

LinSig V1 style report

4/2	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	103	103	-	-	-	1.5	1.2	-	2.7	94.1	3.3	1.2	4.5
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
J5: WendleBury Road	-	-	116	0	0	0.1	0.3	0.0	0.4	-	-	-	-
1/1	116	116	116	0	0	0.1	0.3	-	0.4	11.2	1.1	0.3	1.4
2/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	956	956	-	-	-	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
5/2	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4569	0	0	0.1	2.5	0.0	2.5	-	-	-	-
1/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1703	1703	1703	0	0	0.0	0.6	-	0.6	1.3	12.3	0.6	12.9
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1747	1747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	815	815	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1583	1583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1811	1811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1868	1868	1868	0	0	0.0	1.2	-	1.2	2.2	0.0	1.2	1.2
11/1	629	629	629	0	0	0.0	0.4	-	0.4	2.6	0.0	0.4	0.4
12/1	362	362	362	0	0	0.1	0.2	-	0.3	3.0	2.2	0.2	2.5
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
15/1	2391	2391	-	-	-	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	-	-	424	0	0	0.0	0.3	0.0	0.3	-	-	-	-
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	55	55	-	-	-	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	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	234	0	0	0.0	0.2	-	0.2	2.5	0.0	0.2	0.2
9/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	60	60	60	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	-	-	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	230	230	-	-	-	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	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	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	-	-	3401	0	0	2.7	5.8	0.0	8.5	-	-	-	-
1/1	1808	1808	1808	0	0	2.7	3.1	-	5.8	11.5	28.7	3.1	31.8
2/1	1259	1259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1207	1207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	884	884	884	0	0	0.0	1.5	-	1.5	6.3	0.0	1.5	1.5
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1542	1542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	709	709	709	0	0	0.0	1.2	-	1.2	5.9	0.0	1.2	1.2
9/1	761	761	-	-	-	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 (%): 6.7 C1 Stream: 3 PRC for Signalled Lanes (%): 16.1 C2 PRC for Signalled Lanes (%): 8.0 C3 PRC for Signalled Lanes (%): 8.8 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 19.4 PRC Over All Lanes (%): 4.4 Total Delay for Signalled Lanes (pcuHr): 20.08 Total Delay for Signalled Lanes (pcuHr): 10.00 Total Delay for Signalled Lanes (pcuHr): 12.02 Total Delay for Signalled Lanes (pcuHr): 15.14 Total Delay for Signalled Lanes (pcuHr): 27.18 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 18.46 Total Delay Over All Lanes(pcuHr): 115.86 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 23: 'D31AM SEPR OP5B B1B' (FG33: 'D31AM SEPR 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	31	19
Change Point	14	50

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	12	39

C2

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

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	-	-		-	-	-	-	-	-	99.4%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	81.2%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	478	1900	760	62.9%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	578	1900	760	76.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	396	1900	760	52.1%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	652	1900	1013	64.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	427	1900	1013	42.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	51	1900	253	20.1%
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	-		-	-	-	817	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	735	1900:1900	272+633	81.2 : 81.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	356	1900	633	56.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	599	33.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	135	1900	728	18.5%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	356	1900	728	48.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1166	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	447	1900	918	48.7%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	426	1900	918	46.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	578	1900:1900	902+908	31.9 : 31.9%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	288	1900	507	56.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	290	1900	507	57.2%
12/1	Ahead	U	N/A	N/A	-		-	-	-	450	1900	1900	23.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	773	1900	1900	40.7%
12/3	Right	U	N/A	N/A	-		-	-	-	9	1900	1900	0.5%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	481	1900	1298	37.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	794	1900	1298	61.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	0	1900:1900	253+253	0.0 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	401	1900	1077	37.2%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1293	1965:2105	947+354	99.4 : 99.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	848	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	-		-	-	-	578	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	315	1940	1423	22.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	303	2080	1525	19.9%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	405	2080	1525	26.6%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	425+462	83.7 : 83.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	35	-	836	1805	1083	77.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	330	1940	679	48.6%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	411	2080	728	56.5%
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	-		-	-	-	470	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	140	1764	941	14.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	175	1891	1009	17.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	255	1830	427	59.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	13	-	173	1962	458	37.8%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	73.6%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	470	1980	1501	31.3%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	544	2120	1608	33.8%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	592	1980:1720	1353+28	42.9 : 42.9%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1073	2120	1466	73.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	557	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	-	-		-	-	-	-	-	-	21.1%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	489	21.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Ahead	U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	902	Inf	2857	31.6%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1487	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1295	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1438	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1665	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1585	Inf	2882	55.0%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	991	Inf	1415	70.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	180	Inf	1446	12.5%
13/1		U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	774	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1860	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	17.9%
1/1		U	N/A	N/A	-		-	-	-	196	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	24	Inf	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	-		-	-	-	179	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	156	Inf	992	15.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	180	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	179	Inf	1000	17.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	85	Inf	941	9.0%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	18.9%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	103	Inf	546	18.9%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	85	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	-		-	-	-	85	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	639	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	820	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1381	Inf	2170	63.6%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1067	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1139	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	880	Inf	1130	77.9%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1694	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	891	Inf	1146	77.8%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	819	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	-	-	7670	0	0	48.7	46.7	0.0	95.4	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	18.0	10.0	0.0	28.0	-	-	-	-
1/1	478	478	-	-	-	1.5	0.8	-	2.4	18.0	5.3	0.8	6.1
1/2	578	578	-	-	-	2.0	1.6	-	3.5	22.0	7.1	1.6	8.7
1/3	396	396	-	-	-	1.3	0.5	-	1.8	16.5	4.4	0.5	4.9
2/1	652	652	-	-	-	0.2	0.0	-	0.2	0.9	1.2	0.0	1.2
2/2	427	427	-	-	-	0.1	0.0	-	0.1	0.6	0.5	0.0	0.5
3/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	51	51	-	-	-	0.3	0.1	-	0.4	31.3	0.7	0.1	0.9
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.5	1.6	0.4	2.0
5/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	735	735	-	-	-	3.5	2.1	-	5.6	27.6	7.7	2.1	9.8
6/3	356	356	-	-	-	1.6	0.6	-	2.3	22.9	4.8	0.6	5.5
7/1	199	199	199	0	0	0.0	0.2	-	0.3	5.0	0.6	0.2	0.8
8/1	135	135	-	-	-	0.4	0.1	-	0.5	14.4	1.6	0.1	1.7
8/2	356	356	-	-	-	1.6	0.5	-	2.0	20.6	5.9	0.5	6.4
9/1	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	447	447	-	-	-	0.9	0.5	-	1.4	11.0	3.5	0.5	3.9
10/2	426	426	-	-	-	0.8	0.4	-	1.3	10.8	3.3	0.4	3.7
10/3+10/4	578	578	-	-	-	1.0	0.2	-	1.3	7.8	16.4	0.2	16.7

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11/1	288	288	-	-	-	1.0	0.7	-	1.7	21.2	1.8	0.7	2.4
11/2	290	290	-	-	-	1.1	0.7	-	1.7	21.3	1.8	0.7	2.5
12/1	450	450	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
12/2	773	773	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
12/3	9	9	-	-	-	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	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	7.1	18.0	0.0	25.1	-	-	-	-
1/1	481	481	-	-	-	0.1	0.3	-	0.4	2.8	0.8	0.3	1.0
1/2	794	794	-	-	-	0.7	0.8	-	1.5	7.0	5.9	0.8	6.7
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	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	4.5
4/2+4/3	1293	1293	-	-	-	3.9	16.1	-	20.0	55.7	19.0	16.1	35.1
5/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	848	848	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	12.9	7.0	0.0	19.9	-	-	-	-
1/1	315	315	-	-	-	0.2	0.1	-	0.4	4.2	1.7	0.1	1.8

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1/2	303	303	-	-	-	0.2	0.1	-	0.3	4.0	1.5	0.1	1.6
1/3	405	405	-	-	-	0.3	0.2	-	0.5	4.3	2.1	0.2	2.3
1/4+1/5	743	743	-	-	-	3.6	2.5	-	6.1	29.6	6.2	2.5	8.7
2/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	836	836	-	-	-	2.1	1.7	-	3.7	16.1	9.3	1.7	11.0
4/2	330	330	-	-	-	1.2	0.5	-	1.7	18.5	4.2	0.5	4.7
4/3	411	411	-	-	-	1.8	0.6	-	2.5	21.7	4.6	0.6	5.3
4/4	102	102	-	-	-	0.4	0.1	-	0.5	16.0	1.1	0.1	1.2
5/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	144	144	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	140	140	-	-	-	0.3	0.1	-	0.4	9.4	1.2	0.1	1.3
6/2	175	175	-	-	-	0.4	0.1	-	0.5	9.4	1.5	0.1	1.6
6/3	255	255	-	-	-	1.5	0.7	-	2.2	30.9	3.8	0.7	4.5
6/4	173	173	-	-	-	0.9	0.3	-	1.2	25.7	2.4	0.3	2.7
J4: Premier Inn	-	-	0	0	0	10.2	4.8	0.0	15.0	-	-	-	-
1/1	470	470	-	-	-	0.6	0.2	-	0.8	6.3	5.0	0.2	5.2
1/2	544	544	-	-	-	0.7	0.3	-	1.0	6.4	5.9	0.3	6.1
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	592	592	-	-	-	1.3	0.4	-	1.7	10.3	8.4	0.4	8.8
2/3	1073	1073	-	-	-	3.4	1.4	-	4.8	16.1	22.1	1.4	23.4
3/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	113	113	-	-	-	1.7	1.2	-	2.8	89.8	3.6	1.2	4.8
6/2	30	30	-	-	-	0.4	0.1	-	0.5	63.6	0.9	0.1	1.0
J5: WendleBury Road	-	-	103	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	5.0	0.3	0.1	0.4
2/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3669	0	0	0.0	2.1	0.0	2.1	-	-	-	-
1/1	179	179	-	-	-	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	1295	1295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1438	1438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1665	1665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1585	1585	1585	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	991	991	991	0	0	0.0	1.2	-	1.2	4.2	0.0	1.2	1.2
12/1	180	180	180	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1860	1860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J7: Site Access	-	-	444	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	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	179	179	-	-	-	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	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	179	179	179	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
11/1	85	85	85	0	0	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0
J8: Bicester Avenue	-	-	103	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	103	103	103	0	0	0.0	0.1	-	0.1	4.1	0.0	0.1	0.1
2/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	85	85	-	-	-	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	85	85	-	-	-	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	85	85	-	-	-	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	-	-	3152	0	0	0.4	4.3	0.0	4.8	-	-	-	-
1/1	1381	1381	1381	0	0	0.2	0.9	-	1.1	2.9	10.4	0.9	11.3
2/1	1067	1067	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	880	880	880	0	0	0.0	1.7	-	1.7	7.1	0.0	1.7	1.7
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1694	1694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	891	891	891	0	0	0.2	1.7	-	1.9	7.8	6.7	1.7	8.4
9/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 18.3 C1 Stream: 2 PRC for Signalled Lanes (%): 10.9 C1 Stream: 3 PRC for Signalled Lanes (%): 84.1 C2 PRC for Signalled Lanes (%): -10.4 C3 PRC for Signalled Lanes (%): 7.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 22.2 PRC Over All Lanes (%): -10.4 Total Delay for Signalled Lanes (pcuHr): 12.63 Total Delay for Signalled Lanes (pcuHr): 8.14 Total Delay for Signalled Lanes (pcuHr): 6.47 Total Delay for Signalled Lanes (pcuHr): 25.12 Total Delay for Signalled Lanes (pcuHr): 19.89 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 15.03 Total Delay Over All Lanes(pcuHr): 95.41 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 24: 'D31PM SEPR OP5B B1B' (FG34: 'D31PM SEPR 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	35	15
Change Point	11	51

