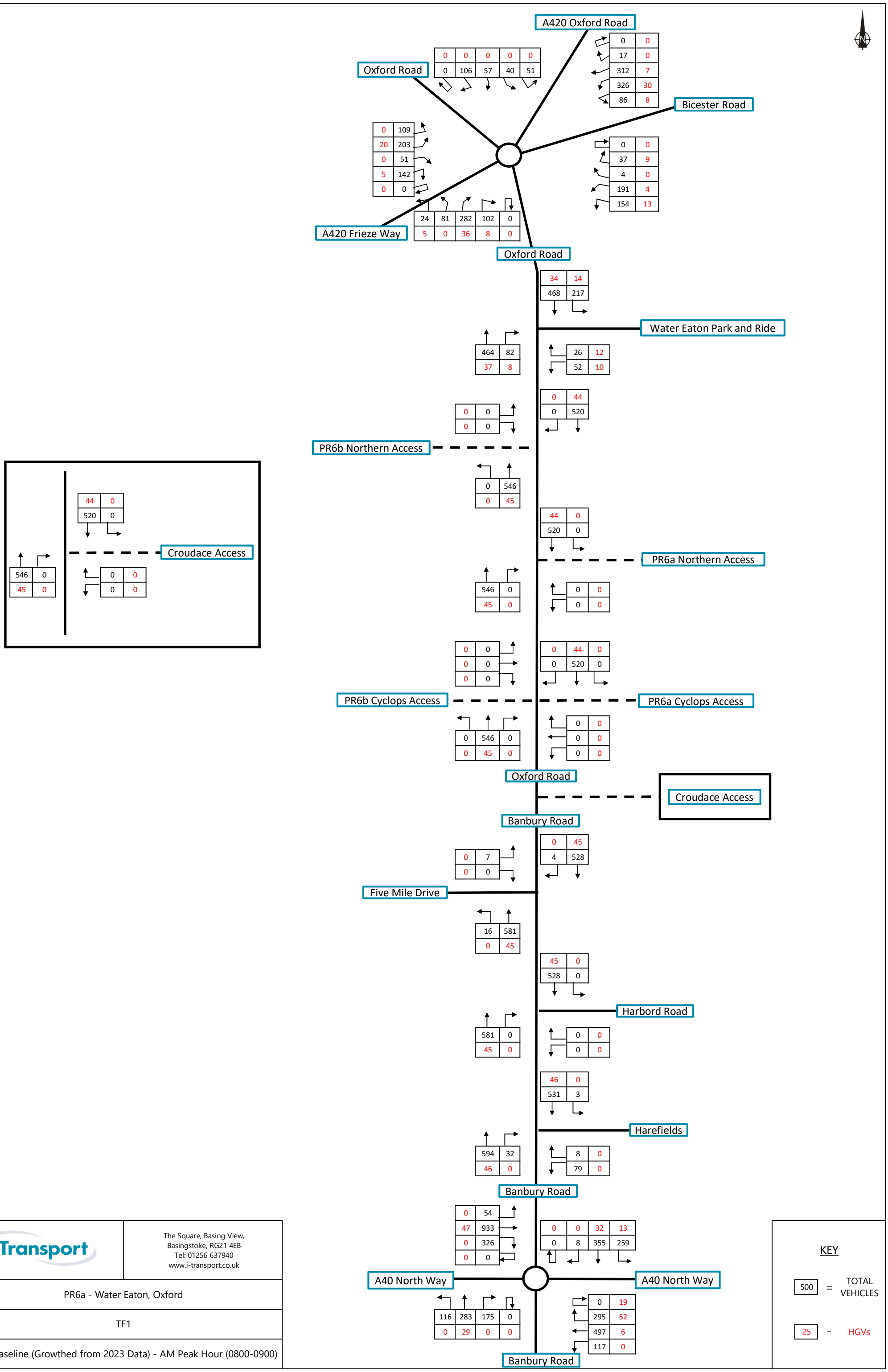
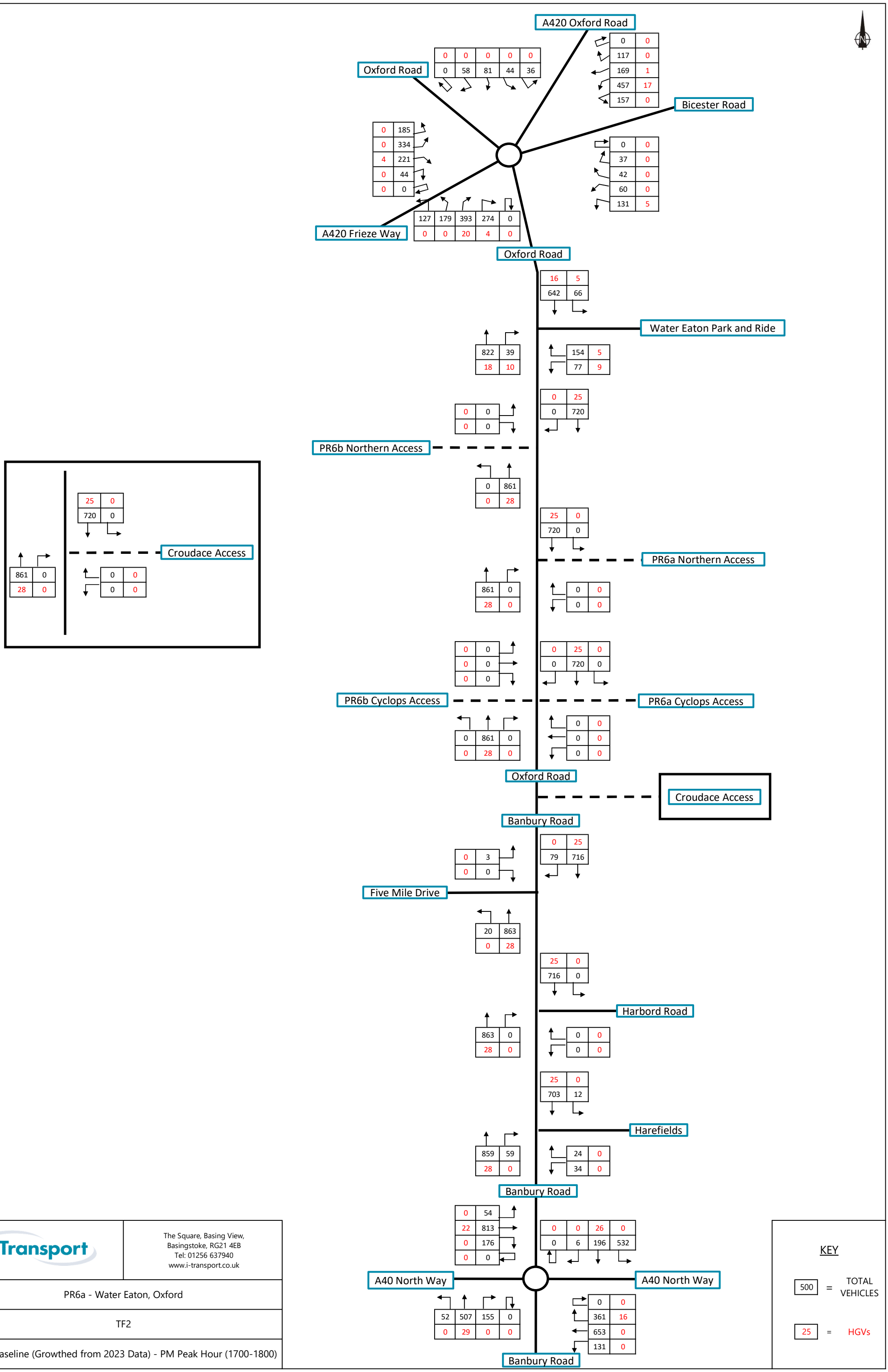
APPENDIX P. Traffic Flow Diagrams


A420 Oxford Road
Oxford Road
Bicester Road
A420 Frieze Way
Oxford Road
Water Eaton Park and Ride
PR6b Northern Access
PR6a Northern Access
Croudace Access
PR6b Cyclops Access
PR6a Cyclops Access
Oxford Road
Croudace Access
Banbury Road
Five Mile Drive
Harbord Road
Harefields
Banbury Road
A40 North Way
A40 North Way
Banbury Road
0 0 0 0 0
0 106 57 40 51
0 0
17 0
312 7
326 30
86 8
0 109
20 203
0 51
5 142
0 0
0 0
37 9
4 0
191 4
154 13
24 81 282 102 0
5 0 36 8 0
34 14
468 217
464 82
37 8
26 12
52 10
0 0
0 0
0 44
0 520
0 546
0 45
44 0
520 0
546 0
45 0
0 0
0 0
0 0
0 0
0 44 0
0 520 0
0 0
0 0
0 546 0
0 45 0
0 0
0 0
0 45
4 528
16 581
0 45
45 0
528 0
581 0
45 0
0 0
0 0
46 0
531 3
594 32
46 0
8 0
79 0
0 54
47 933
0 326
0 0
0 0 32 13
0 8 355 259
116 283 175 0
0 29 0 0
0 19
295 52
497 6
117 0
44 0
520 0
546 0
45 0
0 0
0 0
Croudace Access
i-Transport
The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk
PR6a - Water Eaton, Oxford
TF1
2025 Baseline (Growthed from 2023 Data) - AM Peak Hour (0800-0900)
KEY
500 = TOTAL VEHICLES
25 = HGVs

