

LinSig V1 style report

5/1	Ahead Right	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1753	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1994	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1834	Inf	2854	64.3%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	988	Inf	1229	80.4%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	239	Inf	1132	21.1%
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	630	1.7%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2148	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	23.5%
1/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	32	Inf	983	3.3%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	50	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	-		-	-	-	236	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	989	20.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	236	Inf	1000	23.5%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	77	Inf	922	8.3%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	18.4%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	99	Inf	538	18.4%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	77	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	-		-	-	-	77	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	-		-	-	-	77	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	-	-		-	-	-	-	-	-	81.5%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1360	Inf	2171	62.7%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1080	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	880	Inf	1080	81.5%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1769	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	937	Inf	1168	80.2%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	893	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	-	-	8676	0	0	57.8	74.9	0.0	132.7	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	198	0	0	18.5	16.5	0.0	35.0	-	-	-	-
1/1	497	497	-	-	-	1.6	1.5	-	3.0	22.0	6.9	1.5	8.4
1/2	522	522	-	-	-	1.7	1.8	-	3.4	23.8	7.5	1.8	9.3
1/3	473	473	-	-	-	1.6	1.2	-	2.8	21.3	6.4	1.2	7.7
2/1	588	588	-	-	-	0.3	0.0	-	0.3	1.7	1.3	0.0	1.3
2/2	512	512	-	-	-	0.2	0.0	-	0.2	1.4	0.8	0.0	0.8
3/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	99	99	-	-	-	0.6	0.3	-	0.9	32.0	1.6	0.3	1.9
4/2	123	123	-	-	-	0.8	0.5	-	1.3	37.5	1.9	0.5	2.3
5/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1322	1322	-	-	-	4.8	5.7	-	10.5	28.7	13.2	5.7	18.9
6/3	316	316	-	-	-	0.8	0.3	-	1.1	12.6	3.2	0.3	3.5
7/1	198	198	198	0	0	0.0	0.3	-	0.3	5.0	0.4	0.3	0.7
8/1	146	146	-	-	-	0.6	0.2	-	0.8	18.6	2.1	0.2	2.2
8/2	316	316	-	-	-	0.8	0.6	-	1.4	16.0	4.5	0.6	5.1
9/1	1439	1439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	838	838	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	413	413	-	-	-	0.5	0.3	-	0.8	7.3	2.4	0.3	2.7
10/2	534	534	-	-	-	1.0	0.5	-	1.4	9.7	4.3	0.5	4.8
10/3+10/4	866	866	-	-	-	1.2	0.4	-	1.6	6.8	17.5	0.4	17.9

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11/1	433	433	-	-	-	1.0	1.3	-	2.3	19.1	5.5	1.3	6.7
11/2	433	433	-	-	-	1.0	1.3	-	2.3	19.1	5.5	1.3	6.7
12/1	429	429	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	775	775	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
12/3	75	75	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.7	29.6	0.0	38.3	-	-	-	-
1/1	466	466	-	-	-	0.3	0.3	-	0.6	4.5	3.2	0.3	3.5
1/2	788	788	-	-	-	0.9	0.8	-	1.7	7.7	6.1	0.8	6.9
1/3+1/4	1	1	-	-	-	0.0	0.0	-	0.0	25.9	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	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	402	402	-	-	-	1.0	0.3	-	1.3	11.5	4.3	0.3	4.6
4/2+4/3	1367	1334	-	-	-	5.1	27.7	-	32.8	86.4	22.3	27.7	50.0
5/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
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	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.7	10.4	0.0	26.1	-	-	-	-
1/1	284	284	-	-	-	0.1	0.1	-	0.2	2.8	1.1	0.1	1.2

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1/2	458	458	-	-	-	0.2	0.2	-	0.4	3.0	1.9	0.2	2.1
1/3	644	644	-	-	-	0.3	0.3	-	0.6	3.5	3.0	0.3	3.4
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	1.8	1.4	-	3.2	13.6	9.6	1.4	10.9
4/2	603	603	-	-	-	1.9	1.1	-	3.0	18.1	7.8	1.1	8.9
4/3	715	715	-	-	-	3.4	1.6	-	5.0	25.1	10.9	1.6	12.5
4/4	123	123	-	-	-	0.3	0.1	-	0.4	12.1	1.3	0.1	1.4
5/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	145	145	-	-	-	0.4	0.1	-	0.5	13.4	1.5	0.1	1.6
6/2	169	169	-	-	-	0.5	0.1	-	0.6	13.4	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	14.1	9.2	0.0	23.3	-	-	-	-
1/1	748	748	-	-	-	1.2	0.5	-	1.7	8.0	9.6	0.5	10.1
1/2	855	855	-	-	-	1.4	0.6	-	2.0	8.3	11.4	0.6	12.0
1/3	152	152	-	-	-	2.2	2.3	-	4.5	107.3	4.9	2.3	7.2
2/2+2/1	712	712	-	-	-	1.6	0.5	-	2.2	10.9	10.7	0.5	11.2
2/3	1282	1282	-	-	-	4.8	3.1	-	7.9	22.2	32.4	3.1	35.5
3/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1371	1371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
J5: WendleBury Road	-	-	99	0	0	0.1	0.2	0.0	0.2	-	-	-	-
1/1	99	99	99	0	0	0.1	0.2	-	0.2	8.7	0.7	0.2	0.9
2/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1282	1282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4553	0	0	0.0	3.6	0.0	3.6	-	-	-	-
1/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1481	1481	1481	0	0	0.0	0.5	-	0.6	1.3	9.6	0.5	10.1
3/1	1993	1993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1822	1822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1753	1753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1994	1994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1834	1834	1834	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	988	988	988	0	0	0.0	2.0	-	2.0	7.3	0.0	2.0	2.0
12/1	239	239	239	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

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.9	0.0	0.0	0.0
15/1	2147	2147	-	-	-	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	-	-	551	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	262	262	-	-	-	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	50	50	-	-	-	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	235	235	-	-	-	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	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	235	235	235	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	76	76	76	0	0	0.0	0.0	-	0.0	2.1	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	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	76	76	-	-	-	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	76	76	-	-	-	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	-	-	3177	0	0	0.7	5.0	0.0	5.7	-	-	-	-
1/1	1360	1360	1360	0	0	0.4	0.8	-	1.3	3.3	13.0	0.8	13.8
2/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1080	1080	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	880	880	880	0	0	0.0	2.1	-	2.2	8.8	1.5	2.1	3.6
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1769	1769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	937	937	937	0	0	0.3	2.0	-	2.3	8.9	8.1	2.0	10.1
9/1	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 14.6 C1 Stream: 2 PRC for Signalled Lanes (%): -3.0 C1 Stream: 3 PRC for Signalled Lanes (%): 62.3 C2 PRC for Signalled Lanes (%): -13.7 C3 PRC for Signalled Lanes (%): 2.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 4.2 PRC Over All Lanes (%): -13.7 Total Delay for Signalled Lanes (pcuHr): 16.04 Total Delay for Signalled Lanes (pcuHr): 12.10 Total Delay for Signalled Lanes (pcuHr): 6.08 Total Delay for Signalled Lanes (pcuHr): 38.28 Total Delay for Signalled Lanes (pcuHr): 26.09 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 23.26 Total Delay Over All Lanes(pcuHr): 132.65 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 16: 'D31PM OP5A B1C' (FG26: 'D31PM OP5A', 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	25	25
Change Point	15	45

