	15.7%
9/1	Ahead	U	N/A	N/A	-	-	-	-	178	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	172	Inf	1000	17.2%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	78	Inf	943	8.3%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	18.8%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	103	Inf	547	18.8%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	238	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	78	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	-	-	-	-	78	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	641	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	78	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	823	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	77.6%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1380	Inf	2170	63.6%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1066	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1139	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	877	Inf	1131	77.5%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1689	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	890	Inf	1147	77.6%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	817	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	-	-	7640	0	0	47.3	45.3	0.0	92.5	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.3	10.3	0.0	27.6	-	-	-	-
1/1	478	478	-	-	-	1.1	0.7	-	1.8	13.4	4.8	0.7	5.5
1/2	568	568	-	-	-	1.4	1.1	-	2.5	15.7	6.4	1.1	7.5
1/3	402	402	-	-	-	0.9	0.5	-	1.4	12.7	3.9	0.5	4.4
2/1	645	645	-	-	-	0.2	0.0	-	0.2	1.0	1.3	0.0	1.3
2/2	430	430	-	-	-	0.1	0.0	-	0.1	0.5	0.5	0.0	0.5
3/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	52	52	-	-	-	0.3	0.1	-	0.4	30.5	0.7	0.1	0.8
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.2	1.4	0.4	1.8
5/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	788	788	-	-	-	4.0	2.6	-	6.6	30.0	7.7	2.6	10.3
6/3	301	301	-	-	-	1.4	0.5	-	1.9	22.6	4.0	0.5	4.5
7/1	199	199	199	0	0	0.0	0.2	-	0.3	5.4	0.6	0.2	0.9
8/1	190	190	-	-	-	0.6	0.1	-	0.7	13.5	2.5	0.1	2.6
8/2	301	301	-	-	-	1.1	0.3	-	1.4	17.2	5.0	0.3	5.3
9/1	1152	1152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	399	399	-	-	-	1.0	0.5	-	1.5	13.2	3.8	0.5	4.3
10/2	475	475	-	-	-	1.1	0.7	-	1.8	13.6	4.9	0.7	5.6
10/3+10/4	577	577	-	-	-	1.2	0.3	-	1.5	9.3	15.9	0.3	16.2

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11/1	288	288	-	-	-	1.1	0.9	-	2.0	25.1	1.7	0.9	2.6
11/2	289	289	-	-	-	1.1	0.9	-	2.0	25.2	1.7	0.9	2.7
12/1	457	457	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/2	766	766	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
12/3	10	10	-	-	-	0.0	0.0	-	0.0	1.0	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	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	7.0	16.4	0.0	23.3	-	-	-	-
1/1	475	475	-	-	-	0.2	0.3	-	0.5	3.6	0.8	0.3	1.1
1/2	799	799	-	-	-	0.6	0.8	-	1.4	6.1	2.8	0.8	3.6
1/3+1/4	1	1	-	-	-	0.0	0.0	-	0.0	18.9	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	1	1	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
3/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	400	400	-	-	-	1.0	0.3	-	1.3	11.4	4.3	0.3	4.6
4/2+4/3	1289	1289	-	-	-	3.8	14.5	-	18.3	51.1	18.5	14.5	33.0
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	853	853	-	-	-	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	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	12.6	7.0	0.0	19.6	-	-	-	-
1/1	299	299	-	-	-	0.2	0.1	-	0.3	3.8	1.4	0.1	1.5

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1/2	320	320	-	-	-	0.2	0.1	-	0.3	3.7	1.5	0.1	1.6
1/3	404	404	-	-	-	0.3	0.2	-	0.4	3.9	2.0	0.2	2.2
1/4+1/5	743	743	-	-	-	3.6	2.4	-	6.0	28.9	6.0	2.4	8.4
2/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	577	577	-	-	-	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	381	381	-	-	-	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	9.2	1.7	10.9
4/2	316	316	-	-	-	1.0	0.4	-	1.4	16.4	3.9	0.4	4.3
4/3	419	419	-	-	-	1.8	0.6	-	2.4	20.6	4.7	0.6	5.3
4/4	102	102	-	-	-	0.3	0.1	-	0.4	14.9	1.1	0.1	1.1
5/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	546	546	-	-	-	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	146	146	-	-	-	0.3	0.1	-	0.4	10.0	1.3	0.1	1.4
6/2	169	169	-	-	-	0.4	0.1	-	0.5	9.9	1.5	0.1	1.6
6/3	255	255	-	-	-	1.5	0.9	-	2.4	34.0	3.8	0.9	4.7
6/4	173	173	-	-	-	1.0	0.3	-	1.3	27.3	2.5	0.3	2.8
J4: Premier Inn	-	-	0	0	0	10.2	4.8	0.0	15.0	-	-	-	-
1/1	462	462	-	-	-	0.6	0.2	-	0.8	6.3	4.7	0.2	5.0
1/2	546	546	-	-	-	0.7	0.3	-	1.0	6.4	5.9	0.3	6.2
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	593	593	-	-	-	1.3	0.4	-	1.7	10.3	8.4	0.4	8.8
2/3	1072	1072	-	-	-	3.4	1.4	-	4.8	16.1	22.0	1.4	23.4
3/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1147	1147	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	559	559	-	-	-	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	5.0	0.3	0.1	0.4
2/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3660	0	0	0.0	2.1	0.0	2.1	-	-	-	-
1/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	903	903	903	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	1294	1294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1434	1434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1665	1665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1581	1581	1581	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	987	987	987	0	0	0.0	1.1	-	1.1	4.2	0.0	1.1	1.1
12/1	178	178	178	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