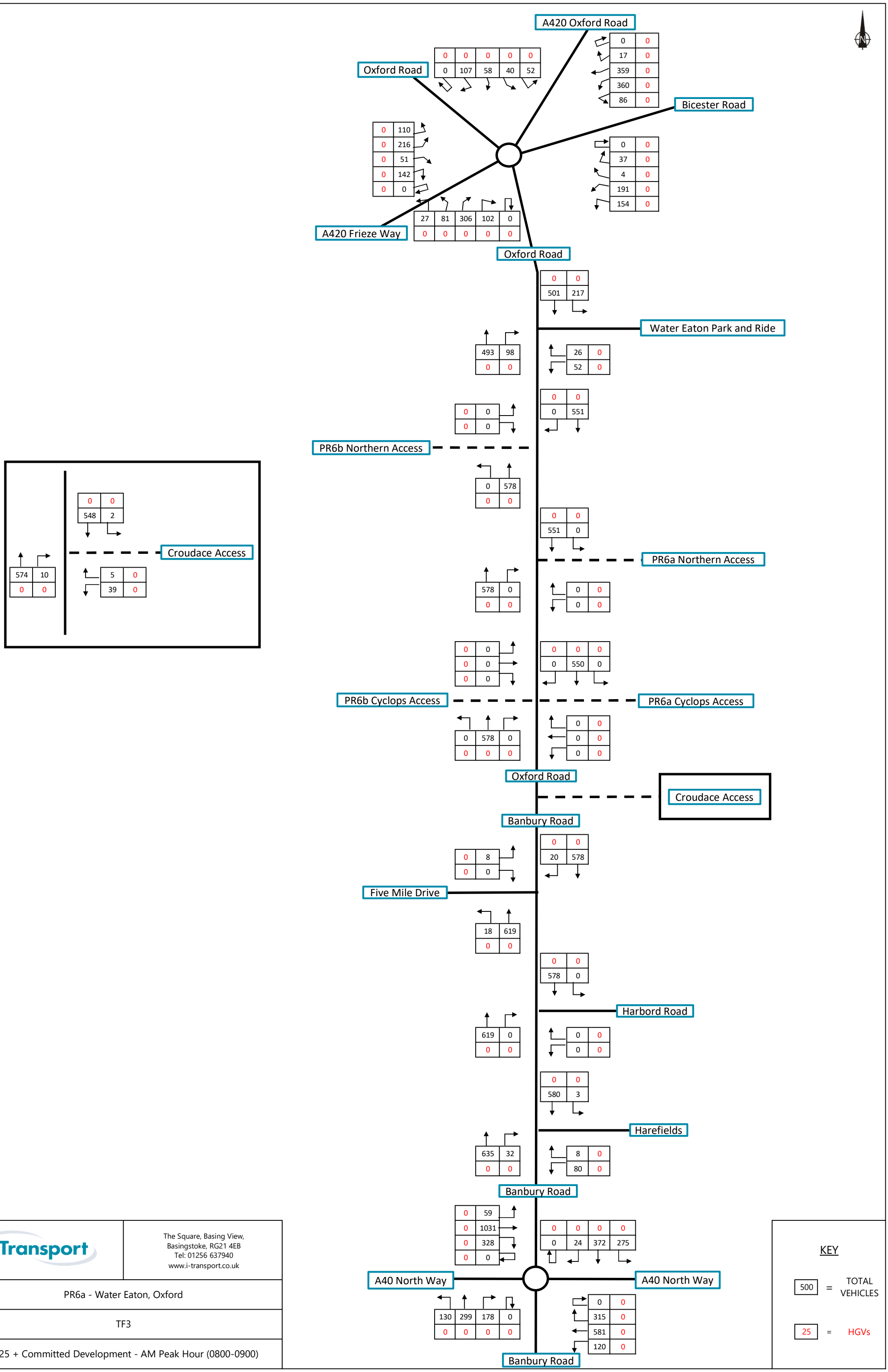


i-Transport
The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

PR6a - Water Eaton, Oxford

TF2

2025 Baseline (Growthed from 2023 Data) - PM Peak Hour (1700-1800)



i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

PR6a - Water Eaton, Oxford

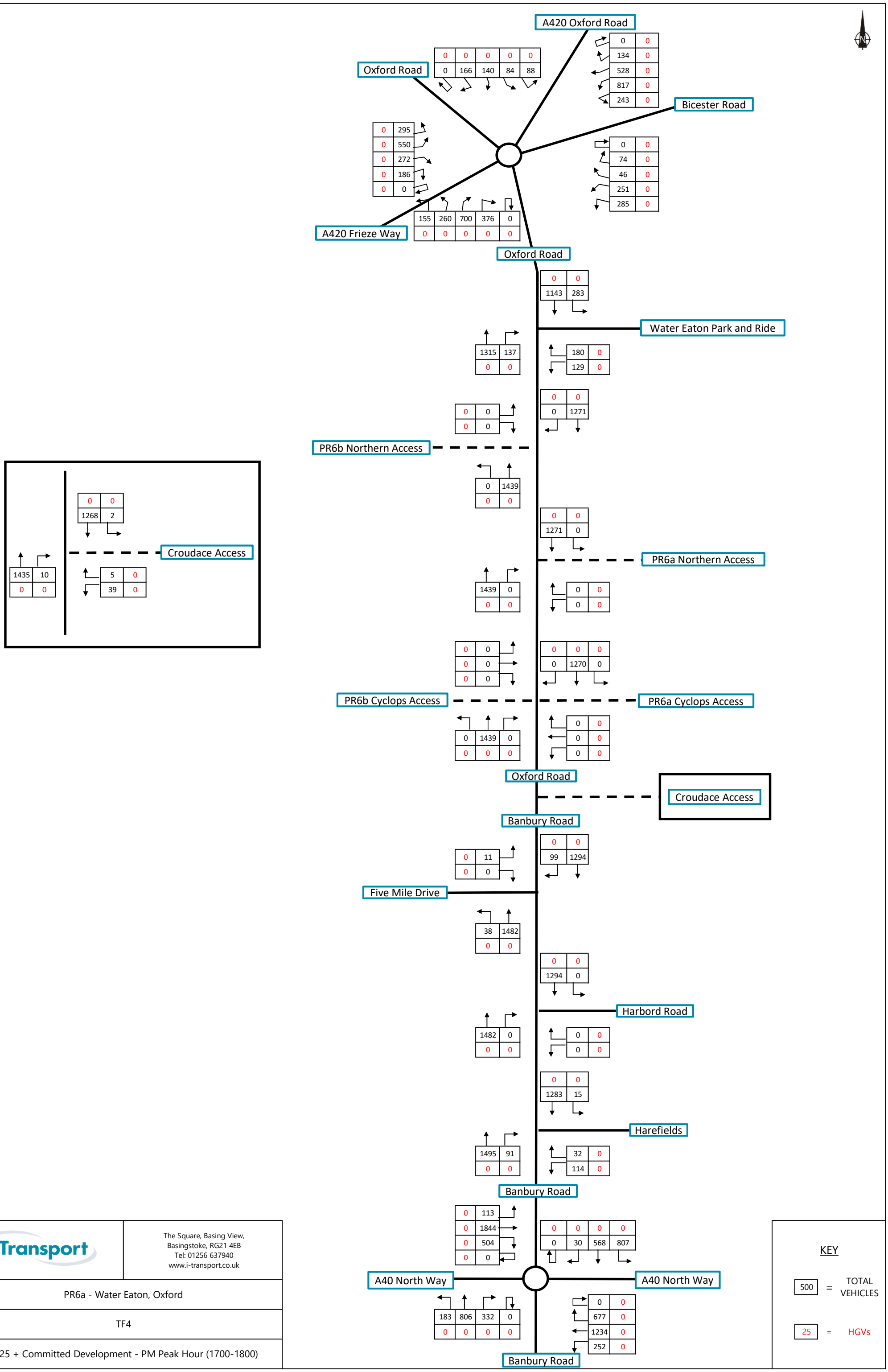
TF3

2025 + Committed Development - AM Peak Hour (0800-0900)