Stage Stream: 3

Stage	1	2
Duration	15	35
Change Point	57	17

C2

Stage	1	2	3
Duration	3	7	31
Change Point	40	49	1

C3

Stage	1	2	3
Duration	23	9	17
Change Point	30	55	11

C4

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

C5

Stage	1	2	3
Duration	72	9	5
Change Point	69	36	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	-	-		-	-	-	-	-	-	87.2%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	558	1900	697	80.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	514	1900	697	73.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	25	-	596	1900	823	72.4%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	25	-	538	1900	823	65.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1125	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	70	1900	253	27.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	94	1900	253	37.1%
5/1		U	N/A	N/A	-		-	-	-	1125	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	25	-	1102	1900:1900	556+823	79.9 : 79.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	25	-	382	1900	823	46.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	436	38.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	251	1900	507	49.5%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	382	1900	507	75.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1254	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	731	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	628	1900	1140	55.1%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	656	1900	1140	57.5%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	935	1900:1900	949+951	49.2 : 49.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	467	1900	570	81.9%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	468	1900	570	82.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	710	1900	1900	37.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	971	1900	1900	51.1%
12/3	Right	U	N/A	N/A	-		-	-	-	67	1900	1900	3.5%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	83.9%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	748	1900	1298	57.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	975	1900	1298	75.1%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	28	1900:1900	253+0	11.1 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	28	1900	538	5.2%
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	-	414	1900	1077	38.5%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1119	1965:2105	915+418	83.9 : 83.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1028	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	-		-	-	-	558	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	82.3%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	417	1940	1293	32.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	415	2080	1387	29.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	560	2080	1387	40.4%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	330+345	80.8 : 80.8%
2/1	Ahead	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
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	-	623	2080	832	74.9%
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	-		-	-	-	864	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	938	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	11	337	1764	853	39.5%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	377	1891	914	41.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	452	1830	549	82.3%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	17	-	375	1962	589	63.7%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	75.3%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	864	1980	1518	56.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	938	2120	1625	57.7%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	14	-	170	1805	226	75.3%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	824	1980:1720	1313+55	60.2 : 60.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1044	2120	1449	72.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	832	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	-		-	-	-	877	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	949	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	-		-	-	-	877	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	758	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/1	Ahead	U	N/A	N/A	-		-	-	-	76	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1707	Inf	3137	54.4%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2044	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1783	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	851	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1646	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1868	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1874	Inf	2597	72.2%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	635	Inf	1293	49.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	491	Inf	1100	44.6%
13/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	7	Inf	459	1.5%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2490	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	26.2%
1/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	257	Inf	982	26.2%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	257	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	-		-	-	-	76	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	915	25.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	76	Inf	1000	7.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	7	Inf	975	0.7%
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	-		-	-	-	235	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	-		-	-	-	228	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	-	-		-	-	-	-	-	-	87.2%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1828	Inf	2096	87.2%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1272	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1234	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	888	Inf	1178	75.4%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1533	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	710	Inf	1002	70.8%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	748	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	-	-	9113	0	0	63.4	50.2	0.0	113.6	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	167	0	0	20.2	18.1	0.0	38.3	-	-	-	-
1/1	588	588	-	-	-	2.5	2.6	-	5.0	30.8	8.5	2.6	11.1
1/2	558	558	-	-	-	2.2	2.0	-	4.1	26.7	7.6	2.0	9.6
1/3	514	514	-	-	-	1.9	1.4	-	3.3	23.2	7.2	1.4	8.6
2/1	596	596	-	-	-	0.1	0.0	-	0.1	0.7	0.7	0.0	0.7
2/2	538	538	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
3/1	1125	1125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	70	70	-	-	-	0.4	0.2	-	0.6	29.3	1.1	0.2	1.3
4/2	94	94	-	-	-	0.6	0.3	-	0.9	33.5	1.4	0.3	1.7
5/1	1125	1125	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1102	1102	-	-	-	4.2	2.0	-	6.2	20.3	9.5	2.0	11.5
6/3	382	382	-	-	-	1.3	0.4	-	1.7	16.1	4.5	0.4	4.9
7/1	167	167	167	0	0	0.1	0.3	-	0.4	7.8	0.6	0.3	0.9
8/1	251	251	-	-	-	0.9	0.5	-	1.4	19.9	3.7	0.5	4.2
8/2	382	382	-	-	-	0.9	1.5	-	2.4	22.2	5.8	1.5	7.3
9/1	1254	1254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	628	628	-	-	-	0.7	0.6	-	1.4	7.8	4.3	0.6	4.9
10/2	656	656	-	-	-	0.7	0.7	-	1.4	7.8	4.4	0.7	5.1
10/3+10/4	935	935	-	-	-	0.9	0.5	-	1.4	5.3	18.6	0.5	19.1

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11/1	467	467	-	-	-	1.4	2.2	-	3.6	27.5	6.5	2.2	8.7
11/2	468	468	-	-	-	1.4	2.2	-	3.6	27.7	6.5	2.2	8.7
12/1	710	710	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	971	971	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/3	67	67	-	-	-	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	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	10.1	6.6	0.0	16.6	-	-	-	-
1/1	748	748	-	-	-	1.4	0.7	-	2.0	9.8	6.9	0.7	7.6
1/2	975	975	-	-	-	1.2	1.5	-	2.7	10.0	7.4	1.5	8.9
1/3+1/4	28	28	-	-	-	0.3	0.1	-	0.4	51.0	0.5	0.1	0.5
2/1	28	28	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	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	414	414	-	-	-	1.0	0.3	-	1.3	11.3	4.5	0.3	4.8
4/2+4/3	1119	1119	-	-	-	2.6	2.5	-	5.1	16.5	11.2	2.5	13.7
5/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1028	1028	-	-	-	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	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	17.4	9.8	0.0	27.2	-	-	-	-
1/1	417	417	-	-	-	0.5	0.2	-	0.7	6.3	2.9	0.2	3.1

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1/2	415	415	-	-	-	0.5	0.2	-	0.7	6.0	2.8	0.2	3.0
1/3	560	560	-	-	-	0.7	0.3	-	1.0	6.7	4.2	0.3	4.5
1/4+1/5	546	546	-	-	-	3.4	2.0	-	5.5	35.9	4.3	2.0	6.4
2/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.8	0.6	-	1.4	7.1	6.2	0.6	6.8
4/2	527	527	-	-	-	1.9	1.0	-	2.9	20.0	6.7	1.0	7.7
4/3	623	623	-	-	-	3.0	1.5	-	4.5	25.8	9.6	1.5	11.1
4/4	108	108	-	-	-	0.3	0.1	-	0.4	13.6	1.1	0.1	1.2
5/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	938	938	-	-	-	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	337	337	-	-	-	0.9	0.3	-	1.3	13.4	3.6	0.3	3.9
6/2	377	377	-	-	-	1.0	0.4	-	1.4	13.4	4.0	0.4	4.3
6/3	452	452	-	-	-	2.5	2.2	-	4.7	37.3	6.9	2.2	9.1
6/4	375	375	-	-	-	1.9	0.9	-	2.8	26.5	5.3	0.9	6.2
J4: Premier Inn	-	-	0	0	0	12.7	6.1	0.0	18.8	-	-	-	-
1/1	864	864	-	-	-	1.4	0.7	-	2.1	8.5	11.8	0.7	12.4
1/2	938	938	-	-	-	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	824	824	-	-	-	2.2	0.8	-	2.9	12.9	13.8	0.8	14.6
2/3	1044	1044	-	-	-	3.4	1.3	-	4.6	16.0	21.5	1.3	22.7
3/1	832	832	-	-	-	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	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	949	949	-	-	-	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	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4714	0	0	0.2	2.8	0.0	3.0	-	-	-	-
1/1	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1707	1707	1707	0	0	0.0	0.6	-	0.6	1.3	13.1	0.6	13.7
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1783	1783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1646	1646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1868	1868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1874	1874	1874	0	0	0.0	1.3	-	1.3	2.5	0.0	1.3	1.3
11/1	635	635	635	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5
12/1	491	491	491	0	0	0.2	0.4	-	0.6	4.2	4.4	0.4	4.8
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	4.0	0.0	0.0	0.0
15/1	2490	2490	-	-	-	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	-	-	574	0	0	0.0	0.4	0.0	0.4	-	-	-	-
1/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	257	257	257	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	257	257	-	-	-	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	76	76	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
9/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	76	76	76	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	235	235	-	-	-	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	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	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	-	-	3426	0	0	2.6	6.0	0.0	8.7	-	-	-	-
1/1	1828	1828	1828	0	0	2.6	3.3	-	6.0	11.7	29.2	3.3	32.6
2/1	1272	1272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1234	1234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	888	888	888	0	0	0.0	1.5	-	1.5	6.2	0.0	1.5	1.5
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1533	1533	-	-	-	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	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.6 C1 Stream: 2 PRC for Signalled Lanes (%): 12.6 C1 Stream: 3 PRC for Signalled Lanes (%): 19.4 C2 PRC for Signalled Lanes (%): 7.3 C3 PRC for Signalled Lanes (%): 9.3 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 19.4 PRC Over All Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 21.10 Total Delay for Signalled Lanes (pcuHr): 8.12 Total Delay for Signalled Lanes (pcuHr): 7.91 Total Delay for Signalled Lanes (pcuHr): 16.63 Total Delay for Signalled Lanes (pcuHr): 27.24 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 18.82 Total Delay Over All Lanes(pcuHr): 113.58 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 17: 'D31AM SEPR OP5A B1C' (FG27: 'D31AM SEPR OP5A', Plan 1: 'B26AM')

C1

Stage Stream: 1

Stage	1	2	3
Duration	7	24	14
Change Point	0	12	41

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	14	51

Stage Stream: 3

Stage	1	2
Duration	23	27
Change Point	12	40

C2

Stage	1	2	3
Duration	3	7	31
Change Point	36	45	57

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	100.6%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	78.9%
1/1	Left	U	1:1	N/A	C1:A		1	24	-	478	1900	792	60.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	24	-	589	1900	792	73.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	24	-	401	1900	792	50.4%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	673	1900	1045	64.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	422	1900	1045	40.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	291	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	-		-	-	-	820	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	698	1900:1900	282+602	78.9 : 78.9%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	409	1900	602	68.0%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	597	33.3%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	23	-	82	1900	760	10.8%
8/2	Right	U	1:3	N/A	C1:G		1	23	-	409	1900	760	53.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	27	-	486	1900	887	54.8%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	27	-	389	1900	887	43.9%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	27	-	581	1900:1900	886+887	32.7 : 32.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	14	-	290	1900	475	61.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	14	-	291	1900	475	61.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	436	1900	1900	22.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	788	1900	1900	41.5%
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	-		-	-	-	467	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	809	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	-	467	1900	1298	36.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	809	1900	1298	62.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1309	1965:2105	947+354	100.6 : 100.6%
5/1	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	863	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	-		-	-	-	589	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%