Stage Stream: 3

Stage	1	2
Duration	16	34
Change Point	54	15

C2

Stage	1	2	3
Duration	3	7	31
Change Point	43	52	4

C3

Stage	1	2	3
Duration	17	11	21
Change Point	32	51	9

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	80.5%
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	-	580	1900	760	76.3%
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	35	-	629	1900	1140	55.2%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	35	-	472	1900	1140	41.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	36	1900	253	14.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	62	1900	253	24.5%
5/1		U	N/A	N/A	-		-	-	-	963	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	15	-	741	1900:1900	507+507	65.7 : 80.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	15	-	284	1900	507	56.1%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	484	34.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	16	-	309	1900	538	57.4%
8/2	Right	U	1:3	N/A	C1:G		1	16	-	284	1900	538	52.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	34	-	535	1900	1108	48.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	34	-	631	1900	1108	56.9%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	34	-	741	1900:1900	954+946	39.0 : 39.0%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	372	1900	507	73.4%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	369	1900	507	72.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	674	1900	1900	35.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	914	1900	1900	48.1%
12/3	Right	U	N/A	N/A	-		-	-	-	1	1900	1900	0.1%
13/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	958	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	701	1900	1298	54.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	932	1900	1298	71.8%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	10+253	9.9 : 9.9%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	1	1900	538	0.2%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	25	1900	538	4.6%
3/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1055	1965:2105	936+375	80.4 : 80.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	753	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	986	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	-		-	-	-	580	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	-	-		-	-	-	-	-	-	75.1%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	382	1940	1164	32.8%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	280	2080	1248	22.4%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	35	-	421	2080	1248	33.7%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	13	-	544	1805:1935	358+380	73.6 : 73.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	40	-	725	1805	1233	58.8%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	312	1940	582	53.6%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	406	2080	624	65.1%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	17	-	90	2080	624	14.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	706	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	13	328	1764	1029	31.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	34	13	379	1891	1103	34.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	21	-	504	1830	671	75.1%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	21	-	320	1962	719	44.5%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	706	2120	1625	43.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	15	-	169	1805	241	70.2%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	80	-	658	1980:1720	1286+68	48.6 : 48.6%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	80	-	909	2120	1431	63.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	662	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	93	1741	145	64.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	24	1807	151	15.9%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	27.4%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	116	Inf	423	27.4%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	64.2%
1/1	Ahead	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1244	Inf	3133	39.7%

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3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1603	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1373	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1567	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1705	Inf	2654	64.2%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	613	Inf	1454	42.2%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	330	Inf	1374	24.0%
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	580	1.2%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2247	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	21.1%
1/1		U	N/A	N/A	-		-	-	-	7	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	128	Inf	981	13.0%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	56	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	-		-	-	-	56	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	202	Inf	957	21.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	330	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	-		-	-	-	3	Inf	980	0.3%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.2%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	116	Inf	547	21.2%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	3	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	-		-	-	-	3	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	-		-	-	-	3	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	-	-		-	-	-	-	-	-	83.7%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1739	Inf	2077	83.7%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1231	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1217	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	892	Inf	1202	74.2%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1474	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	697	Inf	1031	67.6%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	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	-	-	8020	0	0	52.8	36.2	0.0	89.0	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	168	0	0	17.0	12.2	0.0	29.3	-	-	-	-
1/1	555	555	-	-	-	2.0	1.3	-	3.3	21.6	6.5	1.3	7.9
1/2	580	580	-	-	-	2.0	1.6	-	3.6	22.4	7.0	1.6	8.6
1/3	459	459	-	-	-	1.4	0.8	-	2.2	17.0	5.8	0.8	6.6
2/1	629	629	-	-	-	0.1	0.0	-	0.1	0.4	0.8	0.0	0.8
2/2	472	472	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
3/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	36	36	-	-	-	0.2	0.1	-	0.3	30.6	0.5	0.1	0.6
4/2	62	62	-	-	-	0.4	0.2	-	0.6	32.2	0.9	0.2	1.1
5/1	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	741	741	-	-	-	4.1	1.3	-	5.5	26.7	6.3	1.3	7.7
6/3	284	284	-	-	-	1.5	0.6	-	2.1	27.0	4.0	0.6	4.7
7/1	168	168	168	0	0	0.0	0.3	-	0.3	6.3	0.5	0.3	0.7
8/1	309	309	-	-	-	0.6	0.7	-	1.2	14.4	1.7	0.7	2.4
8/2	284	284	-	-	-	0.1	0.6	-	0.6	8.1	0.1	0.6	0.7
9/1	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	535	535	-	-	-	0.8	0.5	-	1.2	8.3	3.5	0.5	4.0
10/2	631	631	-	-	-	0.5	0.7	-	1.2	6.8	3.4	0.7	4.0
10/3+10/4	741	741	-	-	-	0.7	0.3	-	1.0	5.1	17.6	0.3	18.0

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11/1	372	372	-	-	-	1.3	1.4	-	2.6	25.5	4.8	1.4	6.1
11/2	369	369	-	-	-	1.3	1.3	-	2.6	25.2	4.6	1.3	5.9
12/1	674	674	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/2	914	914	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/3	1	1	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
13/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.9	5.7	0.0	14.6	-	-	-	-
1/1	701	701	-	-	-	0.7	0.6	-	1.3	6.6	4.5	0.6	5.1
1/2	932	932	-	-	-	1.2	1.3	-	2.4	9.5	8.0	1.3	9.2
1/3+1/4	26	26	-	-	-	0.1	0.1	-	0.2	21.1	0.4	0.1	0.5
2/1	1	1	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
2/2	25	25	-	-	-	0.0	0.0	-	0.0	4.1	0.2	0.0	0.3
3/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	419	419	-	-	-	0.9	0.3	-	1.3	10.8	4.4	0.3	4.7
4/2+4/3	1055	1055	-	-	-	2.4	2.0	-	4.4	15.0	10.2	2.0	12.2
5/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	986	986	-	-	-	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	580	580	-	-	-	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	14.8	6.7	0.0	21.5	-	-	-	-
1/1	382	382	-	-	-	0.6	0.2	-	0.9	8.3	3.1	0.2	3.3

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1/2	280	280	-	-	-	0.4	0.1	-	0.6	7.4	2.1	0.1	2.2
1/3	421	421	-	-	-	0.7	0.3	-	1.0	8.2	3.5	0.3	3.8
1/4+1/5	544	544	-	-	-	3.1	1.4	-	4.5	29.8	4.1	1.4	5.5
2/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	725	725	-	-	-	0.9	0.7	-	1.7	8.2	7.5	0.7	8.3
4/2	312	312	-	-	-	1.4	0.6	-	2.0	23.1	3.8	0.6	4.4
4/3	406	406	-	-	-	2.3	0.9	-	3.2	28.5	6.3	0.9	7.2
4/4	90	90	-	-	-	0.4	0.1	-	0.5	19.3	1.1	0.1	1.2
5/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	706	706	-	-	-	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	-	-	-	2.3	1.5	-	3.8	27.2	7.3	1.5	8.8
6/4	320	320	-	-	-	1.3	0.4	-	1.7	18.9	4.0	0.4	4.4
J4: Premier Inn	-	-	0	0	0	10.3	4.2	0.0	14.5	-	-	-	-
1/1	640	640	-	-	-	0.9	0.4	-	1.2	6.9	7.3	0.4	7.7
1/2	706	706	-	-	-	1.0	0.4	-	1.3	6.9	8.0	0.4	8.4
1/3	169	169	-	-	-	2.3	1.1	-	3.5	74.1	5.4	1.1	6.5
2/2+2/1	658	658	-	-	-	1.7	0.5	-	2.1	11.7	9.7	0.5	10.2
2/3	909	909	-	-	-	2.8	0.9	-	3.7	14.5	17.2	0.9	18.0
3/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	93	93	-	-	-	1.4	0.9	-	2.2	86.7	3.0	0.9	3.9
6/2	24	24	-	-	-	0.3	0.1	-	0.4	65.4	0.7	0.1	0.8
J5: WendleBury Road	-	-	116	0	0	0.0	0.2	0.0	0.2	-	-	-	-
1/1	116	116	116	0	0	0.0	0.2	-	0.2	6.8	0.6	0.2	0.8
2/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3899	0	0	0.0	1.8	0.0	1.8	-	-	-	-
1/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1244	1244	1244	0	0	0.0	0.3	-	0.3	1.0	0.0	0.3	0.3
3/1	1603	1603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1373	1373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1567	1567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1705	1705	1705	0	0	0.0	0.9	-	0.9	1.9	0.0	0.9	0.9
11/1	613	613	613	0	0	0.0	0.4	-	0.4	2.1	0.0	0.4	0.4
12/1	330	330	330	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
13/1	134	134	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.1	0.0	0.0	0.0
15/1	2247	2247	-	-	-	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	-	-	393	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	56	56	-	-	-	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	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	202	202	202	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	60	60	60	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	3	3	3	0	0	0.0	0.0	-	0.0	1.8	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	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	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	3	3	-	-	-	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	3	3	-	-	-	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	-	-	3328	0	0	1.7	5.0	0.0	6.7	-	-	-	-
1/1	1739	1739	1739	0	0	1.7	2.5	-	4.2	8.7	26.7	2.5	29.2
2/1	1231	1231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1217	1217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	892	892	892	0	0	0.0	1.4	-	1.4	5.7	0.0	1.4	1.4
6/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1474	1474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	697	697	697	0	0	0.0	1.0	-	1.0	5.4	0.0	1.0	1.0
9/1	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 17.9 C1 Stream: 2 PRC for Signalled Lanes (%): 11.8 C1 Stream: 3 PRC for Signalled Lanes (%): 56.8 C2 PRC for Signalled Lanes (%): 11.9 C3 PRC for Signalled Lanes (%): 19.8 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 28.2 PRC Over All Lanes (%): 7.5 Total Delay for Signalled Lanes (pcuHr): 15.19 Total Delay for Signalled Lanes (pcuHr): 7.71 Total Delay for Signalled Lanes (pcuHr): 5.35 Total Delay for Signalled Lanes (pcuHr): 14.63 Total Delay for Signalled Lanes (pcuHr): 21.52 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 14.51 Total Delay Over All Lanes(pcuHr): 88.97 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 25: 'D26AM OP5A B1B' (FG35: 'D26AM OP5A 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	26	24
Change Point	14	45