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

PR6a - Water Eaton, Oxford

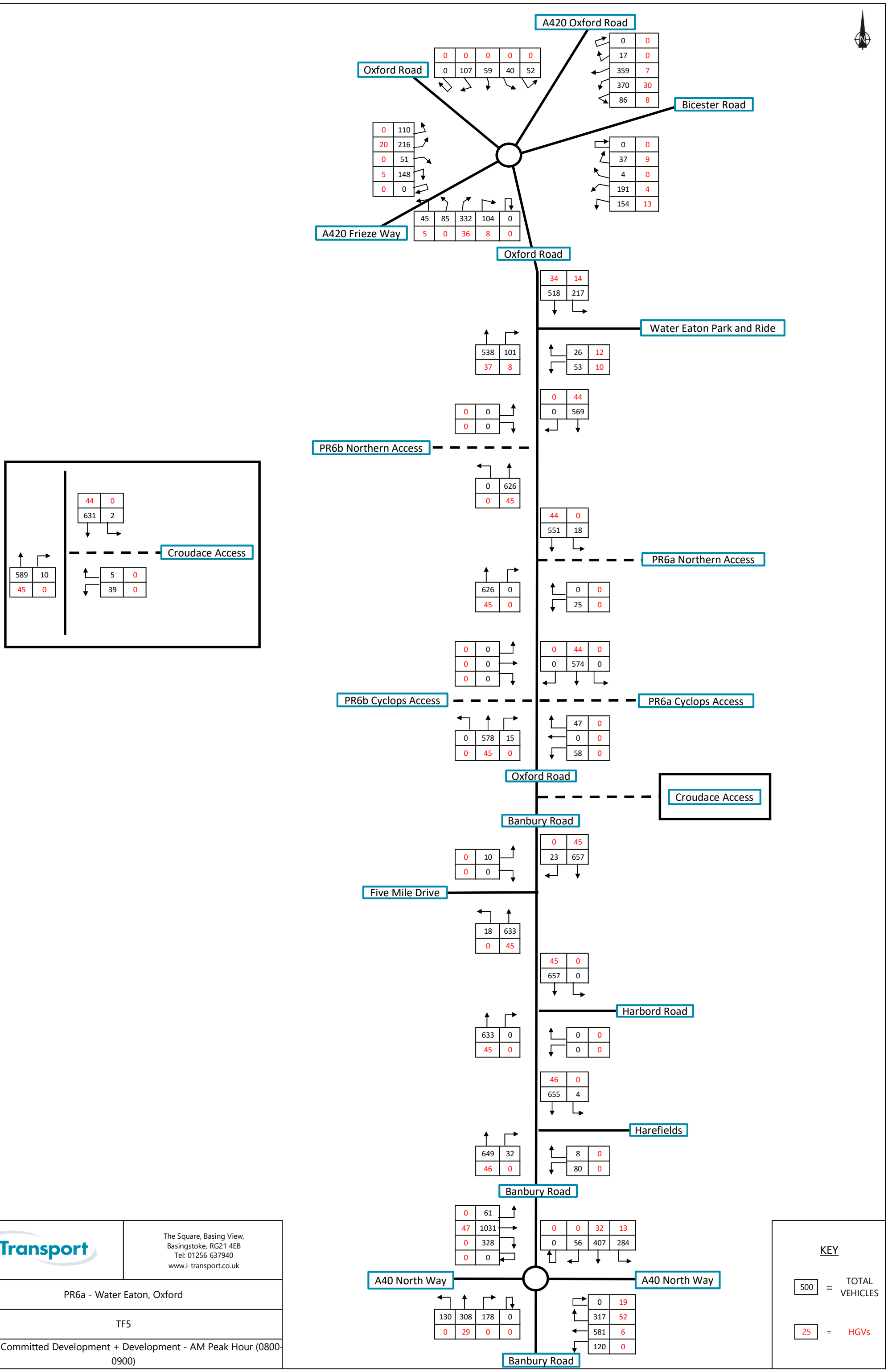
TF4

2025 + Committed Development - PM Peak Hour (1700-1800)

KEY

500 = TOTAL VEHICLES

25 = HGVs

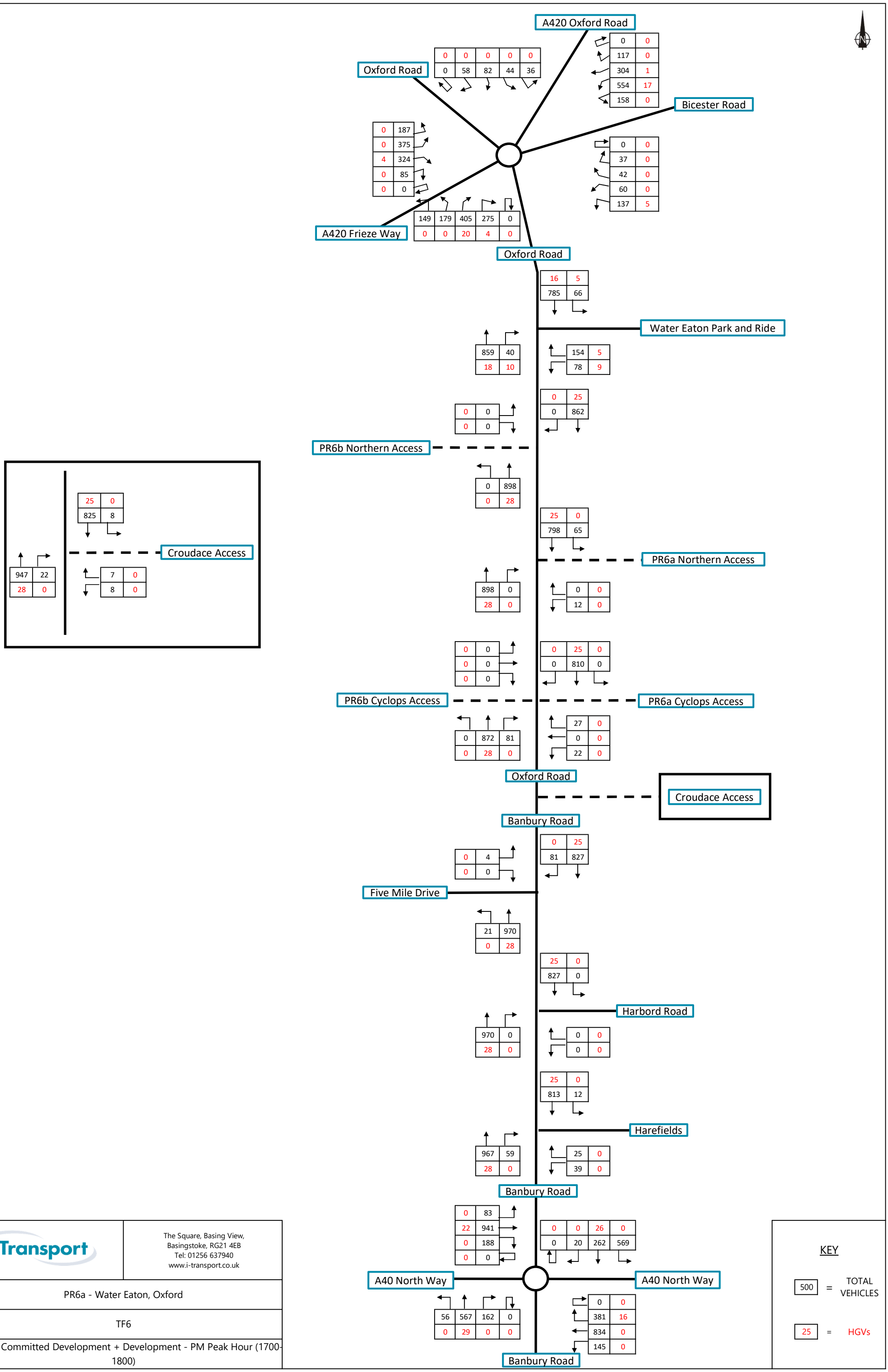


i-Transport	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk
PR6a - Water Eaton, Oxford	
TF5	
2025 + Committed Development + Development - AM Peak Hour (0800-0900)	

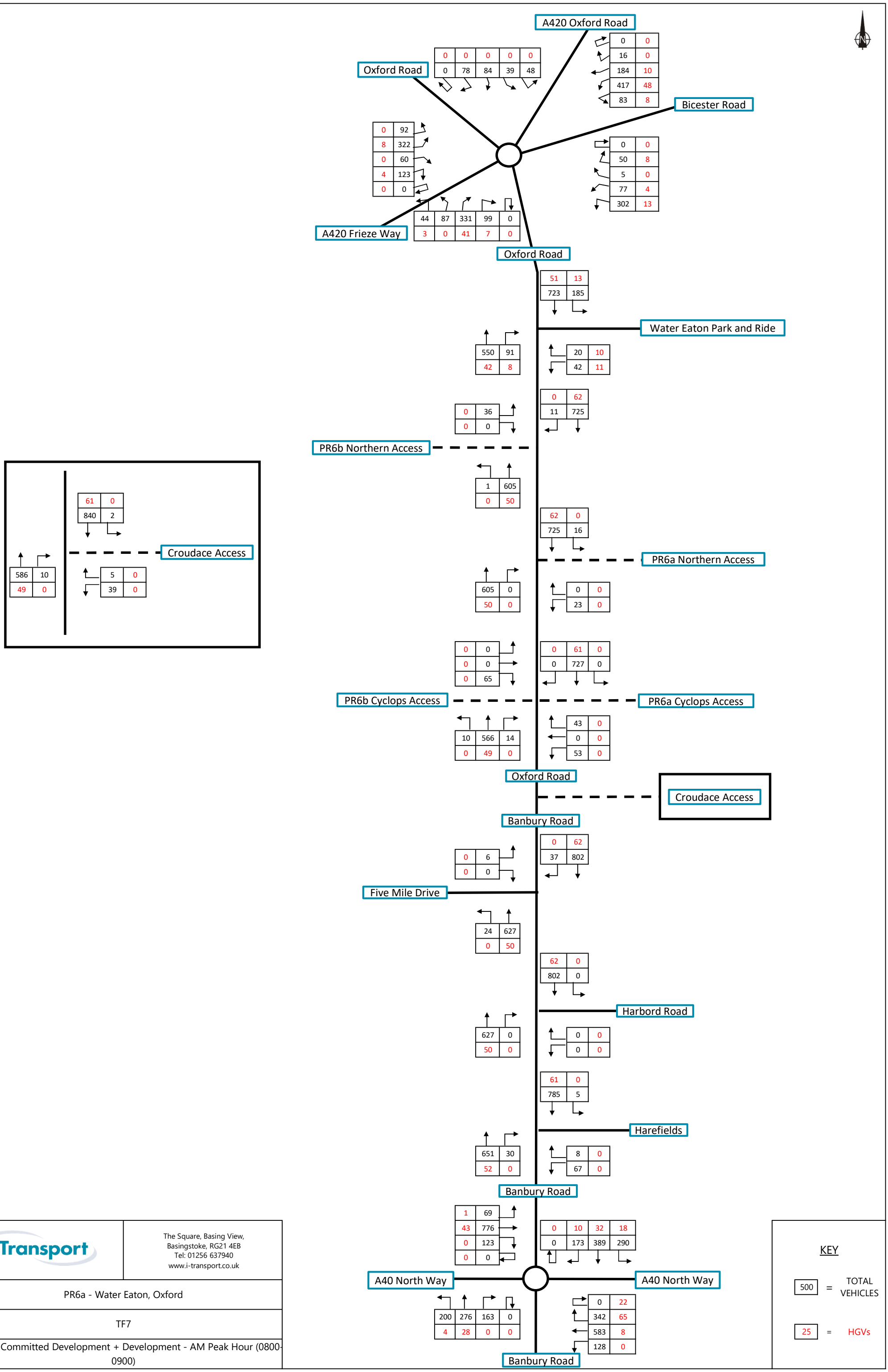
KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk
PR6a - Water Eaton, Oxford	
TF6	
2025 + Committed Development + Development - PM Peak Hour (1700-1800)	