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1855	1855	-	-	-	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	-	-	428	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	22	22	22	0	0	0.0	0.0	-	0.0	1.9	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	22	22	-	-	-	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	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	68	68	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	156	156	156	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	172	172	172	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	78	78	78	0	0	0.0	0.0	-	0.0	2.1	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	4.0	0.0	0.1	0.1
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	78	78	-	-	-	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	78	78	-	-	-	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	78	78	-	-	-	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	-	-	3147	0	0	0.2	4.3	0.0	4.5	-	-	-	-																																																																
1/1	1380	1380	1380	0	0	0.1	0.9	-	0.9	2.5	8.0	0.9	8.8																																																																
2/1	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	877	877	877	0	0	0.0	1.7	-	1.7	7.0	0.0	1.7	1.7																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1689	1689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	890	890	890	0	0	0.2	1.7	-	1.9	7.6	6.4	1.7	8.1																																																																
9/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>30.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>6.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.69</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>56.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-9.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>23.33</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>8.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>19.55</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>22.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.01</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-9.8</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>92.54</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	30.5	Total Delay for Signalled Lanes (pcuHr):	11.18	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	6.8	Total Delay for Signalled Lanes (pcuHr):	8.69	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	56.0	Total Delay for Signalled Lanes (pcuHr):	6.89	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-9.8	Total Delay for Signalled Lanes (pcuHr):	23.33	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	8.6	Total Delay for Signalled Lanes (pcuHr):	19.55	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	22.2	Total Delay for Signalled Lanes (pcuHr):	15.01	Cycle Time (s):	120			PRC Over All Lanes (%)	-9.8	Total Delay Over All Lanes(pcuHr):	92.54		
C1	Stream: 1	PRC for Signalled Lanes (%)	30.5	Total Delay for Signalled Lanes (pcuHr):	11.18	Cycle Time (s):	60																																																																						
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Stage Timings

Scenario 12: 'D31PM SEPR OP5B B1C' (FG22: 'D31PM SEPR 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	36	14
Change Point	10	51

Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	55	14

C2

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

C3

Stage	1	2	3
Duration	16	10	23
Change Point	32	50	7

C4

Stage	1	2	3
Duration	0	5	81
Change Point	115	10	23

C5

Stage	1	2	3
Duration	71	10	5
Change Point	115	81	99

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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	-	-		-	-	-	-	-	-	86.1%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
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	-	579	1900	760	76.2%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	463	1900	760	60.9%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	628	1900	1172	53.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	476	1900	1172	40.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	967	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	374	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	-		-	-	-	967	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	745	1900:1900	475+475	70.7 : 86.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	282	1900	475	59.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	478	35.1%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	311	1900	475	65.5%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	282	1900	475	59.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	36	-	543	1900	1172	46.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	637	1900	1172	54.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	750	1900:1900	953+947	39.5 : 39.5%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	374	1900	507	73.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	684	1900	1900	36.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	918	1900	1900	48.3%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	711	1900	1298	54.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	936	1900	1298	72.1%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	0+253	0.0 : 10.3%
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	-	26	1900	538	4.8%
3/1		U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1058	1965:2105	934+380	80.5 : 80.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	990	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	-		-	-	-	579	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	387	1940	1099	35.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	289	2080	1179	24.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	430	2080	1179	36.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+364	76.7 : 76.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	312	1940	550	56.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	411	2080	589	69.7%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	90	2080	589	15.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	711	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	35	12	328	1764	1058	31.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	35	12	379	1891	1135	33.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	504	1830	732	68.9%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	320	1962	785	40.8%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	711	2120	1625	43.7%
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	-	672	1980:1720	1287+66	49.6 : 49.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	918	2120	1431	64.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	722	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	-	-		-	-	-	-	-	-	27.5%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	422	27.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	523	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	Ahead	U	N/A	N/A	-		-	-	-	67	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1245	Inf	3128	39.8%