Stage Stream: 3

Stage	1	2
Duration	22	28
Change Point	11	38

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	91.5%
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	-	491	1900	760	64.6%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	421	1900	760	55.4%
2/1	Ahead	U	1:2	N/A	C1:E		1	26	-	561	1900	855	65.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	26	-	450	1900	855	52.6%
3/1	Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	53	1900	253	20.9%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	99	1900	253	39.1%
5/1		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	24	-	1112	1900:1900	424+792	91.5 : 91.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	24	-	337	1900	792	42.6%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	690	28.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	22	-	102	1900	728	14.0%
8/2	Right	U	1:3	N/A	C1:G		1	22	-	337	1900	728	46.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1285	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	28	-	308	1900	918	33.5%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	28	-	334	1900	918	36.4%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	28	-	663	1900:1900	908+905	36.6 : 36.6%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	332	1900	507	65.5%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	331	1900	507	65.3%
12/1	Ahead	U	N/A	N/A	-		-	-	-	283	1900	1900	14.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	661	1900	1900	34.8%
12/3	Right	U	N/A	N/A	-		-	-	-	10	1900	1900	0.5%
13/1		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	95.3%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	296	1900	1298	22.8%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	705	1900	1298	54.3%
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	-	1269	1965:2105	917+414	95.3 : 95.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	736	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	-		-	-	-	491	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	203	1940	1552	13.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	254	2080	1664	15.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	465	2080	1664	27.9%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	476	1805:1935	293+316	78.1 : 78.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	308	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	803	1805	1354	59.3%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	482	1940	1099	43.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	627	2080	1179	53.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	33	-	109	2080	1179	9.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	128	1764	559	22.9%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	18	9	105	1891	599	17.5%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	185	1830	305	60.7%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	198	1962	327	60.6%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	74.1%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	610	1980	1485	41.1%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	89	-	709	2120	1590	44.6%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	132	1805	196	67.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	81	-	423	1980:1720	1342+23	31.0 : 31.0%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	853	2120	1449	58.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	11	-	129	1741	174	74.1%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	11	-	26	1807	181	14.4%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	22.1%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	95	Inf	429	22.1%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	49.7%
1/1	Ahead	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1184	Inf	3119	38.0%

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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	-		-	-	-	1263	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1446	Inf	2907	49.7%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	451	Inf	1520	29.7%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	207	Inf	1503	13.8%
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	928	0.1%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1552	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	22.6%
1/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	35	Inf	977	3.6%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	35	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	-		-	-	-	226	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	988	17.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	207	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	226	Inf	1000	22.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	124	Inf	925	13.4%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	17.5%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	95	Inf	543	17.5%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	124	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	-		-	-	-	124	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	631	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	807	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1062	Inf	2170	48.9%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1015	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	860	Inf	1200	71.6%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1569	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	925	Inf	1330	69.5%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	714	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	-	-	7082	0	0	42.6	35.2	0.0	77.8	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.2	11.7	0.0	28.9	-	-	-	-
1/1	444	444	-	-	-	1.2	0.7	-	1.9	15.4	4.3	0.7	5.0
1/2	491	491	-	-	-	1.4	0.9	-	2.3	16.6	4.9	0.9	5.9
1/3	421	421	-	-	-	1.2	0.6	-	1.8	15.3	4.4	0.6	5.1
2/1	561	561	-	-	-	0.2	0.0	-	0.2	1.6	1.3	0.0	1.3
2/2	450	450	-	-	-	0.1	0.0	-	0.1	1.1	0.6	0.0	0.6
3/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	53	53	-	-	-	0.3	0.1	-	0.4	30.1	0.8	0.1	0.9
4/2	99	99	-	-	-	0.6	0.3	-	1.0	35.0	1.5	0.3	1.8
5/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1112	1112	-	-	-	4.7	4.9	-	9.6	31.0	11.3	4.9	16.2
6/3	337	337	-	-	-	1.2	0.4	-	1.5	16.4	3.9	0.4	4.3
7/1	199	199	199	0	0	0.0	0.2	-	0.2	4.0	0.4	0.2	0.6
8/1	102	102	-	-	-	0.3	0.1	-	0.4	14.3	1.0	0.1	1.1
8/2	337	337	-	-	-	1.7	0.4	-	2.2	23.1	5.6	0.4	6.0
9/1	1285	1285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	308	308	-	-	-	0.6	0.3	-	0.9	10.3	3.4	0.3	3.6
10/2	334	334	-	-	-	0.7	0.3	-	1.0	10.9	3.4	0.3	3.7
10/3+10/4	663	663	-	-	-	1.3	0.3	-	1.6	8.8	14.9	0.3	15.1

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11/1	332	332	-	-	-	0.8	0.9	-	1.7	18.6	1.2	0.9	2.2
11/2	331	331	-	-	-	0.8	0.9	-	1.7	18.5	1.2	0.9	2.2
12/1	283	283	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
12/2	661	661	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	10	10	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	5.6	9.2	0.0	14.8	-	-	-	-
1/1	296	296	-	-	-	0.0	0.1	-	0.2	2.2	0.7	0.1	0.9
1/2	705	705	-	-	-	0.6	0.6	-	1.2	6.2	5.4	0.6	5.9
1/3+1/4	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	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	1269	1269	-	-	-	3.5	8.1	-	11.6	32.9	16.7	8.1	24.8
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	736	736	-	-	-	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	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	10.1	5.6	0.0	15.7	-	-	-	-
1/1	203	203	-	-	-	0.1	0.1	-	0.2	2.7	0.7	0.1	0.8

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1/2	254	254	-	-	-	0.1	0.1	-	0.2	2.7	0.9	0.1	1.0
1/3	465	465	-	-	-	0.2	0.2	-	0.4	3.1	1.9	0.2	2.1
1/4+1/5	476	476	-	-	-	3.2	1.7	-	4.9	37.0	3.9	1.7	5.7
2/1	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	803	803	-	-	-	0.6	0.7	-	1.4	6.2	4.7	0.7	5.4
4/2	482	482	-	-	-	0.8	0.4	-	1.2	8.7	4.0	0.4	4.4
4/3	627	627	-	-	-	1.5	0.6	-	2.1	12.0	7.0	0.6	7.5
4/4	109	109	-	-	-	0.2	0.1	-	0.2	7.2	0.8	0.1	0.9
5/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	128	128	-	-	-	0.5	0.1	-	0.7	19.3	1.6	0.1	1.7
6/2	105	105	-	-	-	0.4	0.1	-	0.5	18.5	1.3	0.1	1.4
6/3	185	185	-	-	-	1.2	0.8	-	2.0	38.0	2.8	0.8	3.6
6/4	198	198	-	-	-	1.3	0.8	-	2.0	37.0	3.0	0.8	3.8
J4: Premier Inn	-	-	0	0	0	9.4	4.1	0.0	13.6	-	-	-	-
1/1	610	610	-	-	-	0.9	0.3	-	1.3	7.5	7.3	0.3	7.6
1/2	709	709	-	-	-	1.1	0.4	-	1.5	7.7	8.9	0.4	9.3
1/3	132	132	-	-	-	1.9	1.0	-	2.9	78.9	4.2	1.0	5.2
2/2+2/1	423	423	-	-	-	0.9	0.2	-	1.1	9.5	5.5	0.2	5.8
2/3	853	853	-	-	-	2.4	0.7	-	3.1	13.1	14.9	0.7	15.6
3/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	129	129	-	-	-	1.9	1.3	-	3.2	90.2	4.2	1.3	5.5
6/2	26	26	-	-	-	0.4	0.1	-	0.4	61.0	0.8	0.1	0.9
J5: WendleBury Road	-	-	95	0	0	0.0	0.1	0.0	0.2	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.2	6.3	0.5	0.1	0.6
2/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3289	0	0	0.0	1.1	0.0	1.1	-	-	-	-
1/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1184	1184	1184	0	0	0.0	0.3	-	0.3	0.9	0.0	0.3	0.3
3/1	1394	1394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1263	1263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1276	1276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1446	1446	1446	0	0	0.0	0.5	-	0.5	1.2	0.0	0.5	0.5
11/1	451	451	451	0	0	0.0	0.2	-	0.2	1.7	0.0	0.2	0.2
12/1	207	207	207	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	1552	1552	-	-	-	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	-	-	557	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	35	35	35	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	35	35	-	-	-	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	226	226	-	-	-	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	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	226	226	226	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
11/1	124	124	124	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
J8: Bicester Avenue	-	-	95	0	0	0.0	0.1	0.0	0.1	-	-	-	-
1/1	95	95	95	0	0	0.0	0.1	-	0.1	4.0	0.0	0.1	0.1
2/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	124	124	-	-	-	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	124	124	-	-	-	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	124	124	-	-	-	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	-	-	2847	0	0	0.2	2.9	0.0	3.1	-	-	-	-
1/1	1062	1062	1062	0	0	0.1	0.5	-	0.6	2.0	7.9	0.5	8.3
2/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	860	860	860	0	0	0.0	1.3	-	1.3	5.3	0.0	1.3	1.3
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1569	1569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	925	925	925	0	0	0.1	1.1	-	1.2	4.8	4.6	1.1	5.8
9/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 37.3 C1 Stream: 2 PRC for Signalled Lanes (%): -1.6 C1 Stream: 3 PRC for Signalled Lanes (%): 94.5 C2 PRC for Signalled Lanes (%): -5.9 C3 PRC for Signalled Lanes (%): 15.2 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 21.5 PRC Over All Lanes (%): -5.9 Total Delay for Signalled Lanes (pcuHr): 10.77 Total Delay for Signalled Lanes (pcuHr): 11.51 Total Delay for Signalled Lanes (pcuHr): 6.08 Total Delay for Signalled Lanes (pcuHr): 14.83 Total Delay for Signalled Lanes (pcuHr): 15.69 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 13.55 Total Delay Over All Lanes(pcuHr): 77.80 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 26: 'D26PM OP5A B1B' (FG36: 'D26PM OP5A 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	31	19
Change Point	9	45

Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	55	14

C2

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

C3

Stage	1	2	3
Duration	22	7	20
Change Point	29	53	7

C4

Stage	1	2	3
Duration	0	5	81
Change Point	116	11	24

C5

Stage	1	2	3
Duration	73	8	5
Change Point	116	84	100

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	90.2%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	566	1900	665	85.1%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	494	1900	665	74.3%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	474	1900	665	71.3%
2/1	Ahead	U	1:2	N/A	C1:E		1	31	-	542	1900	1013	53.5%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	31	-	488	1900	1013	48.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	46	1900	253	18.2%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	69	1900	253	27.2%
5/1		U	N/A	N/A	-		-	-	-	1109	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	19	-	1003	1900:1900	633+633	68.2 : 90.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	19	-	322	1900	633	50.8%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	181	Inf	506	35.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	221	1900	475	46.5%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	322	1900	475	67.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1113	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	36	-	610	1900	1172	52.1%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	559	1900	1172	47.7%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	996	1900:1900	948+952	52.4 : 52.4%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	497	1900	602	82.6%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	499	1900	602	82.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	640	1900	1900	33.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	866	1900	1900	45.6%
12/3	Right	U	N/A	N/A	-		-	-	-	15	1900	1900	0.8%
13/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	899	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	-	688	1900	1298	53.0%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	898	1900	1298	69.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	1	1900:1900	253+0	0.4 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	1	1900	538	0.2%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	0	1900	538	0.0%
3/1		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	310	1900	1077	28.8%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1120	1965:2105	922+405	84.4 : 84.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	948	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	-		-	-	-	494	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	474	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	74.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	36	-	391	1940	1196	32.7%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	36	-	350	2080	1283	27.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	36	-	617	2080	1283	48.1%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	9	-	458	1805:1935	297+316	74.7 : 74.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	996	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	44	-	622	1805	1354	45.9%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	491	1940	744	66.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	594	2080	797	74.5%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	22	-	105	2080	797	13.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	868	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	29	9	303	1764	882	34.4%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	29	9	330	1891	946	34.9%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	20	-	428	1830	641	66.8%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	20	-	379	1962	687	55.2%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	76.5%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	794	1980	1518	52.3%

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1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	868	2120	1625	53.4%
1/3	A41 North Right	U	N/A	N/A	C5:D		1	13	-	161	1805	211	76.5%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	730	1980:1720	1328+57	52.7 : 52.7%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1011	2120	1466	68.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	9	-	105	1741	145	72.4%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	9	-	20	1807	151	13.3%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	31.7%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	115	Inf	363	31.7%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	805	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	630	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	730	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	66.9%
1/1	Ahead	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1507	Inf	3153	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	-		-	-	-	1583	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1571	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1741	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1798	Inf	2688	66.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	563	Inf	1337	42.1%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	370	Inf	1224	30.2%
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	522	1.3%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2363	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	19.9%
1/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	183	Inf	984	18.6%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	183	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead Right	U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
8/1	Wendlebury Road South Ahead Left	O	N/A	N/A	-		-	-	-	187	Inf	939	19.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	56	Inf	1000	5.6%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	4	Inf	981	0.4%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	21.5%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	115	Inf	536	21.5%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	4	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	-		-	-	-	4	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	657	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	4	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	-	-		-	-	-	-	-	-	81.4%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1686	Inf	2072	81.4%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1209	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1209	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	864	Inf	1208	71.5%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1430	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	702	Inf	1047	67.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A41 Corridor	-	-	8338	0	0	57.1	42.1	0.0	99.2	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	181	0	0	19.9	16.6	0.0	36.5	-	-	-	-
1/1	566	566	-	-	-	2.3	2.7	-	5.0	31.9	8.2	2.7	10.9
1/2	494	494	-	-	-	1.8	1.4	-	3.3	23.8	6.6	1.4	8.0
1/3	474	474	-	-	-	1.8	1.2	-	3.1	23.2	6.6	1.2	7.8
2/1	542	542	-	-	-	0.1	0.0	-	0.1	0.4	0.7	0.0	0.7
2/2	488	488	-	-	-	0.0	0.0	-	0.0	0.2	0.2	0.0	0.2
3/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	46	46	-	-	-	0.3	0.1	-	0.4	30.7	0.7	0.1	0.8
4/2	69	69	-	-	-	0.4	0.2	-	0.6	32.2	1.0	0.2	1.2
5/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1003	1003	-	-	-	5.1	1.9	-	7.0	25.0	9.0	1.9	10.9
6/3	322	322	-	-	-	1.4	0.5	-	2.0	21.8	4.3	0.5	4.8
7/1	181	181	181	0	0	0.0	0.3	-	0.3	6.2	0.6	0.3	0.8
8/1	221	221	-	-	-	0.7	0.4	-	1.2	18.9	3.2	0.4	3.6
8/2	322	322	-	-	-	0.4	1.0	-	1.5	16.3	4.9	1.0	5.9
9/1	1113	1113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	610	610	-	-	-	0.7	0.5	-	1.2	7.1	4.2	0.5	4.8
10/2	559	559	-	-	-	0.6	0.5	-	1.0	6.6	3.4	0.5	3.9
10/3+10/4	996	996	-	-	-	1.0	0.6	-	1.5	5.5	20.1	0.6	20.7

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11/1	497	497	-	-	-	1.6	2.3	-	3.9	28.1	6.6	2.3	8.8
11/2	499	499	-	-	-	1.6	2.3	-	3.9	28.4	6.6	2.3	8.9
12/1	640	640	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	866	866	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/3	15	15	-	-	-	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	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.5	5.4	0.0	13.9	-	-	-	-
1/1	688	688	-	-	-	1.3	0.6	-	1.9	9.7	7.0	0.6	7.6
1/2	898	898	-	-	-	1.1	1.1	-	2.2	8.7	5.9	1.1	7.1
1/3+1/4	1	1	-	-	-	0.0	0.0	-	0.0	49.2	0.0	0.0	0.0
2/1	1	1	-	-	-	0.0	0.0	-	0.0	3.9	0.0	0.0	0.0
2/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	310	310	-	-	-	0.7	0.2	-	0.9	10.7	3.3	0.2	3.5
4/2+4/3	1120	1120	-	-	-	2.6	2.6	-	5.3	16.9	11.3	2.6	14.0
5/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	948	948	-	-	-	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	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	15.4	7.4	0.0	22.8	-	-	-	-
1/1	391	391	-	-	-	0.6	0.2	-	0.8	7.8	3.0	0.2	3.3

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1/2	350	350	-	-	-	0.5	0.2	-	0.7	7.2	2.6	0.2	2.8
1/3	617	617	-	-	-	1.1	0.5	-	1.5	9.0	5.5	0.5	5.9
1/4+1/5	458	458	-	-	-	3.0	1.4	-	4.5	35.1	3.7	1.4	5.1
2/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	996	996	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	622	622	-	-	-	0.4	0.4	-	0.8	4.6	3.7	0.4	4.1
4/2	491	491	-	-	-	1.8	1.0	-	2.7	20.1	6.1	1.0	7.1
4/3	594	594	-	-	-	2.5	1.4	-	4.0	24.1	8.9	1.4	10.3
4/4	105	105	-	-	-	0.3	0.1	-	0.4	13.3	1.0	0.1	1.1
5/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	868	868	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	303	303	-	-	-	0.8	0.3	-	1.0	12.2	3.0	0.3	3.3
6/2	330	330	-	-	-	0.8	0.3	-	1.1	12.0	3.3	0.3	3.6
6/3	428	428	-	-	-	2.0	1.0	-	3.0	24.9	5.9	1.0	6.9
6/4	379	379	-	-	-	1.7	0.6	-	2.3	21.5	5.1	0.6	5.7
J4: Premier Inn	-	-	0	0	0	11.5	5.6	0.0	17.1	-	-	-	-
1/1	794	794	-	-	-	1.2	0.5	-	1.8	7.9	10.1	0.5	10.7
1/2	868	868	-	-	-	1.3	0.6	-	1.9	7.9	11.3	0.6	11.9
1/3	161	161	-	-	-	2.3	1.5	-	3.8	85.6	5.2	1.5	6.7
2/2+2/1	730	730	-	-	-	1.7	0.6	-	2.3	11.4	11.1	0.6	11.6
2/3	1011	1011	-	-	-	3.0	1.1	-	4.1	14.7	19.7	1.1	20.8
3/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	105	105	-	-	-	1.6	1.2	-	2.8	96.0	3.4	1.2	4.6
6/2	20	20	-	-	-	0.3	0.1	-	0.4	64.8	0.6	0.1	0.7
J5: WendleBury Road	-	-	115	0	0	0.1	0.2	0.0	0.3	-	-	-	-
1/1	115	115	115	0	0	0.1	0.2	-	0.3	9.5	0.9	0.2	1.2
2/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4245	0	0	0.0	2.1	0.0	2.1	-	-	-	-
1/1	56	56	-	-	-	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	1583	1583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1571	1571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1741	1741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1798	1798	1798	0	0	0.0	1.0	-	1.0	2.0	0.0	1.0	1.0
11/1	563	563	563	0	0	0.0	0.4	-	0.4	2.3	0.0	0.4	0.4
12/1	370	370	370	0	0	0.0	0.2	-	0.2	2.2	1.2	0.2	1.4
13/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
15/1	2363	2363	-	-	-	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	-	-	430	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	183	183	183	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
3/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	187	187	187	0	0	0.0	0.1	-	0.1	2.4	0.0	0.1	0.1
9/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	56	56	56	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	4	4	4	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	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	4	4	-	-	-	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	4	4	-	-	-	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	4	4	-	-	-	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	-	-	3252	0	0	1.8	4.4	0.0	6.2	-	-	-	-
1/1	1686	1686	1686	0	0	1.8	2.2	-	3.9	8.4	25.4	2.2	27.6
2/1	1209	1209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1209	1209	-	-	-	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	5.2	0.0	1.2	1.2
6/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1430	1430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	702	702	702	0	0	0.0	1.0	-	1.0	5.2	0.0	1.0	1.0
9/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 5.7 C1 Stream: 2 PRC for Signalled Lanes (%): -0.2 C1 Stream: 3 PRC for Signalled Lanes (%): 32.8 C2 PRC for Signalled Lanes (%): 6.6 C3 PRC for Signalled Lanes (%): 20.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 17.7 PRC Over All Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 20.15 Total Delay for Signalled Lanes (pcuHr): 9.00 Total Delay for Signalled Lanes (pcuHr): 6.35 Total Delay for Signalled Lanes (pcuHr): 13.85 Total Delay for Signalled Lanes (pcuHr): 22.83 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 17.09 Total Delay Over All Lanes(pcuHr): 99.23 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 60 Cycle Time (s): 120 Cycle Time (s): 120													