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J3: Tesco & Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	351	1940	1423	24.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	269	2080	1525	17.6%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	408	2080	1525	26.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	438+453	83.4 : 83.4%
2/1	Ahead	U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	581	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1201	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	35	-	836	1805	1083	76.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	312	1940	679	45.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	461	2080	728	63.1%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	102	2080	728	14.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	152	1764	941	16.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	164	1891	1009	16.3%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	73.5%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	464	1980	1501	30.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	583	2120	1608	36.2%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	594	1980:1720	1353+28	43.0 : 43.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1076	2120	1466	73.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1151	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	596	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	-	-		-	-	-	-	-	-	21.4%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	482	21.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	72.1%
1/1	Ahead	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	903	Inf	2825	31.9%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1488	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1299	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1464	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1670	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1606	Inf	2877	55.8%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	1009	Inf	1400	72.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	190	Inf	1446	13.1%
13/1		U	N/A	N/A	-		-	-	-	98	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	760	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1887	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	21.8%
1/1		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	34	Inf	977	3.5%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	34	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	-		-	-	-	218	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	988	15.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	218	Inf	1000	21.8%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	117	Inf	928	12.6%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	19.1%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	103	Inf	539	19.1%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	277	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	117	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	-		-	-	-	117	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	632	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	809	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1382	Inf	2170	63.7%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1068	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	893	Inf	1128	79.2%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1710	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	894	Inf	1145	78.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	822	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	-	-	7816	0	0	49.8	51.7	0.0	101.5	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	18.6	10.2	0.0	28.8	-	-	-	-
1/1	475	475	-	-	-	1.5	0.7	-	2.3	17.1	4.8	0.7	5.6
1/2	585	585	-	-	-	2.0	1.4	-	3.4	20.7	6.9	1.4	8.3
1/3	399	399	-	-	-	1.3	0.5	-	1.8	16.2	4.4	0.5	4.9
2/1	669	669	-	-	-	0.2	0.0	-	0.2	1.1	1.6	0.0	1.6
2/2	420	420	-	-	-	0.0	0.0	-	0.0	0.4	0.4	0.0	0.4
3/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	52	52	-	-	-	0.3	0.1	-	0.4	31.1	0.7	0.1	0.9
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.4	1.5	0.4	1.9
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	698	698	-	-	-	3.4	1.8	-	5.3	27.3	7.1	1.8	9.0
6/3	409	409	-	-	-	2.0	1.0	-	3.1	27.1	5.9	1.0	7.0
7/1	199	199	199	0	0	0.0	0.2	-	0.3	5.1	0.6	0.2	0.9
8/1	82	82	-	-	-	0.2	0.1	-	0.3	11.9	0.7	0.1	0.8
8/2	409	409	-	-	-	1.7	0.6	-	2.3	20.3	6.8	0.6	7.4
9/1	1144	1144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	486	486	-	-	-	1.1	0.6	-	1.7	12.6	4.5	0.6	5.1
10/2	389	389	-	-	-	0.8	0.4	-	1.2	10.8	3.0	0.4	3.3
10/3+10/4	581	581	-	-	-	1.1	0.2	-	1.3	8.3	16.5	0.2	16.7

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11/1	290	290	-	-	-	1.1	0.8	-	1.9	23.1	1.8	0.8	2.6
11/2	291	291	-	-	-	1.1	0.8	-	1.9	23.1	1.8	0.8	2.6
12/1	436	436	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
12/2	788	788	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
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	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	7.4	22.2	0.0	29.6	-	-	-	-
1/1	467	467	-	-	-	0.1	0.3	-	0.3	2.6	1.1	0.3	1.4
1/2	809	809	-	-	-	0.7	0.8	-	1.6	7.0	5.6	0.8	6.4
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	401	401	-	-	-	1.0	0.3	-	1.3	11.3	4.3	0.3	4.6
4/2+4/3	1309	1300	-	-	-	4.2	20.3	-	24.5	67.4	20.1	20.3	40.4
5/1	519	519	-	-	-	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
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	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	13.0	7.1	0.0	20.1	-	-	-	-
1/1	351	351	-	-	-	0.3	0.2	-	0.4	4.3	1.9	0.2	2.0

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1/2	269	269	-	-	-	0.2	0.1	-	0.3	3.9	1.3	0.1	1.5
1/3	408	408	-	-	-	0.3	0.2	-	0.5	4.3	2.2	0.2	2.3
1/4+1/5	743	743	-	-	-	3.6	2.4	-	6.0	29.3	6.0	2.4	8.5
2/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	581	581	-	-	-	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	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	833	833	-	-	-	2.0	1.6	-	3.7	15.9	9.3	1.6	10.9
4/2	311	311	-	-	-	1.2	0.4	-	1.6	18.4	3.8	0.4	4.2
4/3	460	460	-	-	-	2.0	0.9	-	2.9	22.7	5.5	0.9	6.4
4/4	102	102	-	-	-	0.4	0.1	-	0.4	15.7	1.1	0.1	1.2
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	582	582	-	-	-	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	152	152	-	-	-	0.3	0.1	-	0.4	9.5	1.3	0.1	1.4
6/2	164	164	-	-	-	0.3	0.1	-	0.4	9.3	1.4	0.1	1.5
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
J4: Premier Inn	-	-	0	0	0	10.3	4.8	0.0	15.1	-	-	-	-
1/1	463	463	-	-	-	0.6	0.2	-	0.8	6.3	4.8	0.2	5.0
1/2	582	582	-	-	-	0.8	0.3	-	1.1	6.6	6.3	0.3	6.6
1/3	144	144	-	-	-	2.1	1.3	-	3.4	84.9	4.6	1.3	6.0
2/2+2/1	594	594	-	-	-	1.3	0.4	-	1.7	10.3	8.4	0.4	8.8
2/3	1076	1076	-	-	-	3.5	1.4	-	4.8	16.1	22.4	1.4	23.8
3/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1151	1151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	595	595	-	-	-	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	5.1	0.3	0.1	0.5
2/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3718	0	0	0.0	2.2	0.0	2.2	-	-	-	-
1/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	902	902	902	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	1298	1298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1464	1464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1670	1670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1606	1606	1606	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	1009	1009	1009	0	0	0.0	1.3	-	1.3	4.6	0.0	1.3	1.3
12/1	190	190	190	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	98	98	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1887	1887	-	-	-	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	-	-	524	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	266	266	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	34	34	34	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	34	34	-	-	-	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	218	218	-	-	-	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	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	218	218	218	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
11/1	116	116	116	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
J8: Bicester Avenue	-	-	103	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	116	116	-	-	-	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	116	116	-	-	-	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	116	116	-	-	-	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	-	-	3169	0	0	0.5	4.5	0.0	5.0	-	-	-	-
1/1	1382	1382	1382	0	0	0.3	0.9	-	1.2	3.0	11.5	0.9	12.4
2/1	1068	1068	-	-	-	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	1140	1140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	893	893	893	0	0	0.0	1.9	-	1.9	7.5	0.0	1.9	1.9
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1710	1710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	894	894	894	0	0	0.2	1.8	-	2.0	8.0	7.2	1.8	9.0
9/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 21.8 C1 Stream: 2 PRC for Signalled Lanes (%): 14.0 C1 Stream: 3 PRC for Signalled Lanes (%): 64.2 C2 PRC for Signalled Lanes (%): -11.8 C3 PRC for Signalled Lanes (%): 7.9 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 22.4 PRC Over All Lanes (%): -11.8 Total Delay for Signalled Lanes (pcuHr): 12.62 Total Delay for Signalled Lanes (pcuHr): 8.61 Total Delay for Signalled Lanes (pcuHr): 6.78 Total Delay for Signalled Lanes (pcuHr): 29.62 Total Delay for Signalled Lanes (pcuHr): 20.08 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 15.14 Total Delay Over All Lanes(pcuHr): 101.47 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 18: 'D31PM SEPR OP5A B1C' (FG28: 'D31PM SEPR 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	37	13
Change Point	8	50

Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	54	13

C2

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

C3

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

C4

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

C5

Stage	1	2	3
Duration	72	9	5
Change Point	67	34	51

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.6%
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	-	585	1900	760	77.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	459	1900	760	60.4%
2/1	Ahead	U	1:2	N/A	C1:E		1	37	-	635	1900	1203	52.8%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	37	-	471	1900	1203	39.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	37	1900	253	14.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	13	-	734	1900:1900	443+443	74.0 : 91.6%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	13	-	295	1900	443	66.5%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	470	35.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	298	1900	475	62.7%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	295	1900	475	62.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1041	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	-	551	1900	1172	47.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	650	1900	1172	55.5%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	763	1900:1900	951+949	40.2 : 40.2%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	382	1900	507	75.4%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	381	1900	507	75.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	679	1900	1900	35.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	943	1900	1900	49.6%
12/3	Right	U	N/A	N/A	-		-	-	-	2	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	80.9%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	707	1900	1298	54.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	959	1900	1298	73.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	27	1900:1900	253+0	10.7 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	27	1900	538	5.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	418	1900	1077	38.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1060	1965:2105	937+373	80.9 : 80.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1013	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	-		-	-	-	585	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	76.9%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	361	1940	1132	31.9%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	336	2080	1213	27.7%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	34	-	443	2080	1213	36.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+361	76.9 : 76.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	316	1940	582	54.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	411	2080	624	65.9%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	644	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	34	12	328	1764	1029	31.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	12	379	1891	1103	34.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	504	1830	701	71.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	22	-	320	1962	752	42.5%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	74.9%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	644	1980	1518	42.4%