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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	-	-	-	-	1271	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	713	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	895	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1399	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	425	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1590	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1708	Inf	2626	65.0%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	616	Inf	1438	42.8%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	381	Inf	1374	27.7%
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	560	1.2%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2287	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-	-	-	-	-	-	-	21.5%
1/1		U	N/A	N/A	-	-	-	-	18	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	179	Inf	981	18.2%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	56	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	179	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	-	-	-	-	67	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	941	21.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	381	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	67	Inf	1000	6.7%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	7	Inf	978	0.7%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	21.3%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	116	Inf	546	21.3%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	246	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	7	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	-	-	-	-	7	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	670	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	7	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	888	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	84.4%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1753	Inf	2077	84.4%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1242	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	640	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1228	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	894	Inf	1202	74.4%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1477	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	698	Inf	1023	68.2%
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	-	-	8157	0	0	53.1	37.7	0.0	90.8	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	168	0	0	17.2	13.3	0.0	30.5	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.4	6.6	1.3	7.9
1/2	579	579	-	-	-	2.0	1.6	-	3.5	22.0	7.1	1.6	8.7
1/3	463	463	-	-	-	1.4	0.8	-	2.2	17.1	6.0	0.8	6.7
2/1	628	628	-	-	-	0.1	0.0	-	0.1	0.3	0.8	0.0	0.8
2/2	476	476	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.5	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.0	0.9	0.2	1.1
5/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	745	745	-	-	-	4.4	1.8	-	6.1	29.7	6.5	1.8	8.3
6/3	282	282	-	-	-	1.6	0.7	-	2.3	29.1	4.1	0.7	4.8
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.5	0.5	0.3	0.8
8/1	311	311	-	-	-	0.6	0.9	-	1.6	18.0	2.7	0.9	3.6
8/2	282	282	-	-	-	0.1	0.7	-	0.8	10.4	0.1	0.7	0.8
9/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	543	543	-	-	-	0.7	0.4	-	1.1	7.3	3.4	0.4	3.8
10/2	637	637	-	-	-	0.5	0.6	-	1.1	6.1	3.8	0.6	4.4
10/3+10/4	750	750	-	-	-	0.6	0.3	-	0.9	4.6	18.1	0.3	18.5

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11/1	376	376	-	-	-	1.4	1.4	-	2.8	26.6	4.5	1.4	5.9
11/2	374	374	-	-	-	1.4	1.4	-	2.7	26.4	4.5	1.4	5.9
12/1	684	684	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	918	918	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.7	5.8	0.0	14.5	-	-	-	-
1/1	711	711	-	-	-	0.6	0.6	-	1.3	6.3	4.6	0.6	5.2
1/2	936	936	-	-	-	1.1	1.3	-	2.4	9.1	7.5	1.3	8.8
1/3+1/4	26	26	-	-	-	0.1	0.1	-	0.1	20.5	0.4	0.1	0.5
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	26	26	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
3/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	0.9	0.3	-	1.3	10.8	4.4	0.3	4.7
4/2+4/3	1058	1058	-	-	-	2.4	2.0	-	4.4	15.1	10.2	2.0	12.2
5/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	990	990	-	-	-	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	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.9	6.8	0.0	21.7	-	-	-	-
1/1	387	387	-	-	-	0.8	0.3	-	1.0	9.6	3.4	0.3	3.7