Stage Timings

Scenario 27: 'D31PM OP5A B1B' (FG37: 'D31AM OP5A 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	21	29
Change Point	14	40

Stage Stream: 3

Stage	1	2
Duration	20	30
Change Point	11	36

C2

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

C3

Stage	1	2	3
Duration	26	14	9
Change Point	24	52	13

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	92.2%
1/1	Left	U	1:1	N/A	C1:A		1	20	-	508	1900	665	74.9%
1/2	Ahead	U	1:1	N/A	C1:A		1	20	-	529	1900	665	78.0%
1/3	Ahead	U	1:1	N/A	C1:A		1	20	-	494	1900	665	72.8%
2/1	Ahead	U	1:2	N/A	C1:E		1	21	-	594	1900	697	83.8%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	21	-	534	1900	697	75.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	111	1900	253	43.8%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	133	1900	253	52.5%
5/1		U	N/A	N/A	-		-	-	-	1041	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	29	-	1260	1900:1900	416+950	92.2 : 92.2%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	29	-	382	1900	950	40.2%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	198	Inf	588	33.7%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	20	-	81	1900	665	12.0%
8/2	Right	U	1:3	N/A	C1:G		1	20	-	382	1900	665	57.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1470	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	30	-	516	1900	982	52.6%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	30	-	454	1900	982	46.2%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	30	-	844	1900:1900	937+937	45.1 : 45.1%
11/1	Ahead	U	1:1	N/A	C1:C		1	18	-	422	1900	602	70.1%
11/2	Ahead	U	1:1	N/A	C1:C		1	18	-	422	1900	602	70.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	466	1900	1900	24.5%
12/2	Ahead	U	N/A	N/A	-		-	-	-	739	1900	1900	38.9%
12/3	Right	U	N/A	N/A	-		-	-	-	97	1900	1900	5.1%
13/1		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	477	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	102.3%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	477	1900	1298	36.7%
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	-	1372	1965:2105	908+433	102.3 : 102.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	529	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	-		-	-	-	529	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%

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J3: Tesco & Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	87.8%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	396	1940	1552	25.5%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	369	2080	1664	22.2%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	47	-	622	2080	1664	37.4%
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	-		-	-	-	516	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1194	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	37	-	844	1805	1143	73.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	626	1940	873	71.3%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	713	2080	936	75.3%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	26	-	124	2080	936	13.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	766	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	858	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	140	1764	764	18.3%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	25	16	174	1891	819	21.2%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	205	1830	305	67.2%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	9	-	222	1962	327	67.9%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	766	1980	1501	50.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	858	2120	1608	52.9%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	153	1805	196	77.7%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	734	1980:1720	1360+21	53.2 : 53.2%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1261	2120	1466	86.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1349	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	-		-	-	-	885	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
6/1	Haydock Road Left	U	N/A	N/A	C5:B		1	10	-	130	1741	160	81.5%
6/2	Haydock Road Right	U	N/A	N/A	C5:B		1	10	-	61	1807	166	36.8%
J5: Wendlebury Road	-	-	N/A	-	-		-	-	-	-	-	-	27.2%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	99	Inf	364	27.2%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1261	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	81.0%
1/1	Ahead	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1495	Inf	2862	51.9%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	2002	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1832	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1759	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1995	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1839	Inf	2852	64.5%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	993	Inf	1226	81.0%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	242	Inf	1132	21.4%
13/1		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	627	1.8%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2155	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	24.9%
1/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	35	Inf	983	3.6%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	50	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	35	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	-		-	-	-	250	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	988	20.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	250	Inf	1000	24.9%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	82	Inf	917	8.9%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	18.4%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	99	Inf	537	18.4%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	82	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	-		-	-	-	82	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	-		-	-	-	82	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	-	-		-	-	-	-	-	-	81.9%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1362	Inf	2171	62.7%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1038	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1081	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	884	Inf	1079	81.9%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1775	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	938	Inf	1166	80.4%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	895	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	-	-	8723	0	0	60.4	74.2	0.0	134.6	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	198	0	0	22.0	16.4	0.0	38.4	-	-	-	-
1/1	498	498	-	-	-	1.8	1.5	-	3.2	23.4	7.5	1.5	9.0
1/2	519	519	-	-	-	1.9	1.7	-	3.6	25.2	8.0	1.7	9.7
1/3	484	484	-	-	-	1.9	1.3	-	3.2	23.6	7.3	1.3	8.6
2/1	584	584	-	-	-	0.3	0.0	-	0.3	2.1	1.6	0.0	1.6
2/2	524	524	-	-	-	0.3	0.0	-	0.3	1.7	0.9	0.0	0.9
3/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	111	111	-	-	-	0.5	0.4	-	0.9	27.9	1.7	0.4	2.1
4/2	133	133	-	-	-	0.9	0.5	-	1.4	37.8	2.0	0.5	2.5
5/1	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1260	1260	-	-	-	4.4	5.4	-	9.8	27.9	13.4	5.4	18.8
6/3	382	382	-	-	-	1.0	0.3	-	1.3	12.6	3.9	0.3	4.3
7/1	198	198	198	0	0	0.1	0.3	-	0.3	5.9	0.8	0.3	1.1
8/1	80	80	-	-	-	0.3	0.1	-	0.4	17.6	0.8	0.1	0.8
8/2	382	382	-	-	-	2.4	0.7	-	3.0	28.6	6.4	0.7	7.0
9/1	1460	1460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	516	516	-	-	-	1.5	0.6	-	2.0	14.2	6.5	0.6	7.1
10/2	454	454	-	-	-	1.2	0.4	-	1.6	12.9	5.4	0.4	5.8
10/3+10/4	844	844	-	-	-	2.1	0.4	-	2.5	10.8	14.9	0.4	15.4

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11/1	422	422	-	-	-	0.8	1.2	-	2.0	16.9	1.4	1.2	2.6
11/2	422	422	-	-	-	0.8	1.2	-	2.0	16.9	1.4	1.2	2.6
12/1	466	466	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	97	97	-	-	-	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	477	477	-	-	-	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	8.9	29.5	0.0	38.4	-	-	-	-
1/1	477	477	-	-	-	0.3	0.3	-	0.5	4.1	1.1	0.3	1.4
1/2	779	779	-	-	-	1.2	0.7	-	1.9	9.0	7.2	0.7	8.0
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	11.7	4.4	0.3	4.7
4/2+4/3	1372	1342	-	-	-	5.0	27.7	-	32.7	85.7	22.3	27.7	50.0
5/1	529	529	-	-	-	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	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	14.9	10.4	0.0	25.3	-	-	-	-
1/1	396	396	-	-	-	0.2	0.2	-	0.3	3.1	1.7	0.2	1.8

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1/2	369	369	-	-	-	0.2	0.1	-	0.3	2.9	1.4	0.1	1.6
1/3	622	622	-	-	-	0.3	0.3	-	0.6	3.4	2.9	0.3	3.2
1/4+1/5	727	727	-	-	-	3.9	3.4	-	7.3	35.9	6.4	3.4	9.8
2/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1187	1187	-	-	-	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	837	837	-	-	-	1.6	1.4	-	3.0	12.9	9.0	1.4	10.4
4/2	622	622	-	-	-	2.0	1.2	-	3.2	18.4	7.3	1.2	8.5
4/3	705	705	-	-	-	2.8	1.5	-	4.3	22.0	10.7	1.5	12.2
4/4	123	123	-	-	-	0.3	0.1	-	0.4	10.5	1.1	0.1	1.2
5/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	850	850	-	-	-	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	140	140	-	-	-	0.4	0.1	-	0.5	13.4	1.4	0.1	1.5
6/2	174	174	-	-	-	0.5	0.1	-	0.6	13.4	1.8	0.1	1.9
6/3	205	205	-	-	-	1.3	1.0	-	2.3	41.1	3.2	1.0	4.2
6/4	222	222	-	-	-	1.4	1.0	-	2.5	40.3	3.5	1.0	4.5
J4: Premier Inn	-	-	0	0	0	14.3	8.5	0.0	22.8	-	-	-	-
1/1	762	762	-	-	-	1.2	0.5	-	1.7	8.1	10.0	0.5	10.5
1/2	850	850	-	-	-	1.4	0.6	-	1.9	8.2	11.3	0.6	11.9
1/3	152	152	-	-	-	2.2	1.6	-	3.8	90.6	4.9	1.6	6.5
2/2+2/1	734	734	-	-	-	1.8	0.6	-	2.4	11.7	11.6	0.6	12.2
2/3	1261	1261	-	-	-	4.9	3.0	-	7.9	22.5	31.9	3.0	34.9
3/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1349	1349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	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	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1261	1261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4571	0	0	0.0	3.7	0.0	3.7	-	-	-	-
1/1	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1486	1486	1486	0	0	0.0	0.5	-	0.6	1.4	9.7	0.5	10.2
3/1	1993	1993	-	-	-	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	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1759	1759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1995	1995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1839	1839	1839	0	0	0.0	0.9	-	0.9	1.8	0.0	0.9	0.9
11/1	993	993	993	0	0	0.0	2.1	-	2.1	7.6	0.0	2.1	2.1
12/1	242	242	242	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	2154	2154	-	-	-	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	-	-	573	0	0	0.0	0.4	0.0	0.4	-	-	-	-
1/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	35	35	35	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	35	35	-	-	-	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	249	249	-	-	-	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	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	249	249	249	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	81	81	81	0	0	0.0	0.0	-	0.0	2.2	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	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	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	81	81	-	-	-	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	81	81	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Stage Timings