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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	14	-	169	1805	226	74.9%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	693	1980:1720	1304+65	50.6 : 50.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	931	2120	1449	64.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	657	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	421	27.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	657	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	-		-	-	-	250	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	-		-	-	-	693	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	66.2%
1/1	Ahead	U	N/A	N/A	-		-	-	-	73	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1245	Inf	3123	39.9%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1293	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1436	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1624	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1711	Inf	2584	66.2%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	619	Inf	1416	43.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	459	Inf	1374	33.4%
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	531	1.3%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2346	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	26.2%
1/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	257	Inf	981	26.2%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	257	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	-		-	-	-	73	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	915	22.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	73	Inf	1000	7.3%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	11	Inf	976	1.1%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.3%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	116	Inf	545	21.3%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	11	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	-		-	-	-	11	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	669	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	886	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1772	Inf	2077	85.3%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1244	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	896	Inf	1202	74.5%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1478	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	698	Inf	1013	68.9%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	711	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	8350	0	0	53.5	39.7	0.0	93.2	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	168	0	0	17.4	14.4	0.0	31.8	-	-	-	-
1/1	555	555	-	-	-	1.9	1.3	-	3.3	21.3	6.9	1.3	8.2
1/2	585	585	-	-	-	2.0	1.6	-	3.6	22.3	7.5	1.6	9.1
1/3	459	459	-	-	-	1.4	0.8	-	2.2	17.1	6.0	0.8	6.7
2/1	635	635	-	-	-	0.0	0.0	-	0.0	0.2	0.7	0.0	0.7
2/2	471	471	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	974	974	-	-	-	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	37	37	-	-	-	0.2	0.1	-	0.3	30.7	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.2	0.9	0.2	1.1
5/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	734	734	-	-	-	4.5	2.3	-	6.8	33.4	6.5	2.3	8.9
6/3	295	295	-	-	-	1.7	1.0	-	2.7	32.9	4.4	1.0	5.4
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.6	0.5	0.3	0.7
8/1	298	298	-	-	-	0.6	0.8	-	1.4	16.9	2.3	0.8	3.1
8/2	295	295	-	-	-	0.1	0.8	-	0.9	10.7	0.1	0.8	0.9
9/1	1041	1041	-	-	-	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	551	551	-	-	-	0.6	0.4	-	1.0	6.8	3.3	0.4	3.7
10/2	650	650	-	-	-	0.6	0.6	-	1.2	6.6	3.8	0.6	4.4
10/3+10/4	763	763	-	-	-	0.6	0.3	-	1.0	4.6	18.1	0.3	18.5

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11/1	382	382	-	-	-	1.4	1.5	-	2.9	27.3	4.9	1.5	6.4
11/2	381	381	-	-	-	1.4	1.5	-	2.9	27.2	4.9	1.5	6.4
12/1	679	679	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	943	943	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/3	2	2	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.9	6.0	0.0	14.9	-	-	-	-
1/1	707	707	-	-	-	0.7	0.6	-	1.3	6.8	4.8	0.6	5.3
1/2	959	959	-	-	-	1.2	1.4	-	2.6	9.7	8.5	1.4	9.9
1/3+1/4	27	27	-	-	-	0.1	0.1	-	0.2	20.4	0.4	0.1	0.5
2/1	27	27	-	-	-	0.0	0.0	-	0.0	4.1	0.3	0.0	0.3
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	418	418	-	-	-	0.9	0.3	-	1.2	10.7	4.3	0.3	4.6
4/2+4/3	1060	1060	-	-	-	2.4	2.1	-	4.5	15.3	10.5	2.1	12.6
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1013	1013	-	-	-	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	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.7	6.8	0.0	21.5	-	-	-	-
1/1	361	361	-	-	-	0.6	0.2	-	0.9	8.7	3.0	0.2	3.2

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1/2	336	336	-	-	-	0.6	0.2	-	0.8	8.3	2.7	0.2	2.9
1/3	443	443	-	-	-	0.8	0.3	-	1.1	9.0	3.8	0.3	4.1
1/4+1/5	544	544	-	-	-	3.3	1.6	-	4.9	32.4	4.2	1.6	5.8
2/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	763	763	-	-	-	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	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.7	0.7	-	1.4	7.0	6.6	0.7	7.3
4/2	316	316	-	-	-	1.4	0.6	-	2.0	22.9	3.8	0.6	4.4
4/3	411	411	-	-	-	2.2	1.0	-	3.2	27.8	6.4	1.0	7.3
4/4	90	90	-	-	-	0.4	0.1	-	0.5	18.6	1.1	0.1	1.2
5/1	644	644	-	-	-	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	-	-	-	0.6	0.2	-	0.8	9.0	2.7	0.2	3.0
6/2	379	379	-	-	-	0.7	0.3	-	0.9	9.0	3.3	0.3	3.5
6/3	504	504	-	-	-	2.2	1.3	-	3.5	24.7	7.1	1.3	8.4
6/4	320	320	-	-	-	1.2	0.4	-	1.6	17.8	3.9	0.4	4.3
J4: Premier Inn	-	-	0	0	0	10.4	4.5	0.0	14.9	-	-	-	-
1/1	644	644	-	-	-	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	-	-	-	2.4	1.4	-	3.8	81.0	5.4	1.4	6.8
2/2+2/1	693	693	-	-	-	1.7	0.5	-	2.2	11.5	10.3	0.5	10.8
2/3	931	931	-	-	-	2.8	0.9	-	3.7	14.2	17.3	0.9	18.2
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	657	657	-	-	-	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	6.9	0.6	0.2	0.8
2/1	657	657	-	-	-	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	250	250	-	-	-	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	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4041	0	0	0.0	2.0	0.0	2.0	-	-	-	-
1/1	73	73	-	-	-	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	1293	1293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1436	1436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1624	1624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1711	1711	1711	0	0	0.0	1.0	-	1.0	2.1	0.0	1.0	1.0
11/1	619	619	619	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	459	459	459	0	0	0.0	0.3	-	0.3	2.0	0.5	0.3	0.8
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	3.4	0.0	0.0	0.0
15/1	2346	2346	-	-	-	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	-	-	543	0	0	0.0	0.4	0.0	0.4	-	-	-	-
1/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	257	257	257	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
3/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	257	257	-	-	-	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	73	73	-	-	-	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	2.5	0.0	0.1	0.1
9/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	73	73	73	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	11	11	11	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	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	11	11	-	-	-	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	11	11	-	-	-	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	11	11	-	-	-	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	-	-	3366	0	0	2.0	5.4	0.0	7.4	-	-	-	-
1/1	1772	1772	1772	0	0	2.0	2.9	-	4.8	9.8	27.9	2.9	30.7
2/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	896	896	896	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	1478	1478	-	-	-	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	5.7	0.0	1.1	1.1
9/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 16.9 C1 Stream: 2 PRC for Signalled Lanes (%): -1.8 C1 Stream: 3 PRC for Signalled Lanes (%): 43.5 C2 PRC for Signalled Lanes (%): 11.3 C3 PRC for Signalled Lanes (%): 17.0 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 20.2 PRC Over All Lanes (%): -1.8 Total Delay for Signalled Lanes (pcuHr): 15.71 Total Delay for Signalled Lanes (pcuHr): 9.55 Total Delay for Signalled Lanes (pcuHr): 5.48 Total Delay for Signalled Lanes (pcuHr): 14.88 Total Delay for Signalled Lanes (pcuHr): 21.51 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 14.95 Total Delay Over All Lanes(pcuHr): 93.22 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 19: 'D26AM OP5B B1B' (FG29: 'D26AM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	29	21
Change Point	14	48