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1/2	289	289	-	-	-	0.5	0.2	-	0.7	8.6	2.4	0.2	2.6
1/3	430	430	-	-	-	0.8	0.3	-	1.1	9.5	3.8	0.3	4.1
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.2	4.2	1.6	5.8
2/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.8	0.7	-	1.5	7.3	7.1	0.7	7.7
4/2	312	312	-	-	-	1.5	0.7	-	2.2	25.0	3.9	0.7	4.5
4/3	411	411	-	-	-	2.4	1.1	-	3.5	30.7	6.5	1.1	7.6
4/4	90	90	-	-	-	0.4	0.1	-	0.5	20.1	1.1	0.1	1.2
5/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	711	711	-	-	-	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	328	328	-	-	-	0.5	0.2	-	0.8	8.4	2.6	0.2	2.9
6/2	379	379	-	-	-	0.6	0.3	-	0.9	8.4	3.2	0.3	3.4
6/3	504	504	-	-	-	2.1	1.1	-	3.2	22.7	6.9	1.1	8.0
6/4	320	320	-	-	-	1.1	0.3	-	1.5	16.8	3.8	0.3	4.2
J4: Premier Inn	-	-	0	0	0	10.4	4.2	0.0	14.7	-	-	-	-
1/1	640	640	-	-	-	0.9	0.4	-	1.2	6.9	7.3	0.4	7.7
1/2	711	711	-	-	-	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	672	672	-	-	-	1.7	0.5	-	2.2	11.8	10.1	0.5	10.6
2/3	918	918	-	-	-	2.8	0.9	-	3.7	14.6	17.3	0.9	18.2
3/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	722	722	-	-	-	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	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	523	523	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3957	0	0	0.0	1.8	0.0	1.8	-	-	-	-
1/1	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1245	1245	1245	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	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1399	1399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1590	1590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1708	1708	1708	0	0	0.0	0.9	-	0.9	2.0	0.0	0.9	0.9
11/1	616	616	616	0	0	0.0	0.4	-	0.4	2.2	0.0	0.4	0.4
12/1	381	381	381	0	0	0.0	0.2	-	0.2	1.8	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
15/1	2287	2287	-	-	-	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	-	-	455	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	18	18	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	179	179	179	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	179	179	-	-	-	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	67	67	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	67	67	67	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	7	7	7	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
J8: Bicester Avenue	-	-	116	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	116	116	116	0	0	0.0	0.1	-	0.1	4.2	0.0	0.1	0.1
2/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	7	7	-	-	-	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	7	7	-	-	-	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	7	7	-	-	-	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	-	-	3345	0	0	1.8	5.2	0.0	7.0	-	-	-	-																																																																
1/1	1753	1753	1753	0	0	1.8	2.7	-	4.5	9.2	27.3	2.7	29.9																																																																
2/1	1242	1242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	894	894	894	0	0	0.0	1.4	-	1.4	5.8	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	1477	1477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	698	698	698	0	0	0.0	1.1	-	1.1	5.5	0.0	1.1	1.1																																																																
9/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>18.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.42</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>4.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>8.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>37.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.50</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>11.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.51</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>17.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.68</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>28.2</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>14.67</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>4.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>90.78</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	18.1	Total Delay for Signalled Lanes (pcuHr):	15.42	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	4.5	Total Delay for Signalled Lanes (pcuHr):	8.50	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	37.5	Total Delay for Signalled Lanes (pcuHr):	5.50	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	11.8	Total Delay for Signalled Lanes (pcuHr):	14.51	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	17.4	Total Delay for Signalled Lanes (pcuHr):	21.68	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	28.2	Total Delay for Signalled Lanes (pcuHr):	14.67	Cycle Time (s):	120			PRC Over All Lanes (%)	4.5	Total Delay Over All Lanes(pcuHr):	90.78		
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Stage Timings

Scenario 13: 'D26AM OP5A B1C' (FG23: 'D26AM OP5A', 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	32	8	9
Change Point	36	10	25

C4

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

C5

Stage	1	2	3
Duration	72	7	7
Change Point	25	112	7

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	94.5%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
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	-	476	1900	760	62.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	431	1900	760	56.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	548	1900	855	64.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	458	1900	855	53.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	335	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	-		-	-	-	825	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1095	1900:1900	407+792	91.3 : 91.3%
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	693	28.7%
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	-		-	-	-	1271	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	297	1900	918	32.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	334	1900	918	36.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	673	1900:1900	909+901	37.2 : 37.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	338	1900	507	66.7%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	335	1900	507	66.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	259	1900	1900	13.6%
12/2	Ahead	U	N/A	N/A	-		-	-	-	684	1900	1900	36.0%
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	-		-	-	-	267	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	94.5%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	267	1900	1298	20.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	733	1900	1298	56.5%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1264	1965:2105	911+427	94.5 : 94.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	764	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	-		-	-	-	476	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	74.5%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	186	1940	1552	12.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	260	2080	1664	15.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	475	2080	1664	28.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	476	1805:1935	315+323	74.5 : 74.5%
2/1	Ahead	U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	803	1805	1324	60.7%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	468	1940	1067	43.9%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	632	2080	1144	55.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	32	-	109	2080	1144	9.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	590	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	720	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	19	10	122	1764	588	20.7%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	19	10	111	1891	630	17.6%
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	-	590	1980	1485	39.7%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	720	2120	1590	45.3%
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	-	412	1980:1720	1341+23	30.2 : 30.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	863	2120	1449	59.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	951	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
J5: WendleBury Road	-	-	N/A	-	-		-	-	-	-	-	-	22.1%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	430	22.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	49.5%
1/1	Ahead	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1184	Inf	3127	37.9%