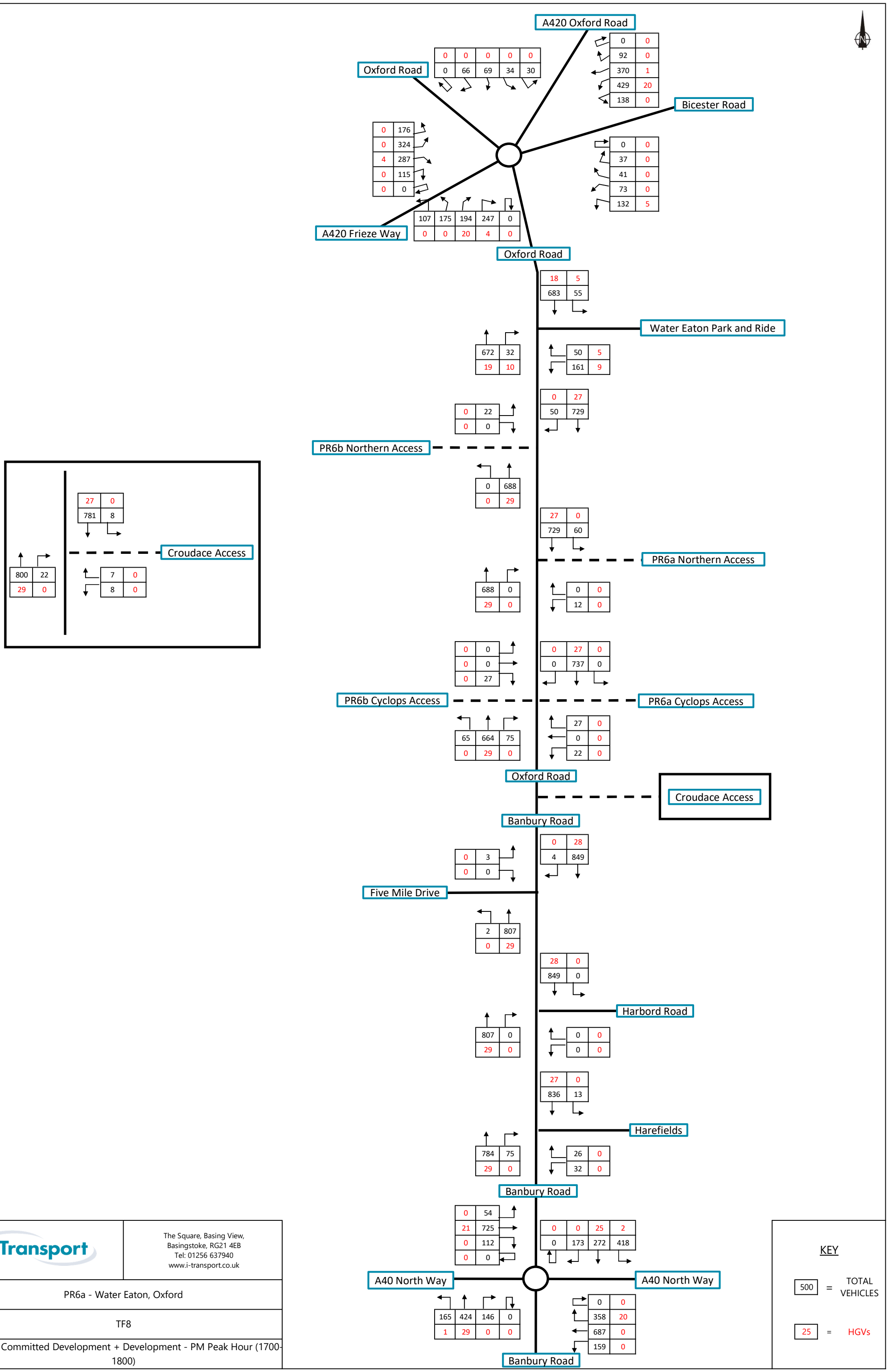


i-Transport	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk
PR6a - Water Eaton, Oxford	
TF7	
2031 + Committed Development + Development - AM Peak Hour (0800-0900)	

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport
The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

PR6a - Water Eaton, Oxford

TF8

2031 + Committed Development + Development - PM Peak Hour (1700-1800)

APPENDIX Q. Junction Output Files

Basic Results Summary

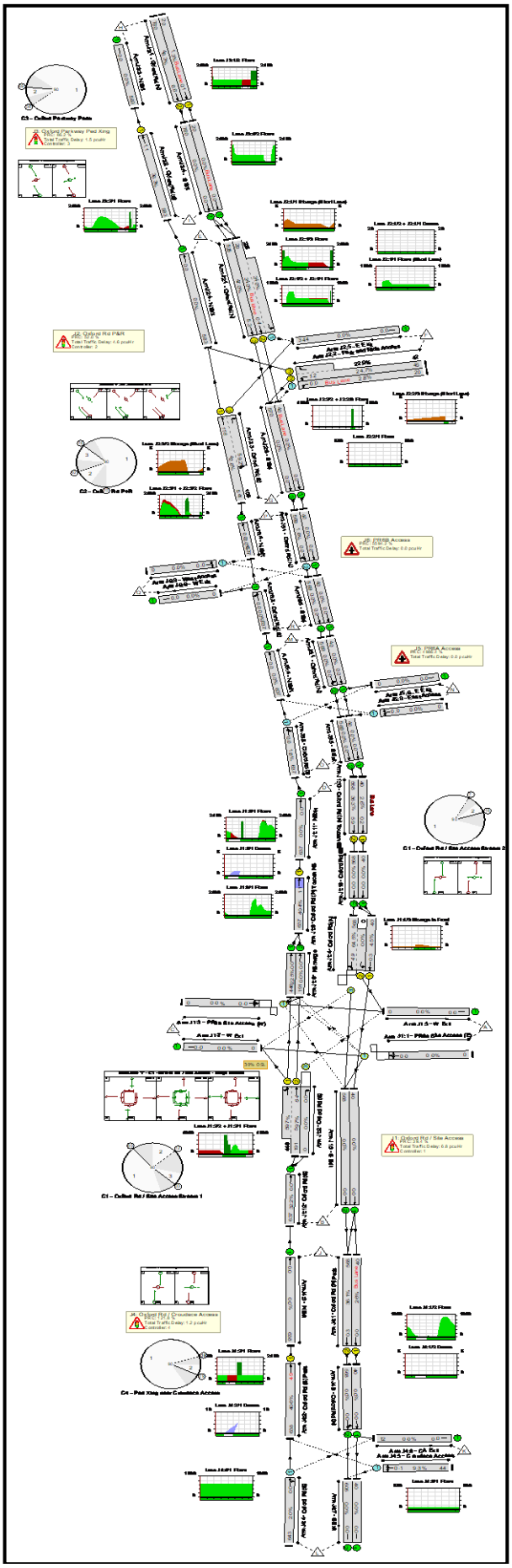
User and Project Details

Project:	**ITB16565 North Oxford**
Title:	**Oxford Rd / Site Access proposed**
Location:	
Additional detail:	J1 Cyclops equivalent test
File name:	Oxford Rd Corridor cumulative v2 updated flows.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: '1' (FG5: '2025 AM +CD', Plan 1: '1')

Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**	**92**	**217**	**0**	**14.0**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**	**0**	**0**	**0**	**6.8**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	0	1980	176	0.0%	0	0	0	0.0	0.0	0.0
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	39	-	637	1965:1965	320+747	59.7 : 59.7%	-	-	-	3.6 (1.0+2.5)	20.1 (19.0:20.5)	6.4
2/3	Oxford Rd (S) Right	O	C1:B		1	39	-	0	1980	227	0.0%	0	0	0	0.0	0.0	0.0
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	0	2010	179	0.0%	0	0	0	0.0	0.0	0.0
4/1	Oxford Rd (N) Ahead	U	C1:A		1	39	-	40	1980	880	4.5%	-	-	-	0.1	12.4	0.3
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	39	-	568	1980:1980	880+0	64.5 : 0.0%	0	0	0	2.3 (2.3+0.0)	14.5 (14.5:0.0)	4.9
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	70	-	637	2001	1579	40.4%	-	-	-	0.2	1.1	1.1
9/1	NB merge Ahead	U	-		-	-	-	446	1980	1980	22.5%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	40	1980	1562	2.6%	-	-	-	0.0	2.6	0.2
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	568	1983	1564	36.3%	-	-	-	0.6	3.5	5.9
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	637	1980	1980	32.2%	-	-	-	0.0	0.0	0.0