Stage Stream: 3

Stage	1	2
Duration	24	26
Change Point	10	39

C2

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

C3

Stage	1	2	3
Duration	31	8	10
Change Point	45	18	33

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
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	-	492	1900	760	64.7%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	398	1900	760	52.4%
2/1	Ahead	U	1:2	N/A	C1:E		1	29	-	569	1900	950	59.9%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	29	-	420	1900	950	44.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	65	1900	253	25.7%
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	-		-	-	-	834	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	21	-	1083	1900:1900	536+697	83.8 : 91.0%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	21	-	350	1900	697	50.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	685	29.0%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	24	-	89	1900	792	11.2%
8/2	Right	U	1:3	N/A	C1:G		1	24	-	350	1900	792	44.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1203	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	780	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	26	-	338	1900	855	39.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	26	-	313	1900	855	36.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	26	-	649	1900:1900	855+855	38.0 : 37.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	325	1900	507	64.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	324	1900	507	63.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	300	1900	1900	15.8%
12/2	Ahead	U	N/A	N/A	-		-	-	-	641	1900	1900	33.7%
12/3	Right	U	N/A	N/A	-		-	-	-	22	1900	1900	1.2%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	319	1900	1298	24.6%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	679	1900	1298	52.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	300	1900	1077	27.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1247	1965:2105	925+398	94.3 : 94.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	710	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	-		-	-	-	492	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	73.9%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	46	-	209	1940	1520	13.8%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	46	-	257	2080	1629	15.8%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	46	-	451	2080	1629	27.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	10	-	476	1805:1935	315+329	73.9 : 73.9%
2/1	Ahead	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	649	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1036	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	43	-	803	1805	1324	60.7%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	31	-	400	1940	1035	38.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	31	-	671	2080	1109	60.5%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	31	-	109	2080	1109	9.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	754	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	20	10	127	1764	617	20.6%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	20	10	106	1891	662	16.0%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	10	-	185	1830	335	55.1%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	10	-	198	1962	360	55.0%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	527	1980	1485	35.5%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	754	2120	1590	47.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	432	1980:1720	1342+22	31.7 : 31.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	839	2120	1449	57.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	21.9%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	434	21.9%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	48.8%
1/1	Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1186	Inf	3157	37.6%

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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	-		-	-	-	1260	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1271	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1422	Inf	2913	48.8%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	427	Inf	1537	27.8%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	196	Inf	1503	13.0%
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	944	0.1%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1520	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	18.0%
1/1		U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	24	Inf	977	2.5%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	24	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	-		-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	172	Inf	992	17.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	196	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	-		-	-	-	84	Inf	940	8.9%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	17.2%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	95	Inf	552	17.2%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	84	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	-		-	-	-	84	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	640	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	84	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	821	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1059	Inf	2170	48.8%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	842	Inf	1203	70.0%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	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	-		-	-	-	921	Inf	1331	69.2%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	6903	0	0	42.3	31.9	0.0	74.2	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.7	10.3	0.0	28.0	-	-	-	-
1/1	444	444	-	-	-	1.1	0.7	-	1.8	14.6	4.3	0.7	5.0
1/2	492	492	-	-	-	1.3	0.9	-	2.2	15.9	5.0	0.9	5.9
1/3	398	398	-	-	-	1.0	0.5	-	1.6	14.1	4.0	0.5	4.5
2/1	569	569	-	-	-	0.2	0.0	-	0.2	1.2	1.3	0.0	1.3
2/2	420	420	-	-	-	0.1	0.0	-	0.1	0.5	0.4	0.0	0.4
3/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	65	65	-	-	-	0.4	0.2	-	0.5	29.3	0.9	0.2	1.1
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.2	1.5	0.3	1.8
5/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1083	1083	-	-	-	5.1	3.5	-	8.6	28.6	10.0	3.5	13.5
6/3	350	350	-	-	-	1.4	0.5	-	1.9	19.9	4.5	0.5	5.0
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	-	-	-	0.2	0.1	-	0.3	11.6	0.8	0.1	0.8
8/2	350	350	-	-	-	1.5	0.4	-	1.9	19.4	5.8	0.4	6.2
9/1	1203	1203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	780	780	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	338	338	-	-	-	0.6	0.3	-	0.9	10.1	3.2	0.3	3.5
10/2	313	313	-	-	-	0.8	0.3	-	1.0	12.1	2.9	0.3	3.2
10/3+10/4	649	649	-	-	-	1.3	0.3	-	1.6	8.9	15.9	0.3	16.2

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11/1	325	325	-	-	-	1.1	0.9	-	1.9	21.5	1.7	0.9	2.6
11/2	324	324	-	-	-	1.1	0.9	-	1.9	21.4	1.7	0.9	2.5
12/1	300	300	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	641	641	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/3	22	22	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	5.4	8.1	0.0	13.4	-	-	-	-
1/1	319	319	-	-	-	0.0	0.2	-	0.2	2.1	0.2	0.2	0.4
1/2	679	679	-	-	-	0.5	0.5	-	1.0	5.5	3.9	0.5	4.4
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	300	300	-	-	-	0.6	0.2	-	0.8	10.0	2.8	0.2	3.0
4/2+4/3	1247	1247	-	-	-	3.4	6.9	-	10.4	29.9	16.2	6.9	23.1
5/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	710	710	-	-	-	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	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	9.8	5.1	0.0	14.9	-	-	-	-
1/1	209	209	-	-	-	0.1	0.1	-	0.2	3.0	0.8	0.1	0.9

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1/2	257	257	-	-	-	0.1	0.1	-	0.2	2.9	1.0	0.1	1.1
1/3	451	451	-	-	-	0.2	0.2	-	0.4	3.3	2.0	0.2	2.2
1/4+1/5	476	476	-	-	-	3.0	1.4	-	4.4	33.5	3.8	1.4	5.2
2/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1036	1036	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.6	0.8	-	1.3	6.0	4.7	0.8	5.4
4/2	400	400	-	-	-	0.7	0.3	-	1.0	9.3	3.5	0.3	3.8
4/3	671	671	-	-	-	1.6	0.8	-	2.4	12.8	7.4	0.8	8.1
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.6	0.9	0.1	0.9
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	754	754	-	-	-	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	127	127	-	-	-	0.5	0.1	-	0.6	17.3	1.5	0.1	1.6
6/2	106	106	-	-	-	0.4	0.1	-	0.5	16.7	1.2	0.1	1.3
6/3	185	185	-	-	-	1.1	0.6	-	1.8	34.1	2.8	0.6	3.4
6/4	198	198	-	-	-	1.2	0.6	-	1.8	33.3	3.0	0.6	3.6
J4: Premier Inn	-	-	0	0	0	9.3	4.1	0.0	13.4	-	-	-	-
1/1	527	527	-	-	-	0.7	0.3	-	1.0	7.0	5.9	0.3	6.1
1/2	754	754	-	-	-	1.2	0.5	-	1.7	8.0	9.6	0.5	10.1
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	432	432	-	-	-	0.9	0.2	-	1.1	9.5	5.7	0.2	5.9
2/3	839	839	-	-	-	2.3	0.7	-	3.0	12.9	14.4	0.7	15.1
3/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	766	766	-	-	-	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	6.2	0.5	0.1	0.6
2/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	766	766	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3232	0	0	0.0	1.0	0.0	1.0	-	-	-	-
1/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1186	1186	1186	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	1260	1260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1232	1232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1271	1271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1422	1422	1422	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	427	427	427	0	0	0.0	0.2	-	0.2	1.6	0.0	0.2	0.2
12/1	196	196	196	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	1520	1520	-	-	-	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	-	-	460	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	24	24	24	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	24	24	-	-	-	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	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	196	196	-	-	-	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	84	84	84	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	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	84	84	-	-	-	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	84	84	-	-	-	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	84	84	-	-	-	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	-	-	2822	0	0	0.1	2.8	0.0	2.8	-	-	-	-
1/1	1059	1059	1059	0	0	0.0	0.5	-	0.5	1.7	5.4	0.5	5.9
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	842	842	842	0	0	0.0	1.2	-	1.2	5.0	0.0	1.2	1.2
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1547	1547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	921	921	921	0	0	0.1	1.1	-	1.2	4.6	3.8	1.1	5.0
9/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 39.0 C1 Stream: 2 PRC for Signalled Lanes (%): -1.1 C1 Stream: 3 PRC for Signalled Lanes (%): 103.6 C2 PRC for Signalled Lanes (%): -4.7 C3 PRC for Signalled Lanes (%): 21.8 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 21.5 PRC Over All Lanes (%): -4.7 Total Delay for Signalled Lanes (pcuHr): 10.90 Total Delay for Signalled Lanes (pcuHr): 10.79 Total Delay for Signalled Lanes (pcuHr): 5.77 Total Delay for Signalled Lanes (pcuHr): 13.45 Total Delay for Signalled Lanes (pcuHr): 14.89 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 13.41 Total Delay Over All Lanes(pcuHr): 74.21 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 20: 'D26PM OP5B B1B' (FG30: 'D26PM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	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	37	46	58