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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	-	-	-	-	1262	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	336	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	291	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1255	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	426	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1275	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1441	Inf	2909	49.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	446	Inf	1523	29.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	204	Inf	1503	13.6%
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	931	0.1%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	1545	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-	-	-	-	-	-	-	21.6%
1/1		U	N/A	N/A	-	-	-	-	263	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	32	Inf	977	3.3%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	32	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	-	-	-	-	216	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	989	17.4%
9/1	Ahead	U	N/A	N/A	-	-	-	-	204	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	216	Inf	1000	21.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	115	Inf	928	12.4%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	17.4%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	95	Inf	545	17.4%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	247	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	115	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	-	-	-	-	115	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	633	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	115	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	810	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	71.3%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1061	Inf	2170	48.9%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	803	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	263	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1014	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	856	Inf	1201	71.3%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1564	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-	-	-	-	924	Inf	1331	69.4%
9/1	Right Right2	U	N/A	N/A	-	-	-	-	713	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	-	-	7041	0	0	42.6	34.1	0.0	76.7	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.1	11.7	0.0	28.8	-	-	-	-
1/1	444	444	-	-	-	1.2	0.7	-	1.9	15.1	4.2	0.7	4.9
1/2	476	476	-	-	-	1.3	0.8	-	2.1	15.8	4.8	0.8	5.6
1/3	431	431	-	-	-	1.2	0.7	-	1.8	15.3	4.5	0.7	5.2
2/1	548	548	-	-	-	0.3	0.0	-	0.3	1.7	1.4	0.0	1.4
2/2	458	458	-	-	-	0.1	0.0	-	0.1	1.0	0.6	0.0	0.6
3/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	335	335	-	-	-	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	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1095	1095	-	-	-	4.6	4.8	-	9.4	31.0	11.2	4.8	16.1
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	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	297	297	-	-	-	0.6	0.2	-	0.8	10.1	3.3	0.2	3.6
10/2	334	334	-	-	-	0.7	0.3	-	1.0	11.0	3.4	0.3	3.6
10/3+10/4	673	673	-	-	-	1.4	0.3	-	1.7	8.9	14.9	0.3	15.1

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11/1	338	338	-	-	-	0.8	1.0	-	1.8	19.0	1.3	1.0	2.3
11/2	335	335	-	-	-	0.8	1.0	-	1.8	18.8	1.2	1.0	2.2
12/1	259	259	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	684	684	-	-	-	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	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	5.6	8.4	0.0	14.0	-	-	-	-
1/1	267	267	-	-	-	0.0	0.1	-	0.2	2.1	0.7	0.1	0.8
1/2	733	733	-	-	-	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	1264	1264	-	-	-	3.4	7.2	-	10.6	30.2	16.2	7.2	23.4
5/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	764	764	-	-	-	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	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	10.2	5.4	0.0	15.6	-	-	-	-
1/1	186	186	-	-	-	0.1	0.1	-	0.1	2.7	0.7	0.1	0.7

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1/2	260	260	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	475	475	-	-	-	0.2	0.2	-	0.4	3.1	2.0	0.2	2.2
1/4+1/5	476	476	-	-	-	3.0	1.4	-	4.5	33.8	3.7	1.4	5.1
2/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.8	0.8	-	1.5	6.8	5.1	0.8	5.9
4/2	468	468	-	-	-	0.8	0.4	-	1.2	9.1	4.0	0.4	4.3
4/3	632	632	-	-	-	1.7	0.6	-	2.3	13.3	7.3	0.6	7.9
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.8	0.9	0.1	0.9
5/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	122	122	-	-	-	0.5	0.1	-	0.6	18.2	1.4	0.1	1.6
6/2	111	111	-	-	-	0.4	0.1	-	0.5	17.7	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
J4: Premier Inn	-	-	0	0	0	9.4	4.1	0.0	13.6	-	-	-	-
1/1	590	590	-	-	-	0.9	0.3	-	1.2	7.4	6.9	0.3	7.2
1/2	720	720	-	-	-	1.1	0.4	-	1.5	7.7	9.0	0.4	9.4
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	412	412	-	-	-	0.9	0.2	-	1.1	9.4	5.3	0.2	5.5
2/3	863	863	-	-	-	2.4	0.7	-	3.2	13.2	15.3	0.7	16.1
3/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
J5: WendleBury Road	-	-	95	0	0	0.0	0.1	0.0	0.2	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.3	0.5	0.1	0.6
2/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3276	0	0	0.0	1.1	0.0	1.1	-	-	-	-
1/1	216	216	-	-	-	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	1262	1262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1275	1275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1441	1441	1441	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	446	446	446	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
12/1	204	204	204	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	1	1	1	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
15/1	1545	1545	-	-	-	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	-	-	535	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	32	32	32	0	0	0.0	0.0	-	0.0	1.9	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	32	32	-	-	-	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	216	216	-	-	-	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	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	216	216	216	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
11/1	115	115	115	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
J8: Bicester Avenue	-	-	95	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	115	115	-	-	-	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	115	115	-	-	-	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	115	115	-	-	-	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	-	-	2841	0	0	0.2	2.8	0.0	3.0	-	-	-	-																																																																
1/1	1061	1061	1061	0	0	0.1	0.5	-	0.6	2.0	8.0	0.5	8.4																																																																
2/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	856	856	856	0	0	0.0	1.2	-	1.2	5.2	0.0	1.2	1.2																																																																
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1564	1564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	924	924	924	0	0	0.1	1.1	-	1.2	4.8	4.6	1.1	5.7																																																																
9/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table> <tbody> <tr> <td>C1</td> <td>Stream: 1</td> <td>PRC for Signalled Lanes (%)</td> <td>34.9</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.67</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 2</td> <td>PRC for Signalled Lanes (%)</td> <td>-1.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>11.44</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1</td> <td>Stream: 3</td> <td>PRC for Signalled Lanes (%)</td> <td>87.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.12</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>-5.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.95</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>20.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>15.61</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>0.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>0.00</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td>C5</td> <td></td> <td>PRC for Signalled Lanes (%)</td> <td>21.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>13.56</td> <td>Cycle Time (s):</td> <td>120</td> </tr> <tr> <td></td> <td></td> <td>PRC Over All Lanes (%)</td> <td>-5.0</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>76.67</td> <td></td> <td></td> </tr> </tbody> </table>														C1	Stream: 1	PRC for Signalled Lanes (%)	34.9	Total Delay for Signalled Lanes (pcuHr):	10.67	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-1.5	Total Delay for Signalled Lanes (pcuHr):	11.44	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	87.3	Total Delay for Signalled Lanes (pcuHr):	6.12	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-5.0	Total Delay for Signalled Lanes (pcuHr):	13.95	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	20.8	Total Delay for Signalled Lanes (pcuHr):	15.61	Cycle Time (s):	60	C4		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120	C5		PRC for Signalled Lanes (%)	21.5	Total Delay for Signalled Lanes (pcuHr):	13.56	Cycle Time (s):	120			PRC Over All Lanes (%)	-5.0	Total Delay Over All Lanes(pcuHr):	76.67		
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	30	20
Change Point	9	44