Basic Results Summary

J2: Oxford Rd P&&R	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.2%**	**38**	**217**	**0**	**4.6**	**-**	**-**
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	51	-	255	1935:1809	59+691	34.0 : 34.0%	26	209	0	0.3 (0.1+0.2)	4.3 (11.7:3.6)	0.4
1/3	Oxford Rd (N) Ahead	U	C2:B		1	51	-	525	1935	1118	47.0%	-	-	-	1.7	11.6	5.3
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	12	8	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	9	-	87	1638:1729	182+191	24.7 : 22.0%	-	-	-	1.0 (0.5+0.5)	42.8 (42.9:42.7)	1.2
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	68:9	-	650	1905:1657	1269+184	42.6 : 59.2%	-	-	-	1.6 (0.4+1.2)	8.6 (2.4:39.4)	11.8
J3: Oxford Parkway Ped Xing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.3%**	**0**	**0**	**0**	**1.5**	**-**	**-**
1/1	Oxford Rd (N) Ahead	U	C3:A		1	71	-	20	1915	1532	1.3%	-	-	-	0.0	3.1	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	71	-	760	1965	1572	48.3%	-	-	-	1.1	5.2	6.6
2/1	Oxford Rd (S) Ahead	U	C3:B		1	71	-	583	2005	1604	36.3%	-	-	-	0.4	2.2	1.1
J4: Oxford Rd / Croudace Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**40.6%**	**54**	**0**	**0**	**1.2**	**-**	**-**
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	40	1915	1532	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	568	1965	1572	36.1%	-	-	-	0.3	1.8	0.3
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	71	-	638	1965	1572	40.6%	-	-	-	0.8	4.6	4.9
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	643	Inf	32742	2.0%	10	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	44	Inf	473	9.3%	44	0	0	0.1	4.2	0.1
J5: PR6A Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**1.8%**	**0**	**0**	**0**	**0.0**	**-**	**-**

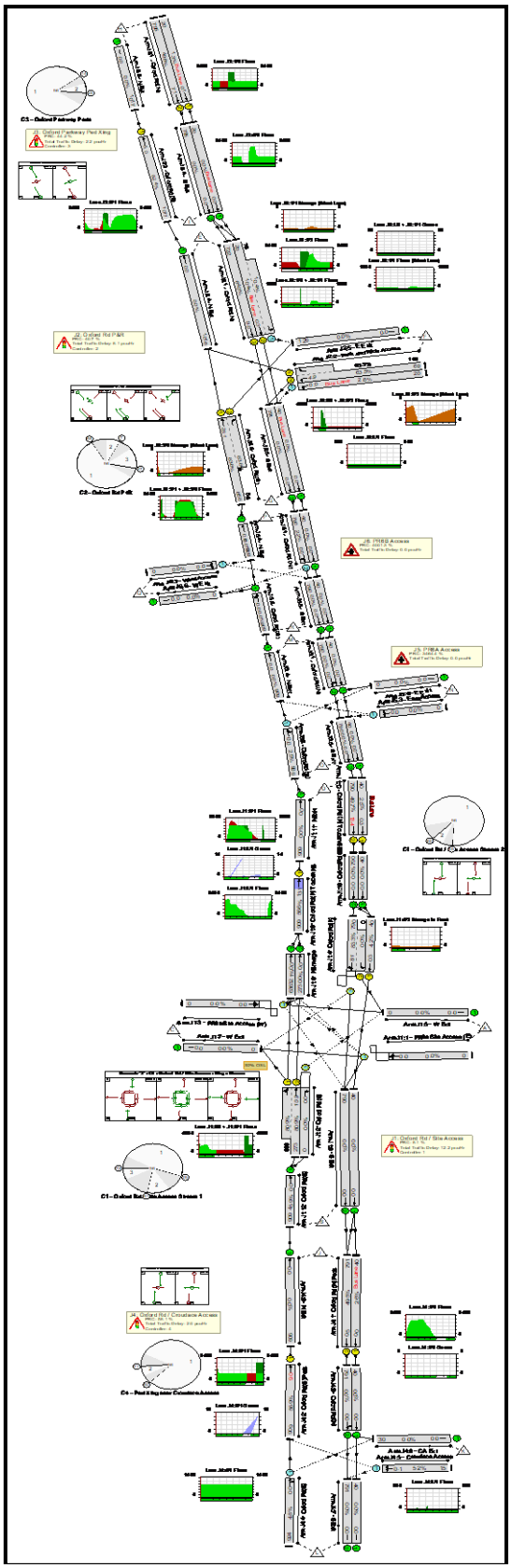
Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	637	Inf	36000	1.8%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	0	Inf	480	0.0%	0	0	0	0.0	0.0	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**1.6%**	**0**	**0**	**0**	**0.0**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	569	Inf	36000	1.6%	0	0	0	0.0	0.1	0.0
3/1	West Access Left Right	O	-		-	-	-	0	Inf	411	0.0%	0	0	0	0.0	0.0	0.0

C1 - Oxford Rd / Site Access	Stream: 1	PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	5.97
C1 - Oxford Rd / Site Access	Stream: 2	PRC for Signalled Lanes (%):	123.0	Total Delay for Signalled Lanes (pcuHr):	0.78
C2 - Oxford Rd P+R		PRC for Signalled Lanes (%):	52.0	Total Delay for Signalled Lanes (pcuHr):	4.59
C3 - Oxford Parkway Peds		PRC for Signalled Lanes (%):	86.2	Total Delay for Signalled Lanes (pcuHr):	1.46
C4 - Ped Xing near Croudace Access		PRC for Signalled Lanes (%):	121.8	Total Delay for Signalled Lanes (pcuHr):	1.11
		PRC Over All Lanes (%):	39.4	Total Delay Over All Lanes(pcuHr):	14.01

Cycle Time (s):	90
Cycle Time (s):	90
Cycle Time (s):	90
Cycle Time (s):	90
Cycle Time (s):	90

Basic Results Summary
Scenario 2: '2' (FG6: '2025 PM +CD', Plan 1: '1')
Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**	**55**	**75**	**0**	**24.5**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.3%**	**0**	**0**	**0**	**12.2**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	0	1980	165	0.0%	0	0	0	0.0	0.0	0.0
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	45	-	909	1965:1965	338+786	80.9 : 80.9%	-	-	-	6.2 (1.7+4.4)	24.5 (22.9:25.2)	10.9
2/3	Oxford Rd (S) Right	O	C1:B		1	45	-	0	1980	140	0.0%	0	0	0	0.0	0.0	0.0
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	0	2010	168	0.0%	0	0	0	0.0	0.0	0.0
4/1	Oxford Rd (N) Ahead	U	C1:A		1	45	-	40	1980	949	4.2%	-	-	-	0.1	11.4	0.3
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	45	-	790	1980:1980	949+0	83.3 : 0.0%	0	0	0	4.3 (4.3+0.0)	19.5 (19.5:0.0)	8.1
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	76	-	909	2001	1605	56.6%	-	-	-	0.5	1.9	13.1
9/1	NB merge Ahead	U	-		-	-	-	636	1980	1980	32.1%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	40	1980	1588	2.5%	-	-	-	0.0	3.0	0.3
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	790	1983	1591	49.7%	-	-	-	1.1	4.9	13.4
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	909	1980	1980	45.9%	-	-	-	0.0	0.0	0.0

Basic Results Summary

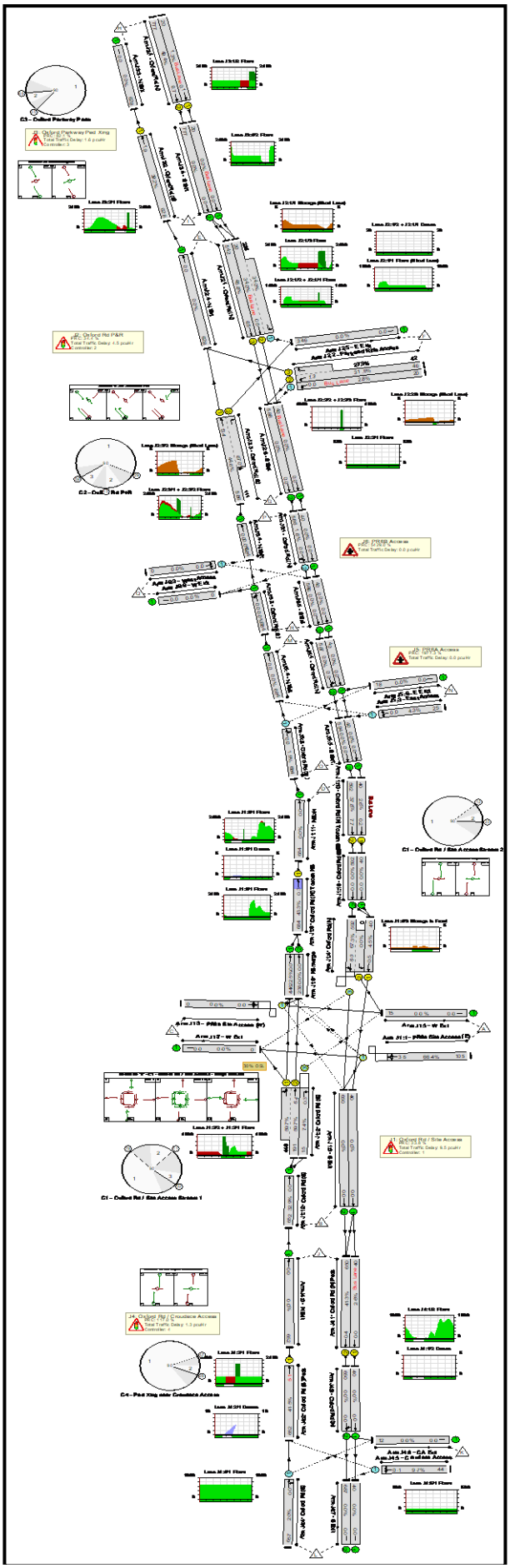
J2: Oxford Rd P&&R	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.0%**	**18**	**75**	**0**	**8.1**	**-**	**-**
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	55	-	93	1935:1809	193+703	10.4 : 10.4%	6	67	0	0.1 (0.1+0.0)	4.1 (10.8:2.2)	0.3
1/3	Oxford Rd (N) Ahead	U	C2:B		1	55	-	722	1935	1129	64.0%	-	-	-	3.1	15.3	9.0
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	12	8	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	13	-	229	1638:1729	109+252	63.5 : 63.5%	-	-	-	3.3 (1.0+2.3)	51.5 (50.1:52.1)	4.9
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	70:7	-	909	1905:1657	1346+83	63.6 : 63.6%	-	-	-	1.6 (1.0+0.7)	6.5 (4.2:44.4)	28.1
J3: Oxford Parkway Ped Xing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.4%**	**0**	**0**	**0**	**2.2**	**-**	**-**
1/1	Oxford Rd (N) Ahead	U	C3:A		1	77	-	20	1915	1556	1.3%	-	-	-	0.0	3.0	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	77	-	795	1965	1597	49.8%	-	-	-	1.1	5.1	7.1
2/1	Oxford Rd (S) Ahead	U	C3:B		1	77	-	1017	2005	1629	62.4%	-	-	-	1.0	3.6	5.0
J4: Oxford Rd / Croudace Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.9%**	**37**	**0**	**0**	**2.0**	**-**	**-**
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	40	1915	1556	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	791	1965	1597	49.5%	-	-	-	0.5	2.2	0.5
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	77	-	909	1965	1597	56.9%	-	-	-	1.5	5.8	9.0
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	924	Inf	19326	4.8%	22	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	15	Inf	289	5.2%	15	0	0	0.0	7.2	0.1
J5: PR6A Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.5%**	**0**	**0**	**0**	**0.0**	**-**	**-**

Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	909	Inf	36000	2.5%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	0	Inf	349	0.0%	0	0	0	0.0	0.0	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.2%**	**0**	**0**	**0**	**0.0**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	790	Inf	36000	2.2%	0	0	0	0.0	0.1	0.0
3/1	West Access Left Right	O	-		-	-	-	0	Inf	283	0.0%	0	0	0	0.0	0.0	0.0

C1 - Oxford Rd / Site Access	Stream: 1 PRC for Signalled Lanes (%):	8.1	Total Delay for Signalled Lanes (pcuHr):	10.60	Cycle Time (s): 96
C1 - Oxford Rd / Site Access	Stream: 2 PRC for Signalled Lanes (%):	58.9	Total Delay for Signalled Lanes (pcuHr):	1.59	Cycle Time (s): 96
C2 - Oxford Rd P+R	PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	8.09	Cycle Time (s): 96
C3 - Oxford Parkway Peds	PRC for Signalled Lanes (%):	44.2	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 96
C4 - Ped Xing near Croudace Access	PRC for Signalled Lanes (%):	58.1	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s): 96
	PRC Over All Lanes (%):	8.1	Total Delay Over All Lanes(pcuHr):	24.50	

Basic Results Summary
Scenario 3: '3' (FG7: '2025 AM +CD +Dev', Plan 1: '1')
Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.3%**	**175**	**219**	**1**	**17.0**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.3%**	**61**	**0**	**1**	**9.5**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	105	1778	158	66.4%	46	0	1	2.1	72.5	3.5
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	39	-	637	1965:1965	320+747	59.7 : 59.7%	-	-	-	3.6 (1.0+2.5)	20.1 (19.0:20.5)	6.4
2/3	Oxford Rd (S) Right	O	C1:B		1	39	-	15	1760	201	7.4%	15	0	0	0.1	33.9	0.3
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	0	2010	179	0.0%	0	0	0	0.0	0.0	0.0
4/1	Oxford Rd (N) Ahead	U	C1:A		1	39	-	40	1980	880	4.5%	-	-	-	0.1	12.8	0.5
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	39	-	592	1980:1980	880+0	67.3 : 0.0%	0	0	0	2.4 (2.4+0.0)	14.4 (14.4:0.0)	6.0
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	70	-	684	2001	1579	43.3%	-	-	-	0.1	0.4	0.3
9/1	NB merge Ahead	U	-		-	-	-	446	1980	1980	22.5%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	40	1980	1562	2.6%	-	-	-	0.0	3.3	0.2
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	592	1983	1564	37.8%	-	-	-	1.1	6.8	7.7
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	652	1980	1980	32.9%	-	-	-	0.0	0.0	0.0

Basic Results Summary

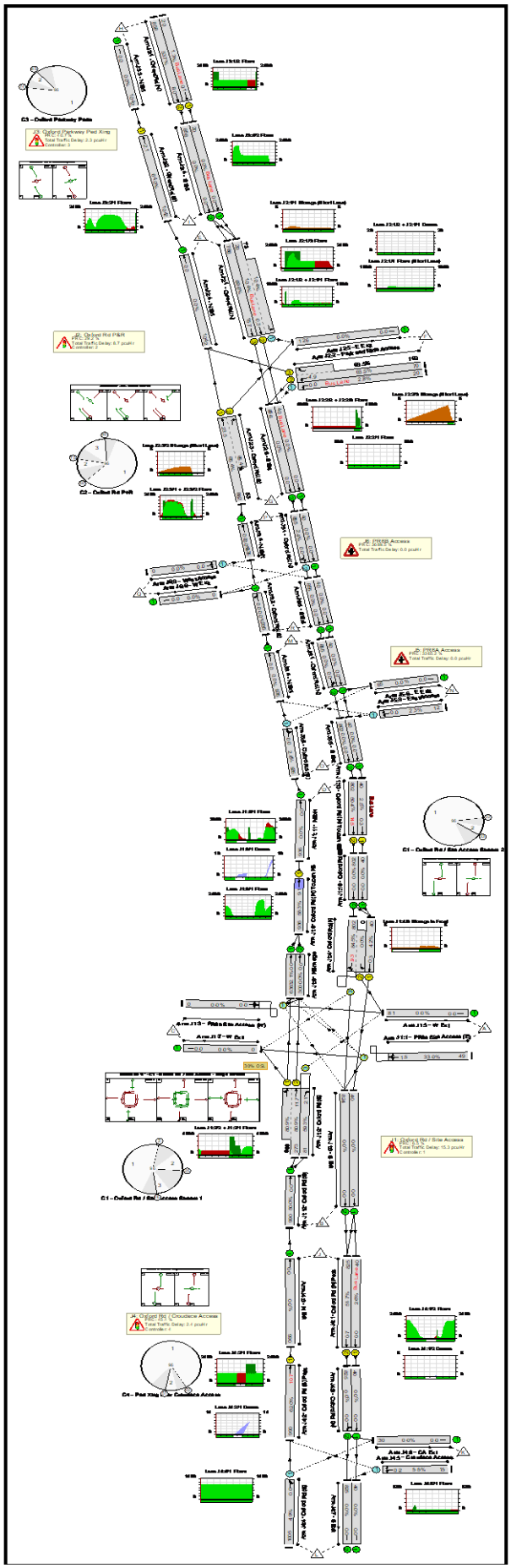
J2: Oxford Rd P&&R	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**67.0%**	**36**	**219**	**0**	**4.5**	**-**	**-**
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	54	-	255	1935:1809	59+691	34.0 : 34.0%	24	212	0	0.3 (0.1+0.2)	4.2 (10.6:3.6)	0.5
1/3	Oxford Rd (N) Ahead	U	C2:B		1	54	-	542	1935	1182	45.8%	-	-	-	1.8	12.0	6.5
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	12	8	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	7	-	88	1638:1729	146+154	31.6 : 27.3%	-	-	-	1.1 (0.6+0.5)	46.9 (47.0:46.8)	1.3
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	70:8	-	697	1905:1657	1314+166	44.6 : 67.0%	-	-	-	1.3 (0.4+0.9)	6.5 (2.4:28.2)	13.4
J3: Oxford Parkway Ped Xing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**49.4%**	**0**	**0**	**0**	**1.6**	**-**	**-**
1/1	Oxford Rd (N) Ahead	U	C3:A		1	71	-	20	1915	1532	1.3%	-	-	-	0.0	3.1	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	71	-	777	1965	1572	49.4%	-	-	-	1.1	5.2	6.7
2/1	Oxford Rd (S) Ahead	U	C3:B		1	71	-	628	2005	1604	39.2%	-	-	-	0.5	2.8	1.9
J4: Oxford Rd / Croudace Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**41.5%**	**54**	**0**	**0**	**1.3**	**-**	**-**
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	40	1915	1532	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	650	1965	1572	41.3%	-	-	-	0.4	2.0	0.4
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	71	-	652	1965	1572	41.5%	-	-	-	0.8	4.6	5.1
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	657	Inf	32269	2.0%	10	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	44	Inf	454	9.7%	44	0	0	0.1	4.4	0.1
J5: PR6A Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**4.3%**	**25**	**0**	**0**	**0.0**	**-**	**-**

Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	684	Inf	36000	1.9%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	25	Inf	577	4.3%	25	0	0	0.0	3.3	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**1.6%**	**0**	**0**	**0**	**0.0**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	586	Inf	36000	1.6%	0	0	0	0.0	0.1	0.0
3/1	West Access Left Right	O	-		-	-	-	0	Inf	371	0.0%	0	0	0	0.0	0.0	0.0

C1 - Oxford Rd / Site Access	Stream: 1 PRC for Signalled Lanes (%):	33.8	Total Delay for Signalled Lanes (pcuHr):	8.31	Cycle Time (s): 90
C1 - Oxford Rd / Site Access	Stream: 2 PRC for Signalled Lanes (%):	107.7	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s): 90
C2 - Oxford Rd P+R	PRC for Signalled Lanes (%):	34.4	Total Delay for Signalled Lanes (pcuHr):	4.51	Cycle Time (s): 90
C3 - Oxford Parkway Peds	PRC for Signalled Lanes (%):	82.1	Total Delay for Signalled Lanes (pcuHr):	1.64	Cycle Time (s): 90
C4 - Ped Xing near Croudace Access	PRC for Signalled Lanes (%):	117.0	Total Delay for Signalled Lanes (pcuHr):	1.21	Cycle Time (s): 90
	PRC Over All Lanes (%):	33.8	Total Delay Over All Lanes(pcuHr):	17.01	