C3

Stage	1	2	3
Duration	23	7	19
Change Point	29	54	8

C4

Stage	1	2	3
Duration	0	5	81
Change Point	68	83	96

C5

Stage	1	2	3
Duration	73	8	5
Change Point	68	36	52

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	85.1%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	502	1900	665	75.5%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	465	1900	665	69.9%
2/1	Ahead	U	1:2	N/A	C1:E		1	30	-	551	1900	982	56.1%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	30	-	478	1900	982	48.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	44	1900	253	17.4%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	70	1900	253	27.6%
5/1		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	20	-	1032	1900:1900	665+665	70.5 : 84.7%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	20	-	292	1900	665	43.9%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	508	35.6%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	13	-	251	1900	443	56.6%
8/2	Right	U	1:3	N/A	C1:G		1	13	-	292	1900	443	65.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1114	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	37	-	548	1900	1203	45.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	37	-	605	1900	1203	50.3%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	37	-	987	1900:1900	951+949	51.9 : 51.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	494	1900	602	82.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	493	1900	602	81.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	608	1900	1900	32.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	883	1900	1900	46.5%
12/3	Right	U	N/A	N/A	-		-	-	-	14	1900	1900	0.7%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	931	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	-	641	1900	1298	49.4%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	922	1900	1298	71.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	9	1900:1900	253+253	2.4 : 1.2%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	6	1900	538	1.1%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	3	1900	538	0.6%
3/1		U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	302	1900	1077	28.0%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1119	1965:2105	922+404	84.4 : 84.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	972	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	-		-	-	-	502	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	75.0%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	391	1940	1229	31.8%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	334	2080	1317	25.4%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	37	-	608	2080	1317	46.2%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	300+311	75.0 : 75.0%
2/1	Ahead	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	233	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	-	492	1940	776	63.4%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	591	2080	832	71.0%
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	-		-	-	-	789	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	871	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	297	1764	853	34.8%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	9	336	1891	914	36.8%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	428	1830	610	70.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	19	-	379	1962	654	58.0%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	789	1980	1518	52.0%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	871	2120	1625	53.6%
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	-	714	1980:1720	1327+58	51.6 : 51.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1002	2120	1466	68.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1066	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	880	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	363	31.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	714	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	66.1%
1/1	Ahead	U	N/A	N/A	-		-	-	-	54	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1507	Inf	3155	47.8%

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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	-		-	-	-	1568	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1545	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1716	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1797	Inf	2718	66.1%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	562	Inf	1352	41.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	315	Inf	1224	25.7%
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	543	1.3%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2322	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	19.5%
1/1		U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	128	Inf	984	13.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	128	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	-		-	-	-	54	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	957	19.5%
9/1	Ahead	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	54	Inf	1000	5.4%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	2	Inf	982	0.2%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.4%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	115	Inf	536	21.4%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	2	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	-		-	-	-	2	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	849	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1663	Inf	2072	80.3%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1189	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1197	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	864	Inf	1214	71.1%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1421	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	701	Inf	1061	66.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	693	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	-	-	8198	0	0	55.7	41.2	0.0	96.9	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	181	0	0	19.5	16.2	0.0	35.7	-	-	-	-
1/1	566	566	-	-	-	2.4	2.7	-	5.1	32.2	8.1	2.7	10.8
1/2	502	502	-	-	-	1.9	1.5	-	3.5	24.8	6.6	1.5	8.1
1/3	465	465	-	-	-	1.8	1.1	-	2.9	22.7	6.4	1.1	7.5
2/1	551	551	-	-	-	0.1	0.0	-	0.1	0.5	0.8	0.0	0.8
2/2	478	478	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
3/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	44	44	-	-	-	0.3	0.1	-	0.4	30.9	0.7	0.1	0.8
4/2	70	70	-	-	-	0.4	0.2	-	0.6	32.6	1.1	0.2	1.2
5/1	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1032	1032	-	-	-	5.0	1.7	-	6.7	23.5	8.6	1.7	10.3
6/3	292	292	-	-	-	1.2	0.4	-	1.6	19.8	3.7	0.4	4.1
7/1	181	181	181	0	0	0.0	0.3	-	0.3	6.0	0.5	0.3	0.7
8/1	251	251	-	-	-	0.8	0.6	-	1.5	21.1	3.8	0.6	4.4
8/2	292	292	-	-	-	0.5	1.0	-	1.4	17.6	4.4	1.0	5.3
9/1	1114	1114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	548	548	-	-	-	0.6	0.4	-	1.0	6.5	3.2	0.4	3.6
10/2	605	605	-	-	-	0.5	0.5	-	1.0	5.8	2.9	0.5	3.4
10/3+10/4	987	987	-	-	-	0.8	0.5	-	1.4	5.1	19.7	0.5	20.2

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11/1	494	494	-	-	-	1.6	2.2	-	3.8	27.6	6.6	2.2	8.8
11/2	493	493	-	-	-	1.6	2.2	-	3.8	27.4	6.6	2.2	8.8
12/1	608	608	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
12/2	883	883	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
12/3	14	14	-	-	-	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	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.1	5.4	0.0	13.5	-	-	-	-
1/1	641	641	-	-	-	0.8	0.5	-	1.3	7.2	5.2	0.5	5.6
1/2	922	922	-	-	-	1.2	1.2	-	2.4	9.5	6.5	1.2	7.7
1/3+1/4	9	9	-	-	-	0.0	0.0	-	0.0	12.2	0.1	0.0	0.1
2/1	6	6	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
2/2	3	3	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
3/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	302	302	-	-	-	0.7	0.2	-	0.9	10.5	3.1	0.2	3.3
4/2+4/3	1119	1119	-	-	-	2.6	2.6	-	5.3	16.9	11.3	2.6	13.9
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	972	972	-	-	-	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	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.3	7.3	0.0	22.6	-	-	-	-
1/1	391	391	-	-	-	0.5	0.2	-	0.8	7.2	2.9	0.2	3.2

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1/2	334	334	-	-	-	0.4	0.2	-	0.6	6.6	2.4	0.2	2.6
1/3	608	608	-	-	-	1.0	0.4	-	1.4	8.2	5.2	0.4	5.7
1/4+1/5	458	458	-	-	-	3.0	1.5	-	4.5	35.3	3.6	1.5	5.1
2/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	233	233	-	-	-	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	3.7	0.4	4.1
4/2	492	492	-	-	-	1.7	0.9	-	2.6	18.7	6.2	0.9	7.0
4/3	591	591	-	-	-	2.4	1.2	-	3.6	22.1	8.8	1.2	10.0
4/4	105	105	-	-	-	0.3	0.1	-	0.4	12.8	1.0	0.1	1.1
5/1	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	297	297	-	-	-	0.8	0.3	-	1.1	12.9	3.1	0.3	3.3
6/2	336	336	-	-	-	0.9	0.3	-	1.2	12.9	3.5	0.3	3.7
6/3	428	428	-	-	-	2.1	1.2	-	3.2	27.2	6.2	1.2	7.3
6/4	379	379	-	-	-	1.7	0.7	-	2.4	23.0	5.2	0.7	5.8
J4: Premier Inn	-	-	0	0	0	11.4	5.6	0.0	16.9	-	-	-	-
1/1	789	789	-	-	-	1.2	0.5	-	1.7	7.9	10.1	0.5	10.6
1/2	871	871	-	-	-	1.3	0.6	-	1.9	7.9	11.4	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	714	714	-	-	-	1.7	0.5	-	2.2	11.2	10.6	0.5	11.2
2/3	1002	1002	-	-	-	3.0	1.1	-	4.1	14.6	19.5	1.1	20.6
3/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1066	1066	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	880	880	-	-	-	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	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4188	0	0	0.0	2.0	0.0	2.0	-	-	-	-
1/1	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1507	1507	1507	0	0	0.0	0.5	-	0.5	1.1	0.0	0.5	0.5
3/1	1844	1844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1568	1568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1545	1545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1716	1716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1797	1797	1797	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	562	562	562	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	315	315	315	0	0	0.0	0.2	-	0.2	2.0	0.8	0.2	1.0
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.4	0.0	0.0	0.0
15/1	2322	2322	-	-	-	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	-	-	371	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	7	7	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	128	128	128	0	0	0.0	0.1	-	0.1	2.1	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	128	128	-	-	-	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	54	54	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
9/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	54	54	54	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	2	2	2	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	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	2	2	-	-	-	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	2	2	-	-	-	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	2	2	-	-	-	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	-	-	3228	0	0	1.4	4.2	0.0	5.6	-	-	-	-
1/1	1663	1663	1663	0	0	1.4	2.0	-	3.4	7.4	25.0	2.0	27.0
2/1	1189	1189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	864	864	864	0	0	0.0	1.2	-	1.2	5.1	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	1421	1421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	701	701	701	0	0	0.0	1.0	-	1.0	5.0	0.0	1.0	1.0
9/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 5.7 C1 Stream: 2 PRC for Signalled Lanes (%): 6.3 C1 Stream: 3 PRC for Signalled Lanes (%): 36.6 C2 PRC for Signalled Lanes (%): 6.7 C3 PRC for Signalled Lanes (%): 20.0 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 17.7 PRC Over All Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 20.00 Total Delay for Signalled Lanes (pcuHr): 8.43 Total Delay for Signalled Lanes (pcuHr): 6.26 Total Delay for Signalled Lanes (pcuHr): 13.50 Total Delay for Signalled Lanes (pcuHr): 22.56 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 16.92 Total Delay Over All Lanes(pcuHr): 96.90 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 21: 'D31PM OP5B B1B' (FG31: 'D31AM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	22	28
Change Point	14	41