Stage Stream: 3

Stage	1	2
Duration	13	37
Change Point	55	13

C2

Stage	1	2	3
Duration	3	7	31
Change Point	38	47	59

C3

Stage	1	2	3
Duration	23	7	19
Change Point	28	53	7

C4

Stage	1	2	3
Duration	0	5	81
Change Point	81	96	109

C5

Stage	1	2	3
Duration	73	8	5
Change Point	81	49	65

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	88.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	492	1900	665	74.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	479	1900	665	72.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	30	-	542	1900	982	55.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	30	-	491	1900	982	50.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	39	1900	253	15.4%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	74	1900	253	29.2%
5/1		U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	20	-	1008	1900:1900	566+665	74.6 : 88.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	20	-	322	1900	665	48.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	499	36.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	13	-	221	1900	443	49.8%
8/2	Right	U	1:3	N/A	C1:G		1	13	-	322	1900	443	72.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	37	-	611	1900	1203	50.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	37	-	574	1900	1203	47.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	37	-	1014	1900:1900	950+950	53.4 : 53.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	507	1900	602	84.3%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	507	1900	602	84.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	641	1900	1900	33.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	883	1900	1900	46.5%
12/3	Right	U	N/A	N/A	-		-	-	-	13	1900	1900	0.7%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	918	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	84.2%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	687	1900	1298	52.9%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	917	1900	1298	70.6%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	1	1900:1900	253+0	0.4 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	1	1900	538	0.2%
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	-	310	1900	1077	28.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1123	1965:2105	915+418	84.2 : 84.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	967	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	-		-	-	-	492	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-	-	-	-	479	Inf	Inf	0.0%	
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-	-	-	-	-	-	-	74.7%	
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	394	1940	1229	32.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	356	2080	1317	27.0%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	642	2080	1317	48.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	611	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	1014	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	506	1940	776	65.2%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	587	2080	832	70.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	105	2080	832	12.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	868	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	28	9	296	1764	853	34.7%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	9	337	1891	914	36.9%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	435	1830	610	71.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	372	1962	654	56.9%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	802	1980	1518	52.8%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	868	2120	1625	53.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	739	1980:1720	1329+56	53.4 : 53.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1036	2120	1466	70.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	877	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	-	-		-	-	-	-	-	-	31.8%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	362	31.8%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	813	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	68.2%
1/1	Ahead	U	N/A	N/A	-		-	-	-	70	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1510	Inf	3145	48.0%