Basic Results Summary
Scenario 4: '4' (FG8: '2025 PM +CD +Dev', Plan 1: '1')
Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**127**	**75**	**48**	**28.7**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**	**60**	**0**	**48**	**15.3**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	49	1782	149	33.0%	26	0	1	0.8	59.5	1.5
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	45	-	909	1965:1965	338+786	80.9 : 80.9%	-	-	-	6.4 (1.8+4.6)	25.3 (23.3:26.2)	11.7
2/3	Oxford Rd (S) Right	O	C1:B		1	45	-	81	1760	137	59.3%	34	0	47	1.9	86.3	2.1
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	0	2010	168	0.0%	0	0	0	0.0	0.0	0.0
4/1	Oxford Rd (N) Ahead	U	C1:A		1	45	-	40	1980	949	4.2%	-	-	-	0.1	10.8	0.3
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	45	-	802	1980:1980	949+0	84.5 : 0.0%	0	0	0	4.4 (4.4+0.0)	19.8 (19.8:0.0)	9.3
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	76	-	936	2001	1605	58.3%	-	-	-	0.5	1.9	9.1
9/1	NB merge Ahead	U	-		-	-	-	636	1980	1980	32.1%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	40	1980	1588	2.5%	-	-	-	0.0	3.0	0.3
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	802	1983	1591	50.4%	-	-	-	1.1	5.1	14.5
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	990	1980	1980	50.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

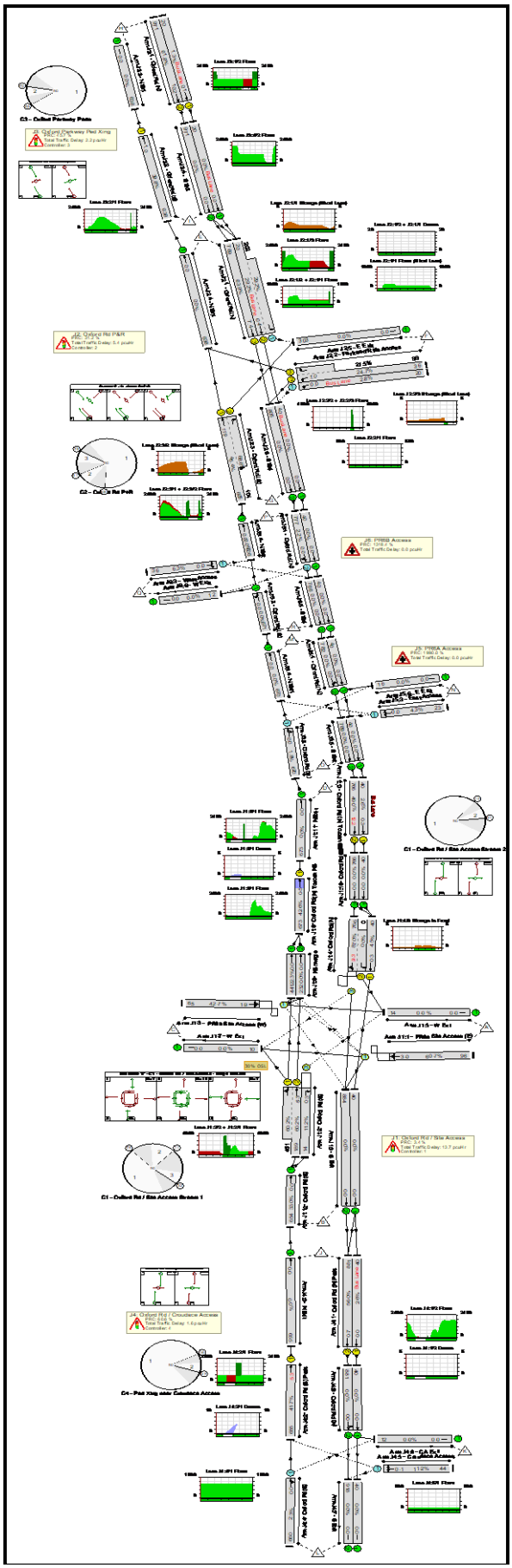
J2: Oxford Rd P&&R	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.6%**	**18**	**75**	**0**	**8.7**	**-**	**-**
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	55	-	93	1935:1809	193+703	10.4 : 10.4%	6	67	0	0.1 (0.1+0.0)	4.0 (10.6:2.2)	0.3
1/3	Oxford Rd (N) Ahead	U	C2:B		1	55	-	786	1935	1129	69.6%	-	-	-	3.6	16.3	15.7
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	12	8	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	13	-	230	1638:1729	110+252	63.5 : 63.5%	-	-	-	3.3 (1.0+2.3)	51.4 (50.0:52.0)	4.9
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	70:7	-	935	1905:1657	1348+81	65.4 : 65.4%	-	-	-	1.7 (1.1+0.6)	6.6 (4.4:43.4)	23.5
J3: Oxford Parkway Ped Xing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.0%**	**0**	**0**	**0**	**2.3**	**-**	**-**
1/1	Oxford Rd (N) Ahead	U	C3:A		1	77	-	20	1915	1556	1.3%	-	-	-	0.0	3.0	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	77	-	858	1965	1597	53.7%	-	-	-	1.3	5.4	8.0
2/1	Oxford Rd (S) Ahead	U	C3:B		1	77	-	1042	2005	1629	64.0%	-	-	-	1.0	3.4	2.1
J4: Oxford Rd / Croudace Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**	**37**	**0**	**0**	**2.4**	**-**	**-**
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	40	1915	1556	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	825	1965	1597	51.7%	-	-	-	0.5	2.3	0.7
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	77	-	990	1965	1597	62.0%	-	-	-	1.7	6.4	10.7
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	1005	Inf	20678	4.9%	22	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	15	Inf	273	5.5%	15	0	0	0.0	11.2	0.2
J5: PR6A Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.6%**	**12**	**0**	**0**	**0.0**	**-**	**-**

Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	935	Inf	36000	2.6%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	12	Inf	518	2.3%	12	0	0	0.0	3.6	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.4%**	**0**	**0**	**0**	**0.0**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	855	Inf	36000	2.4%	0	0	0	0.0	0.1	0.0
3/1	West Access Left Right	O	-		-	-	-	0	Inf	264	0.0%	0	0	0	0.0	0.0	0.0

C1 - Oxford Rd / Site Access	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	13.66	Cycle Time (s): 96
C1 - Oxford Rd / Site Access	Stream: 2 PRC for Signalled Lanes (%):	54.3	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s): 96
C2 - Oxford Rd P+R	PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	8.65	Cycle Time (s): 96
C3 - Oxford Parkway Peds	PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s): 96
C4 - Ped Xing near Croudace Access	PRC for Signalled Lanes (%):	45.1	Total Delay for Signalled Lanes (pcuHr):	2.30	Cycle Time (s): 96
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	28.70	

Basic Results Summary
Scenario 5: '5' (FG9: '2031 AM +CD +Dev', Plan 1: '1')
Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**	**264**	**192**	**13**	**22.9**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**	**109**	**0**	**13**	**13.7**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	96	1778	158	60.7%	42	0	1	1.8	67.8	3.0
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	39	-	640	1965:1958	314+749	60.2 : 60.2%	-	-	-	3.6 (1.0+2.6)	20.0 (19.0:20.5)	6.3
2/3	Oxford Rd (S) Right	O	C1:B		1	39	-	14	1760	125	11.2%	12	0	2	0.2	62.0	0.3
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	65	1827	152	42.7%	55	0	10	1.1	61.6	1.9
4/1	Oxford Rd (N) Ahead	U	C1:A		1	39	-	40	1980	880	4.5%	-	-	-	0.1	13.3	0.3
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	39	-	766	1980:1980	880+0	87.0 : 0.0%	0	0	0	5.5 (5.5+0.0)	26.0 (26.0:0.0)	9.3
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	70	-	673	2001	1579	42.6%	-	-	-	0.1	0.5	0.5
9/1	NB merge Ahead	U	-		-	-	-	441	1980	1980	22.3%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	40	1980	1562	2.6%	-	-	-	0.0	3.4	0.3
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	70	-	766	1983	1564	49.0%	-	-	-	1.2	5.6	12.2
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	654	1980	1980	33.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