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	59	26

C2

Stage	1	2	3
Duration	3	7	31
Change Point	22	31	43

C3

Stage	1	2	3
Duration	27	14	8
Change Point	36	5	26

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	93.6%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	75.5%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	524	1900	665	77.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	477	1900	665	70.9%
2/1	Ahead	U	1:2	N/A	C1:E		1	22	-	590	1900	728	80.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	22	-	516	1900	728	70.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	121	1900	253	47.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	142	1900	253	56.1%
5/1		U	N/A	N/A	-		-	-	-	1040	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	28	-	1244	1900:1900	410+918	93.6 : 93.6%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	28	-	382	1900	918	41.6%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	575	34.4%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	81	1900	728	11.0%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	382	1900	728	52.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1450	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	514	1900	918	56.0%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	472	1900	918	51.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	823	1900:1900	905+907	45.4 : 45.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	411	1900	602	68.3%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	412	1900	602	68.5%
12/1	Ahead	U	N/A	N/A	-		-	-	-	464	1900	1900	24.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	738	1900	1900	38.8%
12/3	Right	U	N/A	N/A	-		-	-	-	116	1900	1900	6.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	101.1%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	474	1900	1298	36.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	779	1900	1298	60.0%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	403	1900	1077	37.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1350	1965:2105	914+421	101.1 : 101.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+268	20.5 : 20.5%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	477	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	48	-	399	1940	1584	25.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	48	-	382	2080	1699	22.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	48	-	601	2080	1699	35.4%
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	-		-	-	-	514	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	823	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	73.5%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	27	-	606	1940	905	66.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	27	-	695	2080	971	71.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	27	-	124	2080	971	12.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	836	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	24	16	144	1764	735	19.6%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	24	16	170	1891	788	21.6%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	8	-	205	1830	275	74.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	8	-	222	1962	294	75.4%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	84.6%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	750	1980	1501	49.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	836	2120	1608	51.7%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	77.9%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	750	1980:1720	1360+20	54.3 : 54.3%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1240	2120	1466	84.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1328	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	26.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	370	26.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	784	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1240	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
1/1	Ahead	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1480	Inf	2901	50.8%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1829	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1730	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	709	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	-		-	-	-	1815	Inf	2858	63.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	969	Inf	1243	78.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	231	Inf	1130	20.5%
13/1		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	643	1.7%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2123	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	-		-	-	-	196	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	24	Inf	983	2.4%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	24	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	-		-	-	-	187	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	-		-	-	-	231	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	187	Inf	1000	18.7%

LinSig V1 style report

11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	59	Inf	938	6.3%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	18.3%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	99	Inf	541	18.3%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	266	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	59	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	-		-	-	-	59	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	645	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	59	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	829	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
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	-		-	-	-	866	Inf	1082	80.1%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1753	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	934	Inf	1168	80.0%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	891	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	-	-	8532	0	0	57.4	69.2	0.0	126.6	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	198	0	0	19.4	17.4	0.0	36.8	-	-	-	-
1/1	502	502	-	-	-	1.6	1.5	-	3.1	22.2	6.9	1.5	8.5
1/2	518	518	-	-	-	1.6	1.7	-	3.3	23.2	7.2	1.7	8.9
1/3	472	472	-	-	-	1.6	1.2	-	2.8	21.1	6.3	1.2	7.5
2/1	584	584	-	-	-	0.3	0.0	-	0.3	1.8	1.3	0.0	1.3
2/2	511	511	-	-	-	0.2	0.0	-	0.2	1.5	0.9	0.0	0.9
3/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	121	121	-	-	-	0.6	0.5	-	1.0	30.8	1.9	0.5	2.4
4/2	142	142	-	-	-	0.9	0.6	-	1.5	39.2	2.2	0.6	2.8
5/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1244	1244	-	-	-	4.6	6.4	-	11.0	31.7	13.4	6.4	19.8
6/3	382	382	-	-	-	1.1	0.4	-	1.4	13.4	4.0	0.4	4.4
7/1	198	198	198	0	0	0.0	0.3	-	0.3	5.5	0.7	0.3	0.9
8/1	80	80	-	-	-	0.4	0.1	-	0.5	22.6	1.2	0.1	1.2
8/2	382	382	-	-	-	1.0	0.5	-	1.6	15.0	5.7	0.5	6.2
9/1	1444	1444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	514	514	-	-	-	1.1	0.6	-	1.8	12.5	4.4	0.6	5.0
10/2	472	472	-	-	-	1.1	0.5	-	1.6	12.3	4.0	0.5	4.6
10/3+10/4	823	823	-	-	-	1.6	0.4	-	2.0	8.8	17.0	0.4	17.4

LinSig V1 style report

11/1	411	411	-	-	-	0.8	1.1	-	1.9	16.5	5.0	1.1	6.0
11/2	412	412	-	-	-	0.8	1.1	-	1.9	16.6	5.0	1.1	6.1
12/1	464	464	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	738	738	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	116	116	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	7.7	24.3	0.0	32.0	-	-	-	-
1/1	474	474	-	-	-	0.0	0.3	-	0.3	2.4	0.7	0.3	1.0
1/2	779	779	-	-	-	0.7	0.7	-	1.5	6.9	5.4	0.7	6.1
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	11.6	4.3	0.3	4.6
4/2+4/3	1350	1333	-	-	-	4.5	22.4	-	26.9	71.8	20.7	22.4	43.1
5/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.5	10.8	0.0	26.3	-	-	-	-
1/1	399	399	-	-	-	0.1	0.2	-	0.3	2.8	1.4	0.2	1.6

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1/2	382	382	-	-	-	0.1	0.1	-	0.3	2.6	1.4	0.1	1.5
1/3	601	601	-	-	-	0.2	0.3	-	0.5	3.1	2.5	0.3	2.8
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1190	1190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	840	840	-	-	-	1.9	1.4	-	3.3	13.9	10.1	1.4	11.4
4/2	604	604	-	-	-	1.8	1.0	-	2.8	16.8	7.8	1.0	8.8
4/3	691	691	-	-	-	3.2	1.2	-	4.4	23.1	9.9	1.2	11.1
4/4	123	123	-	-	-	0.3	0.1	-	0.4	12.2	1.3	0.1	1.4
5/1	748	748	-	-	-	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
5/3	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	144	144	-	-	-	0.4	0.1	-	0.6	14.2	1.5	0.1	1.6
6/2	170	170	-	-	-	0.5	0.1	-	0.7	14.1	1.8	0.1	1.9
6/3	205	205	-	-	-	1.4	1.4	-	2.8	49.3	3.2	1.4	4.7
6/4	222	222	-	-	-	1.5	1.5	-	3.0	48.4	3.5	1.5	5.0
J4: Premier Inn	-	-	0	0	0	14.1	8.2	0.0	22.3	-	-	-	-
1/1	748	748	-	-	-	1.2	0.5	-	1.7	8.0	9.6	0.5	10.1
1/2	832	832	-	-	-	1.3	0.5	-	1.9	8.1	10.9	0.5	11.4
1/3	152	152	-	-	-	2.2	1.6	-	3.8	90.9	4.9	1.6	6.6
2/2+2/1	750	750	-	-	-	1.9	0.6	-	2.5	11.9	12.1	0.6	12.7
2/3	1240	1240	-	-	-	4.7	2.7	-	7.4	21.5	30.7	2.7	33.3
3/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1328	1328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	163	163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	130	130	-	-	-	1.9	1.9	-	3.9	107.3	4.2	1.9	6.2
6/2	61	61	-	-	-	0.9	0.3	-	1.2	68.4	1.9	0.3	2.2
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	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	265	265	-	-	-	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	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1240	1240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4501	0	0	0.0	3.3	0.0	3.3	-	-	-	-
1/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1475	1475	1475	0	0	0.0	0.5	-	0.5	1.3	8.9	0.5	9.5
3/1	1997	1997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1824	1824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1730	1730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	709	709	-	-	-	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	1815	1815	1815	0	0	0.0	0.9	-	0.9	1.7	0.0	0.9	0.9
11/1	969	969	969	0	0	0.0	1.7	-	1.7	6.5	0.0	1.7	1.7
12/1	231	231	231	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

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.8	0.0	0.0	0.0
15/1	2123	2123	-	-	-	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	-	-	476	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	24	24	24	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	24	24	-	-	-	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	187	187	-	-	-	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	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	187	187	187	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	59	59	59	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	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	99	99	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J9: David Lloyd Access	-	-	0	0	0	0.0	0.0	0.0	0.0	-	-	-	-
1/1	59	59	-	-	-	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	59	59	-	-	-	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	-	-	3159	0	0	0.6	4.8	0.0	5.4	-	-	-	-																																																																
1/1	1359	1359	1359	0	0	0.3	0.8	-	1.1	3.0	12.1	0.8	12.9																																																																
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	866	866	866	0	0	0.0	2.0	-	2.0	8.2	0.0	2.0	2.0																																																																
6/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
7/1	1753	1753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
8/1	934	934	934	0	0	0.3	2.0	-	2.3	8.7	8.0	2.0	10.0																																																																
9/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																
<table><tr><td>C1</td><td>Stream: 1</td><td>PRC for Signalled Lanes (%)</td><td>15.5</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>15.56</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>-4.1</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>12.88</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>60.8</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>7.50</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C2</td><td></td><td>PRC for Signalled Lanes (%)</td><td>-12.3</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>31.98</td><td>Cycle Time (s):</td><td>60</td></tr><tr><td>C3</td><td></td><td>PRC for Signalled Lanes (%)</td><td>2.5</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>26.31</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>6.4</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>22.27</td><td>Cycle Time (s):</td><td>120</td></tr><tr><td></td><td></td><td>PRC Over All Lanes (%)</td><td>-12.3</td><td>Total Delay Over All Lanes(pcuHr):</td><td>126.60</td><td></td><td></td></tr></table>														C1	Stream: 1	PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr):	15.56	Cycle Time (s):	60	C1	Stream: 2	PRC for Signalled Lanes (%)	-4.1	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	60	C1	Stream: 3	PRC for Signalled Lanes (%)	60.8	Total Delay for Signalled Lanes (pcuHr):	7.50	Cycle Time (s):	60	C2		PRC for Signalled Lanes (%)	-12.3	Total Delay for Signalled Lanes (pcuHr):	31.98	Cycle Time (s):	60	C3		PRC for Signalled Lanes (%)	2.5	Total Delay for Signalled Lanes (pcuHr):	26.31	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 (%)	6.4	Total Delay for Signalled Lanes (pcuHr):	22.27	Cycle Time (s):	120			PRC Over All Lanes (%)	-12.3	Total Delay Over All Lanes(pcuHr):	126.60		
C1	Stream: 1	PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr):	15.56	Cycle Time (s):	60																																																																						
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Stage Timings