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3/1	Ahead Right	U	N/A	N/A	-	-	-	-	1844	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1606	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-	-	-	-	685	Inf	Inf	0.0%
6/1		U	N/A	N/A	-	-	-	-	819	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-	-	-	-	1612	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-	-	-	-	404	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-	-	-	-	1775	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-	-	-	-	1805	Inf	2647	68.2%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-	-	-	-	567	Inf	1313	43.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-	-	-	-	447	Inf	1224	36.5%
13/1		U	N/A	N/A	-	-	-	-	66	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-	-	-	-	7	Inf	492	1.4%
15/1	Ahead Right	U	N/A	N/A	-	-	-	-	2424	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-	-	-	-	-	-	-	26.4%
1/1		U	N/A	N/A	-	-	-	-	30	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-	-	-	-	260	Inf	984	26.4%
3/1	Right Ahead	U	N/A	N/A	-	-	-	-	49	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-	-	-	-	260	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	-	-	-	-	70	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	914	20.5%
9/1	Ahead	U	N/A	N/A	-	-	-	-	447	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-	-	-	-	70	Inf	1000	7.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-	-	-	-	9	Inf	977	0.9%
J8: Bicester Avenue	-	-	N/A	-	-	-	-	-	-	-	-	21.5%
1/1	Left Ahead	O	N/A	N/A	-	-	-	-	115	Inf	535	21.5%
2/1	Right Ahead	U	N/A	N/A	-	-	-	-	295	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	9	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	-	-	-	-	9	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	670	0.0%
4/1	Ahead	U	N/A	N/A	-	-	-	-	9	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-	-	-	-	0	Inf	887	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-	-	-	-	-	-	-	82.3%
1/1	Ahead Left	O	N/A	N/A	-	-	-	-	1704	Inf	2072	82.3%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	1223	Inf	Inf	0.0%
3/1		U	N/A	N/A	-	-	-	-	617	Inf	Inf	0.0%
4/1		U	N/A	N/A	-	-	-	-	1223	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-	-	-	-	867	Inf	1208	71.8%
6/1	Right Right2	U	N/A	N/A	-	-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-	-	-	-	1433	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	702	Inf	1037	67.7%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	702	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	-	-	8546	0	0	56.9	43.8	0.0	100.7	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	181	0	0	19.9	17.8	0.0	37.7	-	-	-	-
1/1	566	566	-	-	-	2.4	2.7	-	5.1	32.4	8.1	2.7	10.8
1/2	492	492	-	-	-	1.9	1.4	-	3.3	24.3	6.4	1.4	7.8
1/3	479	479	-	-	-	1.9	1.3	-	3.1	23.5	6.6	1.3	7.9
2/1	542	542	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
2/2	491	491	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
3/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	39	39	-	-	-	0.3	0.1	-	0.3	31.5	0.6	0.1	0.7
4/2	74	74	-	-	-	0.5	0.2	-	0.7	32.9	1.1	0.2	1.3
5/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1008	1008	-	-	-	4.9	2.2	-	7.1	25.4	9.1	2.2	11.3
6/3	322	322	-	-	-	1.4	0.5	-	1.8	20.5	4.1	0.5	4.6
7/1	181	181	181	0	0	0.0	0.3	-	0.3	6.2	0.5	0.3	0.8
8/1	221	221	-	-	-	0.8	0.5	-	1.3	20.8	3.3	0.5	3.8
8/2	322	322	-	-	-	0.5	1.3	-	1.8	20.5	4.9	1.3	6.2
9/1	1128	1128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	611	611	-	-	-	0.6	0.5	-	1.1	6.5	3.7	0.5	4.2
10/2	574	574	-	-	-	0.5	0.5	-	1.0	6.1	3.2	0.5	3.7
10/3+10/4	1014	1014	-	-	-	0.9	0.6	-	1.5	5.3	20.2	0.6	20.7

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11/1	507	507	-	-	-	1.7	2.5	-	4.2	29.8	7.1	2.5	9.6
11/2	507	507	-	-	-	1.7	2.5	-	4.2	29.8	7.1	2.5	9.6
12/1	641	641	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	883	883	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	13	13	-	-	-	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	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.1	5.4	0.0	13.6	-	-	-	-
1/1	687	687	-	-	-	1.1	0.6	-	1.6	8.5	6.0	0.6	6.5
1/2	917	917	-	-	-	1.0	1.2	-	2.2	8.6	5.9	1.2	7.0
1/3+1/4	1	1	-	-	-	0.0	0.0	-	0.0	48.5	0.0	0.0	0.0
2/1	1	1	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	310	310	-	-	-	0.7	0.2	-	0.9	10.6	3.2	0.2	3.4
4/2+4/3	1123	1123	-	-	-	2.6	2.6	-	5.2	16.7	11.3	2.6	13.9
5/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
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	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.4	7.4	0.0	22.8	-	-	-	-
1/1	394	394	-	-	-	0.6	0.2	-	0.8	7.2	3.0	0.2	3.2