Scenario 28: 'D31PM OP5A B1B' (FG38: 'D31PM OP5A 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	24	26
Change Point	14	43

Stage Stream: 3

Stage	1	2
Duration	15	35
Change Point	58	18

C2

Stage	1	2	3
Duration	3	7	31
Change Point	46	55	7

C3

Stage	1	2	3
Duration	23	9	17
Change Point	20	45	1

C4

Stage	1	2	3
Duration	0	5	81
Change Point	118	13	26

C5

Stage	1	2	3
Duration	72	9	5
Change Point	118	85	102

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	84.9%
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	-	544	1900	697	78.1%
1/3	Ahead	U	1:1	N/A	C1:A		1	21	-	524	1900	697	75.2%
2/1	Ahead	U	1:2	N/A	C1:E		1	24	-	588	1900	792	74.3%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	24	-	542	1900	792	68.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	1110	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	38	1900	253	15.0%
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	-		-	-	-	1110	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	26	-	1076	1900:1900	610+855	73.5 : 73.5%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	26	-	405	1900	855	47.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	167	Inf	466	35.8%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	15	-	228	1900	507	45.0%
8/2	Right	U	1:3	N/A	C1:G		1	15	-	405	1900	507	79.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1216	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	35	-	594	1900	1140	52.1%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	35	-	628	1900	1140	55.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	35	-	965	1900:1900	953+947	50.8 : 50.8%
11/1	Ahead	U	1:1	N/A	C1:C		1	17	-	484	1900	570	84.9%
11/2	Ahead	U	1:1	N/A	C1:C		1	17	-	481	1900	570	84.4%
12/1	Ahead	U	N/A	N/A	-		-	-	-	653	1900	1900	34.4%
12/2	Ahead	U	N/A	N/A	-		-	-	-	1009	1900	1900	53.1%
12/3	Right	U	N/A	N/A	-		-	-	-	24	1900	1900	1.3%
13/1		U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	1024	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	708	1900	1298	54.5%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	1017	1900	1298	78.3%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	7	1900:1900	253+198	2.0 : 1.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	5	1900	538	0.9%
2/2	Right	U	N/A	N/A	C2:C		1	16	-	2	1900	538	0.4%
3/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
4/1	Left	U	N/A	N/A	C2:G		1	33	-	435	1900	1077	40.4%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1115	1965:2105	906+439	82.9 : 82.9%
5/1	Ahead	U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1070	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	541	1900:1900	507+279	68.9 : 68.9%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	105	1900	253	41.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	588	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	524	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	-	388	1940	1293	30.0%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	382	2080	1387	27.5%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	39	-	590	2080	1387	42.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	11	-	546	1805:1935	331+343	81.1 : 81.1%
2/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	995	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	42	-	727	1805	1294	56.2%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	489	1940	776	63.0%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	654	2080	832	78.6%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	23	-	108	2080	832	13.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	834	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	961	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	345	1764	853	40.5%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	28	11	369	1891	914	40.4%
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	-	834	1980	1518	54.9%

LinSig V1 style report

1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	961	2120	1625	59.1%
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	-	764	1980:1720	1310+59	55.8 : 55.8%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	81	-	1072	2120	1449	74.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	972	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	-		-	-	-	847	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	231	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	732	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	764	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	Ahead	U	N/A	N/A	-		-	-	-	63	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	1704	Inf	3145	54.2%

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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	-		-	-	-	1762	Inf	Inf	0.0%
5/1	Ahead Right	U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1609	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1836	Inf	Inf	0.0%
10/1	A41 South Left Ahead	O	N/A	N/A	-		-	-	-	1869	Inf	2637	70.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	630	Inf	1314	47.9%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	417	Inf	1100	37.9%
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	488	1.4%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	2432	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	24.9%
1/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	183	Inf	982	18.6%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	183	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	-		-	-	-	63	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	939	24.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	63	Inf	1000	6.3%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	3	Inf	979	0.3%
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	-		-	-	-	231	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	3	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	-		-	-	-	3	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	-		-	-	-	3	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	-	-		-	-	-	-	-	-	87.3%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1830	Inf	2096	87.3%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1278	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1219	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	884	Inf	1163	76.0%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	103	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1550	Inf	Inf	0.0%

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8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	710	Inf	998	71.1%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	769	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	-	-	8933	0	0	61.9	50.3	0.0	112.2	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	167	0	0	21.9	18.3	0.0	40.2	-	-	-	-
1/1	588	588	-	-	-	2.8	2.6	-	5.3	32.7	8.0	2.6	10.6
1/2	544	544	-	-	-	2.4	1.7	-	4.1	27.2	7.1	1.7	8.8
1/3	524	524	-	-	-	2.1	1.5	-	3.5	24.3	6.9	1.5	8.4
2/1	588	588	-	-	-	0.2	0.0	-	0.2	1.2	0.9	0.0	0.9
2/2	542	542	-	-	-	0.1	0.0	-	0.1	0.7	0.4	0.0	0.4
3/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	38	38	-	-	-	0.2	0.1	-	0.3	28.0	0.6	0.1	0.7
4/2	83	83	-	-	-	0.5	0.2	-	0.7	31.6	1.3	0.2	1.5
5/1	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	1076	1076	-	-	-	3.8	1.4	-	5.2	17.5	8.5	1.4	9.9
6/3	405	405	-	-	-	1.3	0.4	-	1.7	15.5	4.6	0.4	5.1
7/1	167	167	167	0	0	0.1	0.3	-	0.4	8.4	0.9	0.3	1.2
8/1	228	228	-	-	-	0.9	0.4	-	1.3	20.5	3.4	0.4	3.8
8/2	405	405	-	-	-	1.0	1.9	-	2.9	26.0	6.2	1.9	8.1
9/1	1216	1216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	594	594	-	-	-	0.9	0.5	-	1.4	8.6	5.0	0.5	5.5
10/2	628	628	-	-	-	1.0	0.6	-	1.6	9.2	7.4	0.6	8.0
10/3+10/4	965	965	-	-	-	1.4	0.5	-	1.9	7.0	19.0	0.5	19.6

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11/1	484	484	-	-	-	1.7	2.7	-	4.3	32.3	7.7	2.7	10.4
11/2	481	481	-	-	-	1.7	2.6	-	4.2	31.7	7.7	2.6	10.2
12/1	653	653	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
12/2	1009	1009	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
12/3	24	24	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
13/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	1024	1024	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	8.9	6.6	0.0	15.5	-	-	-	-
1/1	708	708	-	-	-	1.0	0.6	-	1.6	8.1	4.5	0.6	5.1
1/2	1017	1017	-	-	-	0.8	1.8	-	2.6	9.1	5.3	1.8	7.1
1/3+1/4	7	7	-	-	-	0.0	0.0	-	0.0	23.4	0.1	0.0	0.1
2/1	5	5	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
2/2	2	2	-	-	-	0.0	0.0	-	0.0	3.8	0.0	0.0	0.0
3/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	435	435	-	-	-	1.0	0.3	-	1.4	11.2	4.6	0.3	4.9
4/2+4/3	1115	1115	-	-	-	2.5	2.4	-	4.9	15.9	10.7	2.4	13.1
5/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1070	1070	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	541	541	-	-	-	2.9	1.1	-	4.0	26.4	5.1	1.1	6.2
6/3	105	105	-	-	-	0.7	0.4	-	1.0	35.9	1.6	0.4	2.0
7/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	16.5	10.0	0.0	26.5	-	-	-	-
1/1	388	388	-	-	-	0.4	0.2	-	0.7	6.2	2.7	0.2	2.9

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1/2	382	382	-	-	-	0.4	0.2	-	0.6	5.9	2.5	0.2	2.7
1/3	590	590	-	-	-	0.8	0.4	-	1.1	6.9	4.4	0.4	4.8
1/4+1/5	546	546	-	-	-	3.4	2.1	-	5.5	36.2	4.3	2.1	6.4
2/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	727	727	-	-	-	0.6	0.6	-	1.2	6.1	4.7	0.6	5.3
4/2	489	489	-	-	-	1.8	0.8	-	2.6	19.3	5.6	0.8	6.5
4/3	654	654	-	-	-	2.4	1.8	-	4.2	23.3	9.6	1.8	11.4
4/4	108	108	-	-	-	0.3	0.1	-	0.4	11.8	1.0	0.1	1.1
5/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	961	961	-	-	-	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	345	345	-	-	-	1.0	0.3	-	1.3	13.5	3.6	0.3	4.0
6/2	369	369	-	-	-	1.0	0.3	-	1.4	13.3	3.9	0.3	4.2
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	834	834	-	-	-	1.3	0.6	-	1.9	8.3	11.1	0.6	11.7
1/2	961	961	-	-	-	1.6	0.7	-	2.3	8.7	13.6	0.7	14.3
1/3	170	170	-	-	-	2.4	1.5	-	3.8	81.5	5.4	1.5	6.9
2/2+2/1	764	764	-	-	-	1.9	0.6	-	2.6	12.1	12.2	0.6	12.8
2/3	1072	1072	-	-	-	3.6	1.4	-	5.0	16.7	22.6	1.4	24.0
3/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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4/2	972	972	-	-	-	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	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	4627	0	0	0.1	2.6	0.0	2.7	-	-	-	-
1/1	63	63	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	1704	1704	1704	0	0	0.0	0.6	-	0.6	1.3	12.3	0.6	12.9
3/1	2044	2044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1762	1762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1609	1609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	1836	1836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	1869	1869	1869	0	0	0.0	1.2	-	1.2	2.3	0.0	1.2	1.2
11/1	630	630	630	0	0	0.0	0.5	-	0.5	2.6	0.0	0.5	0.5
12/1	417	417	417	0	0	0.1	0.3	-	0.4	3.5	3.0	0.3	3.3
13/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