Scenario 22: 'D31PM OP5B B1B' (FG32: 'D31PM OP5B B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	27	23
Change Point	15	47

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	10	37

C2

Stage	1	2	3
Duration	3	7	31
Change Point	37	46	58

C3

Stage	1	2	3
Duration	22	9	18
Change Point	50	14	30

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	84.4%
1/1	Left	U	1:1	N/A	C1:A		1	21	-	588	1900	697	84.4%
1/2	Ahead	U	1:1	N/A	C1:A		1	21	-	546	1900	697	78.4%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	521	1900	697	74.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	27	-	594	1900	887	67.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	27	-	535	1900	887	60.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	59	1900	253	23.3%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	83	1900	253	32.8%
5/1		U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	23	-	967	1900:1900	387+760	84.3 : 84.3%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	23	-	513	1900	760	67.5%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	456	36.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	120	1900	728	16.5%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	513	1900	728	70.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1235	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	-	712	1900	918	77.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	516	1900	918	56.2%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	934	1900:1900	904+908	51.5 : 51.5%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	466	1900	570	81.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	468	1900	570	82.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	663	1900	1900	34.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	984	1900	1900	51.8%
12/3	Right	U	N/A	N/A	-		-	-	-	45	1900	1900	2.4%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	730	1900	1298	56.2%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	973	1900	1298	74.9%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	14	1900:1900	253+253	3.2 : 2.4%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	8	1900	538	1.5%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	6	1900	538	1.1%
3/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	428	1900	1077	39.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1114	1965:2105	913+423	83.4 : 83.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1026	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	-		-	-	-	546	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	450	1940	1261	35.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	326	2080	1352	24.1%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	38	-	559	2080	1352	41.3%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	331+329	82.7 : 82.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	516	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	934	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	508	1940	744	68.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	633	2080	797	79.4%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	108	2080	797	13.5%
5/1	Ahead	U	N/A	N/A	-		-	-	-	848	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	945	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	29	11	340	1764	882	38.5%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	29	11	374	1891	946	39.6%
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	-	848	1980	1518	55.9%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	945	2120	1625	58.1%
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	-	769	1980:1720	1310+59	56.2 : 56.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1042	2120	1449	71.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	956	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	-	-		-	-	-	-	-	-	34.4%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	337	34.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	861	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	747	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	956	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	70.1%
1/1	Ahead	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1703	Inf	3147	54.1%

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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	-		-	-	-	1747	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	815	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1583	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1811	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1868	Inf	2667	70.1%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	629	Inf	1330	47.3%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	362	Inf	1100	32.9%
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	508	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2391	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	24.4%
1/1		U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	128	Inf	982	13.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	234	Inf	957	24.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	60	Inf	1000	6.0%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	2	Inf	980	0.2%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.1%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	116	Inf	549	21.1%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	2	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	-		-	-	-	2	Inf	Inf	0.0%
2/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	David Lloyd Left Right	O	N/A	N/A	-		-	-	-	0	Inf	658	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	849	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	86.2%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1808	Inf	2096	86.2%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1259	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1207	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	884	Inf	1169	75.6%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1542	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	709	Inf	1012	70.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	761	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	-	-	8793	0	0	65.3	50.5	0.0	115.9	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	167	0	0	23.8	19.5	0.0	43.3	-	-	-	-
1/1	588	588	-	-	-	2.4	2.6	-	4.9	30.3	8.6	2.6	11.2
1/2	546	546	-	-	-	2.0	1.8	-	3.8	25.1	7.6	1.8	9.4
1/3	521	521	-	-	-	2.0	1.5	-	3.4	23.6	7.4	1.5	8.9
2/1	594	594	-	-	-	0.1	0.0	-	0.1	0.7	0.8	0.0	0.8
2/2	535	535	-	-	-	0.0	0.0	-	0.0	0.3	0.2	0.0	0.2
3/1	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	59	59	-	-	-	0.4	0.2	-	0.5	31.4	0.8	0.2	0.9
4/2	83	83	-	-	-	0.5	0.2	-	0.8	33.0	1.1	0.2	1.3
5/1	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	967	967	-	-	-	4.1	2.6	-	6.7	24.9	9.6	2.6	12.2
6/3	513	513	-	-	-	2.1	1.0	-	3.1	22.0	7.0	1.0	8.0
7/1	167	167	167	0	0	0.1	0.3	-	0.4	7.8	0.7	0.3	1.0
8/1	120	120	-	-	-	0.4	0.1	-	0.5	15.2	1.2	0.1	1.3
8/2	513	513	-	-	-	2.4	1.2	-	3.6	25.2	8.5	1.2	9.7
9/1	1235	1235	-	-	-	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	712	712	-	-	-	1.7	1.7	-	3.4	17.2	8.0	1.7	9.7
10/2	516	516	-	-	-	1.0	0.6	-	1.6	11.4	4.4	0.6	5.0
10/3+10/4	934	934	-	-	-	2.4	0.5	-	2.9	11.1	18.7	0.5	19.2

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11/1	466	466	-	-	-	1.1	2.2	-	3.3	25.5	2.2	2.2	4.4
11/2	468	468	-	-	-	1.2	2.2	-	3.3	25.8	2.2	2.2	4.4
12/1	663	663	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	984	984	-	-	-	0.0	0.5	-	0.5	2.0	0.0	0.5	0.5
12/3	45	45	-	-	-	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	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.8	6.4	0.0	15.1	-	-	-	-
1/1	730	730	-	-	-	0.4	0.6	-	1.1	5.4	8.0	0.6	8.7
1/2	973	973	-	-	-	1.1	1.5	-	2.6	9.7	7.2	1.5	8.6
1/3+1/4	14	14	-	-	-	0.1	0.0	-	0.1	24.1	0.1	0.0	0.1
2/1	8	8	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
2/2	6	6	-	-	-	0.0	0.0	-	0.0	4.0	0.1	0.0	0.1
3/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	428	428	-	-	-	1.0	0.3	-	1.3	11.0	4.5	0.3	4.8
4/2+4/3	1114	1114	-	-	-	2.6	2.5	-	5.0	16.2	11.1	2.5	13.5
5/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1026	1026	-	-	-	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	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	17.3	9.9	0.0	27.2	-	-	-	-
1/1	450	450	-	-	-	0.6	0.3	-	0.9	7.0	3.4	0.3	3.7

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1/2	326	326	-	-	-	0.4	0.2	-	0.6	6.1	2.2	0.2	2.3
1/3	559	559	-	-	-	0.8	0.4	-	1.1	7.3	4.3	0.4	4.7
1/4+1/5	546	546	-	-	-	3.4	2.3	-	5.7	37.7	4.3	2.3	6.6
2/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1001	1001	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.8	0.6	-	1.4	7.1	5.1	0.6	5.7
4/2	508	508	-	-	-	1.9	1.1	-	3.0	21.3	6.8	1.1	7.9
4/3	633	633	-	-	-	3.0	1.9	-	4.9	27.8	8.3	1.9	10.1
4/4	108	108	-	-	-	0.4	0.1	-	0.5	15.2	1.2	0.1	1.3
5/1	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	945	945	-	-	-	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	340	340	-	-	-	0.9	0.3	-	1.2	12.6	3.5	0.3	3.8
6/2	374	374	-	-	-	1.0	0.3	-	1.3	12.5	3.8	0.3	4.2
6/3	452	452	-	-	-	2.3	1.7	-	4.1	32.4	6.8	1.7	8.5
6/4	375	375	-	-	-	1.8	0.8	-	2.6	24.6	5.2	0.8	6.0
J4: Premier Inn	-	-	0	0	0	12.5	5.9	0.0	18.5	-	-	-	-
1/1	848	848	-	-	-	1.3	0.6	-	2.0	8.4	11.3	0.6	11.9
1/2	945	945	-	-	-	1.5	0.7	-	2.2	8.5	13.1	0.7	13.8
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	769	769	-	-	-	2.0	0.6	-	2.6	12.2	12.2	0.6	12.9
2/3	1042	1042	-	-	-	3.4	1.3	-	4.6	16.1	21.4	1.3	22.7
3/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0