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1/2	356	356	-	-	-	0.5	0.2	-	0.7	6.7	2.6	0.2	2.8
1/3	642	642	-	-	-	1.0	0.5	-	1.5	8.5	5.5	0.5	6.0
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	1014	1014	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.6	3.6	0.4	4.1
4/2	506	506	-	-	-	1.7	0.9	-	2.6	18.8	6.1	0.9	7.1
4/3	587	587	-	-	-	2.4	1.2	-	3.6	21.8	8.7	1.2	9.9
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.5	1.0	0.1	1.1
5/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	868	868	-	-	-	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	296	296	-	-	-	0.8	0.3	-	1.1	12.9	3.0	0.3	3.3
6/2	337	337	-	-	-	0.9	0.3	-	1.2	12.9	3.5	0.3	3.8
6/3	435	435	-	-	-	2.1	1.2	-	3.3	27.6	6.3	1.2	7.5
6/4	372	372	-	-	-	1.7	0.7	-	2.4	22.8	5.1	0.7	5.7
J4: Premier Inn	-	-	0	0	0	11.7	5.7	0.0	17.4	-	-	-	-
1/1	802	802	-	-	-	1.2	0.6	-	1.8	8.0	10.5	0.6	11.0
1/2	868	868	-	-	-	1.3	0.6	-	1.9	7.9	11.3	0.6	11.9
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	739	739	-	-	-	1.8	0.6	-	2.3	11.4	11.2	0.6	11.8
2/3	1036	1036	-	-	-	3.2	1.2	-	4.4	15.2	20.7	1.2	21.9
3/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	877	877	-	-	-	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	813	813	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4336	0	0	0.0	2.2	0.0	2.2	-	-	-	-
1/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1510	1510	1510	0	0	0.0	0.5	-	0.5	1.1	1.8	0.5	2.2
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1606	1606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1612	1612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1775	1775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1805	1805	1805	0	0	0.0	1.1	-	1.1	2.1	0.0	1.1	1.1
11/1	567	567	567	0	0	0.0	0.4	-	0.4	2.4	0.0	0.4	0.4
12/1	447	447	447	0	0	0.0	0.3	-	0.3	2.5	2.0	0.3	2.3
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
15/1	2424	2424	-	-	-	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	-	-	526	0	0	0.0	0.4	0.0	0.4	-	-	-	-
1/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	260	260	260	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	260	260	-	-	-	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	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
9/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	70	70	70	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	9	9	9	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
J8: Bicester Avenue	-	-	115	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	115	115	115	0	0	0.0	0.1	-	0.1	4.3	0.0	0.1	0.1
2/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	9	9	-	-	-	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	9	9	-	-	-	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	9	9	-	-	-	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	-	-	3273	0	0	1.7	4.6	0.0	6.3	-	-	-	-																																																																
1/1	1704	1704	1704	0	0	1.7	2.3	-	4.0	8.4	26.0	2.3	28.2																																																																
2/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
3/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
4/1	1223	1223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
5/1	867	867	867	0	0	0.0	1.3	-	1.3	5.2	0.0	1.3	1.3																																																																
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1433	1433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.3	0.0	1.0	1.0																																																																
9/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
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Stage Timings

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

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	14	41

Stage Stream: 3

Stage	1	2
Duration	17	33
Change Point	58	20

C2

Stage	1	2	3
Duration	3	7	31
Change Point	21	30	42

C3

Stage	1	2	3
Duration	26	14	9
Change Point	32	0	21

C4

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

C5

Stage	1	2	3
Duration	74	6	6
Change Point	0	89	103

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	74.7%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	534	1900	665	78.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	484	1900	665	71.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	22	-	600	1900	728	80.8%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	22	-	523	1900	728	70.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	451	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	-	123	1900	253	48.6%
5/1		U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	28	-	1322	1900:1900	508+918	92.7 : 92.7%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	28	-	316	1900	918	34.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	578	34.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	17	-	147	1900	570	25.6%
8/2	Right	U	1:3	N/A	C1:G		1	17	-	316	1900	570	55.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1451	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	33	-	413	1900	1077	38.4%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	33	-	534	1900	1077	49.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	33	-	866	1900:1900	950+950	45.6 : 45.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	433	1900	602	72.0%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	433	1900	602	72.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	429	1900	1900	22.6%
12/2	Ahead	U	N/A	N/A	-		-	-	-	775	1900	1900	40.8%
12/3	Right	U	N/A	N/A	-		-	-	-	75	1900	1900	3.9%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	789	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	466	1900	1298	35.9%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	788	1900	1298	60.7%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	1	1900:1900	253+0	0.4 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	1	1900	538	0.2%
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	-	402	1900	1077	37.3%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1367	1965:2105	913+423	102.3 : 102.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	518	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	842	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	-		-	-	-	534	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%

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J3: Tesco & Bicester 4 Access	-	-	N/A	-	-	-	-	-	-	-	-	-	87.8%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	284	1940	1552	18.3%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	458	2080	1664	27.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	644	2080	1664	38.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	16	-	727	1805:1935	399+429	87.8 : 87.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	413	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	-		-	-	-	866	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	607	1940	873	69.1%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	723	2080	936	76.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	124	2080	936	13.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	145	1764	764	19.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	169	1891	819	20.6%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
J4: Premier Inn	-	-	N/A	-	-	-	-	-	-	-	-	-	86.4%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	752	1980	1501	49.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	863	2120	1608	53.2%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	11	-	153	1805	181	84.1%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	83	-	712	1980:1720	1375+22	51.0 : 51.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	83	-	1282	2120	1484	86.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1371	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	890	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	-	-		-	-	-	-	-	-	27.1%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	366	27.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	786	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1282	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	Ahead	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1491	Inf	2870	51.6%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1831	Inf	Inf	0.0%