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14/1	7	7	7	0	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
15/1	2432	2432	-	-	-	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	-	-	483	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	183	183	183	0	0	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	183	183	-	-	-	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	63	63	-	-	-	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	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	63	63	63	0	0	0.0	0.0	-	0.0	1.9	0.0	0.0	0.0
11/1	3	3	3	0	0	0.0	0.0	-	0.0	1.8	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	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	3	3	-	-	-	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	3	3	-	-	-	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	3	3	-	-	-	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	-	-	3424	0	0	1.7	6.1	0.0	7.8	-	-	-	-
1/1	1830	1830	1830	0	0	1.7	3.4	-	5.0	9.8	29.3	3.4	32.6
2/1	1278	1278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1219	1219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	884	884	884	0	0	0.0	1.6	-	1.6	6.4	0.0	1.6	1.6
6/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1550	1550	-	-	-	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	6.2	0.0	1.2	1.2
9/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 6.0 C1 Stream: 2 PRC for Signalled Lanes (%): 21.2 C1 Stream: 3 PRC for Signalled Lanes (%): 12.6 C2 PRC for Signalled Lanes (%): 8.5 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 (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 22.59 Total Delay for Signalled Lanes (pcuHr): 7.28 Total Delay for Signalled Lanes (pcuHr): 9.13 Total Delay for Signalled Lanes (pcuHr): 15.49 Total Delay for Signalled Lanes (pcuHr): 26.45 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 18.76 Total Delay Over All Lanes(pcuHr): 112.22 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 29: 'D31AM SEPR OP5A B1B' (FG39: 'D31AM SEPR OP5A B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	32	18
Change Point	14	51

Stage Stream: 3

Stage	1	2
Duration	24	26
Change Point	12	41

C2

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

C3

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

C4

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

C5

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

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Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
1/1	Left	U	1:1	N/A	C1:A		1	25	-	478	1900	823	58.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	25	-	568	1900	823	68.9%
1/3	Ahead	U	1:1	N/A	C1:A		1	25	-	428	1900	823	52.0%
2/1	Ahead	U	1:2	N/A	C1:E		1	32	-	638	1900	1045	61.0%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	32	-	463	1900	1045	44.3%
3/1	Ahead	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	42	1900	253	16.6%
4/2	Right Ahead	U	1:1	N/A	C1:B		1	7	-	105	1900	253	41.4%
5/1		U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	18	-	774	1900:1900	326+602	83.4 : 83.4%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	18	-	333	1900	602	55.3%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	199	Inf	602	33.0%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	24	-	158	1900	792	20.0%
8/2	Right	U	1:3	N/A	C1:G		1	24	-	333	1900	792	42.1%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1140	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	26	-	481	1900	855	56.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	26	-	386	1900	855	45.1%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	26	-	589	1900:1900	855+855	34.6 : 34.3%
11/1	Ahead	U	1:1	N/A	C1:C		1	13	-	296	1900	443	66.8%
11/2	Ahead	U	1:1	N/A	C1:C		1	13	-	293	1900	443	66.1%
12/1	Ahead	U	N/A	N/A	-		-	-	-	507	1900	1900	26.7%
12/2	Ahead	U	N/A	N/A	-		-	-	-	719	1900	1900	37.8%
12/3	Right	U	N/A	N/A	-		-	-	-	0	1900	1900	0.0%
13/1		U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	100.0%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	542	1900	1298	41.7%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	736	1900	1298	56.7%
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	-	1315	1965:2105	933+382	100.0 : 100.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	594	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	159	1900:1900	507+261	20.7 : 20.7%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
7/3	Ahead	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%

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J3: Tesco & Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	83.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	302	1940	1423	21.2%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	310	2080	1525	20.3%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	43	-	416	2080	1525	27.3%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	18	-	743	1805:1935	425+462	83.7 : 83.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	35	-	836	1805	1083	77.1%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	304	1940	679	44.7%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	20	-	475	2080	728	65.2%
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	-		-	-	-	447	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	605	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	143	1764	941	15.2%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	31	18	172	1891	1009	17.1%
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	-	-		-	-	-	-	-	-	73.9%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	447	1980	1501	29.8%
1/2	A41 North Ahead	U	N/A	N/A	C5:C		1	90	-	605	2120	1608	37.6%

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1/3	A41 North Right	U	N/A	N/A	C5:D		1	12	-	144	1805	196	73.6%
2/2+2/1	A41 South Ahead Left	U	N/A	N/A	C5:A		1	82	-	586	1980:1720	1353+28	42.4 : 42.4%
2/3	A41 South Ahead	U	N/A	N/A	C5:A		1	82	-	1084	2120	1466	73.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	1159	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	618	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	-	-		-	-	-	-	-	-	21.5%
1/1	Wendlebury Road Left	O	N/A	N/A	-		-	-	-	103	Inf	480	21.5%
2/1	Left Ahead	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
J6: A41 - Vendee Drive Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	72.6%
1/1	Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
2/1	A41 North Left Ahead	O	N/A	N/A	-		-	-	-	923	Inf	2818	32.8%
3/1	Ahead Right	U	N/A	N/A	-		-	-	-	1487	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1298	Inf	Inf	0.0%

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5/1	Ahead Right	U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
7/1	Right Ahead	U	N/A	N/A	-		-	-	-	1467	Inf	Inf	0.0%
8/1	Ahead Right	U	N/A	N/A	-		-	-	-	812	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	-		-	-	-	1609	Inf	2876	55.9%
11/1	Vendee Drive Ahead Left	O	N/A	N/A	-		-	-	-	1015	Inf	1398	72.6%
12/1	Un-named Road Left Ahead	O	N/A	N/A	-		-	-	-	191	Inf	1446	13.2%
13/1		U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%
14/1	Park and Ride Left Ahead	O	N/A	N/A	-		-	-	-	11	Inf	758	1.5%
15/1	Ahead Right	U	N/A	N/A	-		-	-	-	1892	Inf	Inf	0.0%
16/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J7: Site Access	-	-	N/A	-	-		-	-	-	-	-	-	24.8%
1/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
2/1	Bicester Catalyst Ahead	O	N/A	N/A	-		-	-	-	35	Inf	977	3.6%
3/1	Right Ahead	U	N/A	N/A	-		-	-	-	68	Inf	Inf	0.0%
4/1	Right Ahead	U	N/A	N/A	-		-	-	-	35	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	-		-	-	-	248	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	-		-	-	-	191	Inf	Inf	0.0%
10/1	Left Ahead	O	N/A	N/A	-		-	-	-	248	Inf	1000	24.8%

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11/1	Wendlebury Road North Ahead Ahead2	O	N/A	N/A	-		-	-	-	102	Inf	918	11.1%
J8: Bicester Avenue	-	-	N/A	-	-		-	-	-	-	-	-	19.0%
1/1	Left Ahead	O	N/A	N/A	-		-	-	-	103	Inf	542	19.0%
2/1	Right Ahead	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	102	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	-		-	-	-	102	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	636	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	102	Inf	Inf	0.0%
5/1	Right Ahead	O	N/A	N/A	-		-	-	-	0	Inf	814	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
J10: Middleton Stoney Road	-	-	N/A	-	-		-	-	-	-	-	-	79.7%
1/1	Ahead Left	O	N/A	N/A	-		-	-	-	1384	Inf	2170	63.8%
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1069	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1141	Inf	Inf	0.0%
5/1	King's End Right Ahead	O	N/A	N/A	-		-	-	-	898	Inf	1127	79.7%
6/1	Right Right2	U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1716	Inf	Inf	0.0%

LinSig V1 style report

8/1	Middleton Stoney Road Left Ahead	O	N/A	N/A	-		-	-	-	895	Inf	1145	78.2%
9/1	Right Right2	U	N/A	N/A	-		-	-	-	823	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	-	-	7872	0	0	48.6	49.9	0.0	98.4	-	-	-	-
J1: JCT 8: A41/Oxford Road/Services	-	-	199	0	0	17.8	10.3	0.0	28.2	-	-	-	-
1/1	478	478	-	-	-	1.2	0.7	-	1.9	14.4	4.8	0.7	5.5
1/2	567	567	-	-	-	1.5	1.1	-	2.6	16.6	6.4	1.1	7.5
1/3	428	428	-	-	-	1.1	0.5	-	1.7	14.1	4.4	0.5	4.9
2/1	637	637	-	-	-	0.2	0.0	-	0.2	0.9	1.2	0.0	1.2
2/2	463	463	-	-	-	0.1	0.0	-	0.1	0.6	0.6	0.0	0.6
3/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	42	42	-	-	-	0.3	0.1	-	0.4	31.1	0.6	0.1	0.7
4/2	105	105	-	-	-	0.7	0.4	-	1.0	35.4	1.5	0.4	1.8
5/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	774	774	-	-	-	3.9	2.4	-	6.3	29.5	7.7	2.4	10.1
6/3	333	333	-	-	-	1.6	0.6	-	2.2	23.7	4.5	0.6	5.1
7/1	199	199	199	0	0	0.0	0.2	-	0.3	5.1	0.6	0.2	0.9
8/1	158	158	-	-	-	0.5	0.1	-	0.6	13.7	2.0	0.1	2.1
8/2	333	333	-	-	-	1.4	0.4	-	1.7	18.8	5.5	0.4	5.9
9/1	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	481	481	-	-	-	1.0	0.6	-	1.6	12.2	4.9	0.6	5.5
10/2	386	386	-	-	-	1.0	0.4	-	1.4	13.0	3.5	0.4	3.9
10/3+10/4	589	589	-	-	-	1.2	0.3	-	1.5	8.9	16.5	0.3	16.7

LinSig V1 style report

11/1	296	296	-	-	-	1.1	1.0	-	2.1	25.9	1.8	1.0	2.8
11/2	293	293	-	-	-	1.1	1.0	-	2.1	25.7	1.8	1.0	2.8
12/1	507	507	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	719	719	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
12/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Pringle Drive (Bicester Village)	-	-	0	0	0	7.1	20.0	0.0	27.1	-	-	-	-
1/1	542	542	-	-	-	0.1	0.4	-	0.5	3.2	0.6	0.4	0.9
1/2	736	736	-	-	-	0.6	0.7	-	1.3	6.2	4.8	0.7	5.5
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	11.4	4.3	0.3	4.6
4/2+4/3	1315	1314	-	-	-	4.0	18.2	-	22.1	60.6	19.5	18.2	37.6
5/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	159	159	-	-	-	0.7	0.1	-	0.9	19.9	1.3	0.1	1.5
6/3	106	106	-	-	-	0.7	0.4	-	1.1	36.0	1.6	0.4	2.0
7/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Tesco && Bicester 4 Access	-	-	0	0	0	12.9	7.2	0.0	20.2	-	-	-	-
1/1	302	302	-	-	-	0.2	0.1	-	0.3	4.1	1.5	0.1	1.6

LinSig V1 style report

1/2	310	310	-	-	-	0.2	0.1	-	0.3	4.0	1.6	0.1	1.7
1/3	416	416	-	-	-	0.3	0.2	-	0.5	4.3	2.3	0.2	2.5
1/4+1/5	743	743	-	-	-	3.6	2.5	-	6.1	29.6	6.2	2.5	8.7
2/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1191	1191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	835	835	-	-	-	2.0	1.7	-	3.6	15.7	9.2	1.7	10.9
4/2	304	304	-	-	-	1.1	0.4	-	1.5	17.5	3.9	0.4	4.3
4/3	475	475	-	-	-	2.2	0.9	-	3.1	23.5	5.6	0.9	6.6
4/4	102	102	-	-	-	0.4	0.1	-	0.4	15.8	1.1	0.1	1.2
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	605	605	-	-	-	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	143	143	-	-	-	0.3	0.1	-	0.4	9.4	1.2	0.1	1.3
6/2	172	172	-	-	-	0.3	0.1	-	0.4	9.4	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	10.4	4.9	0.0	15.2	-	-	-	-
1/1	447	447	-	-	-	0.6	0.2	-	0.8	6.2	4.6	0.2	4.8
1/2	605	605	-	-	-	0.8	0.3	-	1.1	6.7	6.7	0.3	7.0
1/3	144	144	-	-	-	2.1	1.3	-	3.4	85.1	4.6	1.3	6.0
2/2+2/1	586	586	-	-	-	1.3	0.4	-	1.7	10.2	8.3	0.4	8.7
2/3	1084	1084	-	-	-	3.5	1.4	-	4.9	16.3	22.6	1.4	24.0
3/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	1159	1159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

4/2	618	618	-	-	-	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	5.2	0.3	0.1	0.5
2/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	618	618	-	-	-	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	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J6: A41 - Vendee Drive Roundabout	-	-	3749	0	0	0.0	2.3	0.0	2.3	-	-	-	-
1/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	923	923	923	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	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1467	1467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	812	812	-	-	-	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	1609	1609	1609	0	0	0.0	0.6	-	0.6	1.4	0.0	0.6	0.6
11/1	1015	1015	1015	0	0	0.0	1.3	-	1.3	4.7	0.0	1.3	1.3
12/1	191	191	191	0	0	0.0	0.1	-	0.1	1.4	0.0	0.1	0.1
13/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

LinSig V1 style report

14/1	11	11	11	0	0	0.0	0.0	-	0.0	2.4	0.0	0.0	0.0
15/1	1892	1892	-	-	-	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	-	-	541	0	0	0.0	0.3	0.0	0.3	-	-	-	-
1/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/1	35	35	35	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	35	35	-	-	-	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	248	248	-	-	-	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	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	248	248	248	0	0	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2
11/1	102	102	102	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	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	102	102	-	-	-	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	102	102	-	-	-	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	102	102	-	-	-	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	-	-	3177	0	0	0.3	4.6	0.0	4.9	-	-	-	-
1/1	1384	1384	1384	0	0	0.1	0.9	-	1.0	2.7	9.2	0.9	10.1
2/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1141	1141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	898	898	898	0	0	0.0	1.9	-	1.9	7.7	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	1716	1716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	895	895	895	0	0	0.2	1.8	-	2.0	7.9	6.7	1.8	8.5
9/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 30.6 C1 Stream: 2 PRC for Signalled Lanes (%): 7.9 C1 Stream: 3 PRC for Signalled Lanes (%): 60.0 C2 PRC for Signalled Lanes (%): -11.1 C3 PRC for Signalled Lanes (%): 7.5 C4 PRC for Signalled Lanes (%): 0.0 C5 PRC for Signalled Lanes (%): 21.7 PRC Over All Lanes (%): -11.1 Total Delay for Signalled Lanes (pcuHr): 11.82 Total Delay for Signalled Lanes (pcuHr): 8.76 Total Delay for Signalled Lanes (pcuHr): 6.81 Total Delay for Signalled Lanes (pcuHr): 27.07 Total Delay for Signalled Lanes (pcuHr): 20.19 Total Delay for Signalled Lanes (pcuHr): 0.00 Total Delay for Signalled Lanes (pcuHr): 15.23 Total Delay Over All Lanes(pcuHr): 98.44 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 30: 'D31PM SEPR OP5A B1B' (FG40: 'D31PM SEPR OP5A B1B', Plan 1: 'B26AM')

C1

Stage Stream: 1

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

Stage Stream: 2

Stage	1	2
Duration	36	14
Change Point	10	51

Stage Stream: 3

Stage	1	2
Duration	14	36
Change Point	55	14

C2

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

C3

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

C4

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

C5

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

LinSig V1 style report

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A41 Corridor	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
J1: JCT 8: A41/Oxford Road/Services	-	-	N/A	-	-		-	-	-	-	-	-	86.1%
1/1	Left	U	1:1	N/A	C1:A		1	23	-	555	1900	760	73.0%
1/2	Ahead	U	1:1	N/A	C1:A		1	23	-	579	1900	760	76.2%
1/3	Ahead	U	1:1	N/A	C1:A		1	23	-	461	1900	760	60.7%
2/1	Ahead	U	1:2	N/A	C1:E		1	36	-	628	1900	1172	53.6%
2/2	Right Ahead	U	1:2	N/A	C1:E		1	36	-	474	1900	1172	40.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	968	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
4/1	Ahead	U	1:1	N/A	C1:B		1	7	-	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	-		-	-	-	968	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
6/2+6/1	A41 East Ahead Left	U	1:2	N/A	C1:D		1	14	-	744	1900:1900	475+475	70.5 : 86.1%
6/3	A41 East Ahead	U	1:2	N/A	C1:D		1	14	-	282	1900	475	59.4%
7/1	Services Ahead Left	O	N/A	N/A	-		-	-	-	168	Inf	477	35.2%
8/1	Right Ahead	U	1:3	N/A	C1:G		1	14	-	311	1900	475	65.5%
8/2	Right	U	1:3	N/A	C1:G		1	14	-	282	1900	475	59.4%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1037	Inf	Inf	0.0%
9/2	Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
10/1	A41 South Ahead Left	U	1:3	N/A	C1:H		1	36	-	542	1900	1172	46.3%
10/2	A41 South Ahead	U	1:3	N/A	C1:H		1	36	-	640	1900	1172	54.6%

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10/3+10/4	A41 South Right	U	1:3	N/A	C1:F		1	36	-	750	1900:1900	953+947	39.5 : 39.5%
11/1	Ahead	U	1:1	N/A	C1:C		1	15	-	376	1900	507	74.2%
11/2	Ahead	U	1:1	N/A	C1:C		1	15	-	374	1900	507	73.8%
12/1	Ahead	U	N/A	N/A	-		-	-	-	683	1900	1900	35.9%
12/2	Ahead	U	N/A	N/A	-		-	-	-	920	1900	1900	48.4%
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	-		-	-	-	710	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-		-	-	-	964	Inf	Inf	0.0%
J2: Pringle Drive (Bicester Village)	-	-	N/A	-	-		-	-	-	-	-	-	80.4%
1/1	Ahead	U	N/A	N/A	C2:A		1	40	-	710	1900	1298	54.7%
1/2	Ahead	U	N/A	N/A	C2:A		1	40	-	938	1900	1298	72.2%
1/3+1/4	Ahead	U	N/A	N/A	C2:B		1	7	-	26	1900:1900	253+0	10.3 : 0.0%
2/1	Right	U	N/A	N/A	C2:C		1	16	-	26	1900	538	4.8%
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	-	419	1900	1077	38.9%
4/2+4/3	Ahead	U	N/A	N/A	C2:F		1	34	-	1056	1965:2105	935+378	80.4 : 80.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
6/2+6/1	Pingle Drive Left	U	N/A	N/A	C2:D		1	15	-	539	1900:1900	507+271	69.3 : 69.3%
6/3	Pingle Drive Right	U	N/A	N/A	C2:E		1	7	-	106	1900	253	41.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
7/2	Ahead	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%

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7/3	Ahead	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
J3: Tesco && Bicester 4 Access	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	386	1940	1099	35.1%
1/2	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	292	2080	1179	24.8%
1/3	A41S Ahead	U	N/A	N/A	C3:A		1	33	-	430	2080	1179	36.5%
1/4+1/5	A41S Right	U	N/A	N/A	C3:B		1	12	-	544	1805:1935	346+364	76.7 : 76.7%
2/1	Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
2/3	Ahead	U	N/A	N/A	-		-	-	-	750	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2		U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
4/1	A41N Left	U	N/A	N/A	C3:D		1	41	-	725	1805	1263	57.4%
4/2	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	312	1940	550	56.8%
4/3	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	408	2080	589	69.2%
4/4	A41N Ahead	U	N/A	N/A	C3:C		1	16	-	90	2080	589	15.3%
5/1	Ahead	U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
5/2	Ahead	U	N/A	N/A	-		-	-	-	708	Inf	Inf	0.0%
5/3	Ahead	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
6/1	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	35	12	328	1764	1058	31.0%
6/2	Tesco/B4 entry Left	U	N/A	N/A	C3:E	C3:F	1	35	12	379	1891	1135	33.4%
6/3	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	504	1830	732	68.9%
6/4	Tesco/B4 entry Right	U	N/A	N/A	C3:E		1	23	-	320	1962	785	40.8%
J4: Premier Inn	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/1	A41 North Ahead	U	N/A	N/A	C5:C		1	91	-	640	1980	1518	42.2%