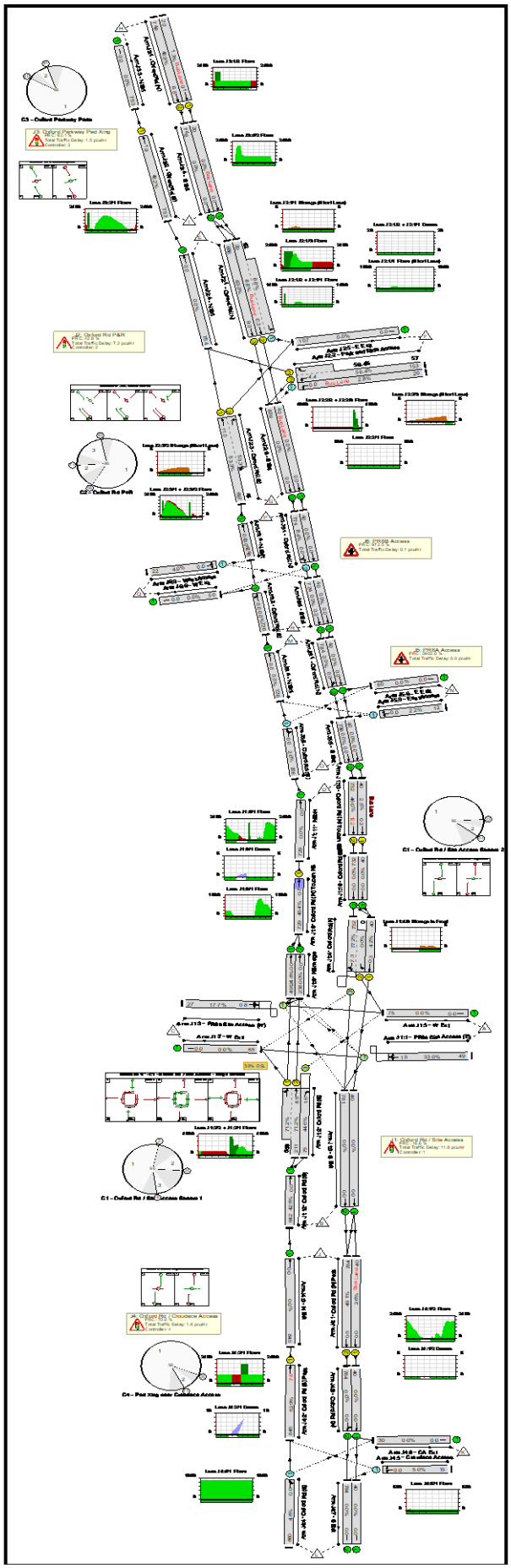
J2: Oxford Rd P&&R	-	-	-		-	-	-	-	-	-	**68.6%**	**30**	**192**	**0**	**5.4**	-	-
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	55	-	222	1935:1809	69+693	29.2 : 29.2%	18	184	0	0.2 (0.1+0.2)	3.9 (9.9:3.3)	0.4
1/3	Oxford Rd (N) Ahead	U	C2:B		1	55	-	769	1935	1204	63.9%	-	-	-	2.6	12.0	7.4
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	12	8	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	7	-	69	1638:1729	146+154	24.7 : 21.5%	-	-	-	0.9 (0.5+0.4)	46.0 (46.0:46.0)	1.0
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	70:7	-	706	1905:1657	1333+147	45.4 : 68.6%	-	-	-	1.7 (0.4+1.2)	8.5 (2.7:43.7)	11.9
J3: Oxford Parkway Ped Xing	-	-	-		-	-	-	-	-	-	**61.8%**	**0**	**0**	**0**	**2.2**	-	-
1/1	Oxford Rd (N) Ahead	U	C3:A		1	71	-	20	1915	1532	1.3%	-	-	-	0.0	3.1	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	71	-	971	1965	1572	61.8%	-	-	-	1.8	6.5	10.2
2/1	Oxford Rd (S) Ahead	U	C3:B		1	71	-	638	2005	1604	39.8%	-	-	-	0.4	2.2	1.0
J4: Oxford Rd / Croudace Access	-	-	-		-	-	-	-	-	-	**56.0%**	**54**	**0**	**0**	**1.6**	-	-
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	40	1915	1532	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	71	-	881	1965	1572	56.0%	-	-	-	0.6	2.6	0.7
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	71	-	655	1965	1572	41.7%	-	-	-	0.8	4.7	5.3
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	660	Inf	29062	2.3%	10	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	44	Inf	394	11.2%	44	0	0	0.1	5.1	0.1
J5: PR6A Access	-	-	-		-	-	-	-	-	-	**4.3%**	**23**	**0**	**0**	**0.0**	-	-

Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	670	Inf	36000	1.9%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	23	Inf	534	4.3%	23	0	0	0.0	3.5	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**6.3%**	**47**	**0**	**0**	**0.0**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	777	Inf	36000	2.2%	11	0	0	0.0	0.1	0.0
3/1	West Access Left Right	O	-		-	-	-	36	Inf	567	6.3%	36	0	0	0.0	3.4	0.0

C1 - Oxford Rd / Site Access	Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	12.40	Cycle Time (s): 90
C1 - Oxford Rd / Site Access	Stream: 2 PRC for Signalled Lanes (%):	83.8	Total Delay for Signalled Lanes (pcuHr):	1.31	Cycle Time (s): 90
C2 - Oxford Rd P+R	PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	5.36	Cycle Time (s): 90
C3 - Oxford Parkway Peds	PRC for Signalled Lanes (%):	45.7	Total Delay for Signalled Lanes (pcuHr):	2.18	Cycle Time (s): 90
C4 - Ped Xing near Croudace Access	PRC for Signalled Lanes (%):	60.6	Total Delay for Signalled Lanes (pcuHr):	1.51	Cycle Time (s): 90
	PRC Over All Lanes (%):	3.4	Total Delay Over All Lanes(pcuHr):	22.93	

Basic Results Summary
Scenario 6: '6' (FG10: '2031 PM +CD +Dev', Plan 1: '1')
Network Layout Diagram



Basic Results Summary

Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Oxford Rd / Site Access proposed	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**	**260**	**66**	**6**	**22.5**	**-**	**-**
J1: Oxford Rd / Site Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**	**123**	**0**	**6**	**11.8**	**-**	**-**
1/1	PR6a Site Access (E) Left Ahead Right	O	C1:D		1	7	-	49	1782	149	33.0%	26	0	1	0.8	59.5	1.5
2/2+2/1	Oxford Rd (S) Left Ahead	U	C1:B		1	45	-	767	1965:1931	296+781	71.2 : 71.2%	-	-	-	4.5 (1.2+3.4)	21.2 (19.7:21.8)	8.5
2/3	Oxford Rd (S) Right	O	C1:B		1	45	-	75	1760	168	44.6%	70	0	5	1.3	62.8	1.6
3/1	PR6b Site Access (W) Ahead Right Left	O	C1:C		1	7	-	27	1827	152	17.7%	26	0	1	0.4	55.7	0.8
4/1	Oxford Rd (N) Ahead	U	C1:A		1	45	-	40	1980	949	4.2%	-	-	-	0.1	10.1	0.3
4/3+4/2	Oxford Rd (N) Left Ahead Right	O+U	C1:A		1	45	-	732	1980:1980	949+0	77.2 : 0.0%	0	0	0	3.2 (3.2+0.0)	15.7 (15.7:0.0)	7.3
8/1	Oxford Rd (N) Toucan NB Ahead	U	C1:M		1	76	-	729	2001	1605	45.4%	-	-	-	0.1	0.5	0.7
9/1	NB merge Ahead	U	-		-	-	-	491	1980	1980	24.8%	-	-	-	0.0	0.0	0.0
10/1	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	40	1980	1588	2.5%	-	-	-	0.0	3.8	0.3
10/2	Oxford Rd (N) Toucan SB Ahead	U	C1:N		1	76	-	732	1983	1591	46.0%	-	-	-	1.3	6.2	12.2
12/1	Oxford Rd (S) Ahead	U	-		-	-	-	842	1980	1980	42.5%	-	-	-	0.0	0.0	0.0

Basic Results Summary

J2: Oxford Rd P&&R	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.0%**	**16**	**66**	**0**	**7.2**	**-**	**-**
1/2+1/1	Oxford Rd (N) Left Ahead	U+O	C2:B -		1	53	-	82	1935:1809	227+705	8.8 : 8.8%	5	57	0	0.1 (0.1+0.0)	4.4 (11.5:2.1)	0.3
1/3	Oxford Rd (N) Ahead	U	C2:B		1	53	-	686	1935	1088	63.0%	-	-	-	3.1	16.3	9.0
2/1	Park and Ride Access Left	O	-		-	-	-	20	1915	711	2.8%	11	9	0	0.0	2.6	0.0
2/2+2/3	Park and Ride Access Right Left	U	C2:C		1	15	-	210	1638:1729	271+101	56.4 : 56.4%	-	-	-	2.8 (2.0+0.7)	47.2 (47.8:45.5)	4.4
3/1+3/2	Oxford Rd (S) Ahead Right	U	C2:A C2:D		1	68:7	-	742	1905:1657	1307+84	53.3 : 53.3%	-	-	-	1.2 (0.7+0.5)	6.0 (3.6:43.1)	11.5
J3: Oxford Parkway Ped Xing	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**46.9%**	**0**	**0**	**0**	**1.5**	**-**	**-**
1/1	Oxford Rd (N) Ahead	U	C3:A		1	77	-	20	1915	1556	1.3%	-	-	-	0.0	3.0	0.1
1/2	Oxford Rd (N) Ahead	U	C3:A		1	77	-	748	1965	1597	46.9%	-	-	-	1.0	4.8	6.5
2/1	Oxford Rd (S) Ahead	U	C3:B		1	77	-	753	2005	1629	46.2%	-	-	-	0.5	2.5	1.9
J4: Oxford Rd / Croudace Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.9%**	**37**	**0**	**0**	**1.8**	**-**	**-**
1/1	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	40	1915	1556	2.6%	-	-	-	0.0	1.2	0.0
1/2	Oxford Rd (N) Peds Ahead	U	C4:A		1	77	-	784	1965	1597	49.1%	-	-	-	0.5	2.2	0.5
2/1	Oxford Rd (S) Peds Ahead	U	C4:B		1	77	-	845	1965	1597	52.9%	-	-	-	1.3	5.4	7.8
4/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	860	Inf	18047	4.8%	22	0	0	0.0	0.1	0.0
5/1	Croudace Access Right Left	O	-		-	-	-	15	Inf	301	5.0%	15	0	0	0.0	6.4	0.0
J5: PR6A Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**2.2%**	**12**	**0**	**0**	**0.0**	**-**	**-**

Basic Results Summary

2/1	Oxford Rd (S) Ahead Right	O	-		-	-	-	726	Inf	36000	2.0%	0	0	0	0.0	0.1	0.0
3/1	East Access Right Left	O	-		-	-	-	12	Inf	534	2.2%	12	0	0	0.0	3.5	0.0
J6: PR6B Access	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**8.4%**	**72**	**0**	**0**	**0.1**	**-**	**-**
1/2	Oxford Rd (N) Ahead Right	O	-		-	-	-	774	Inf	9224	8.4%	50	0	0	0.0	0.2	0.0
3/1	West Access Left Right	O	-		-	-	-	22	Inf	555	4.0%	22	0	0	0.0	3.4	0.0

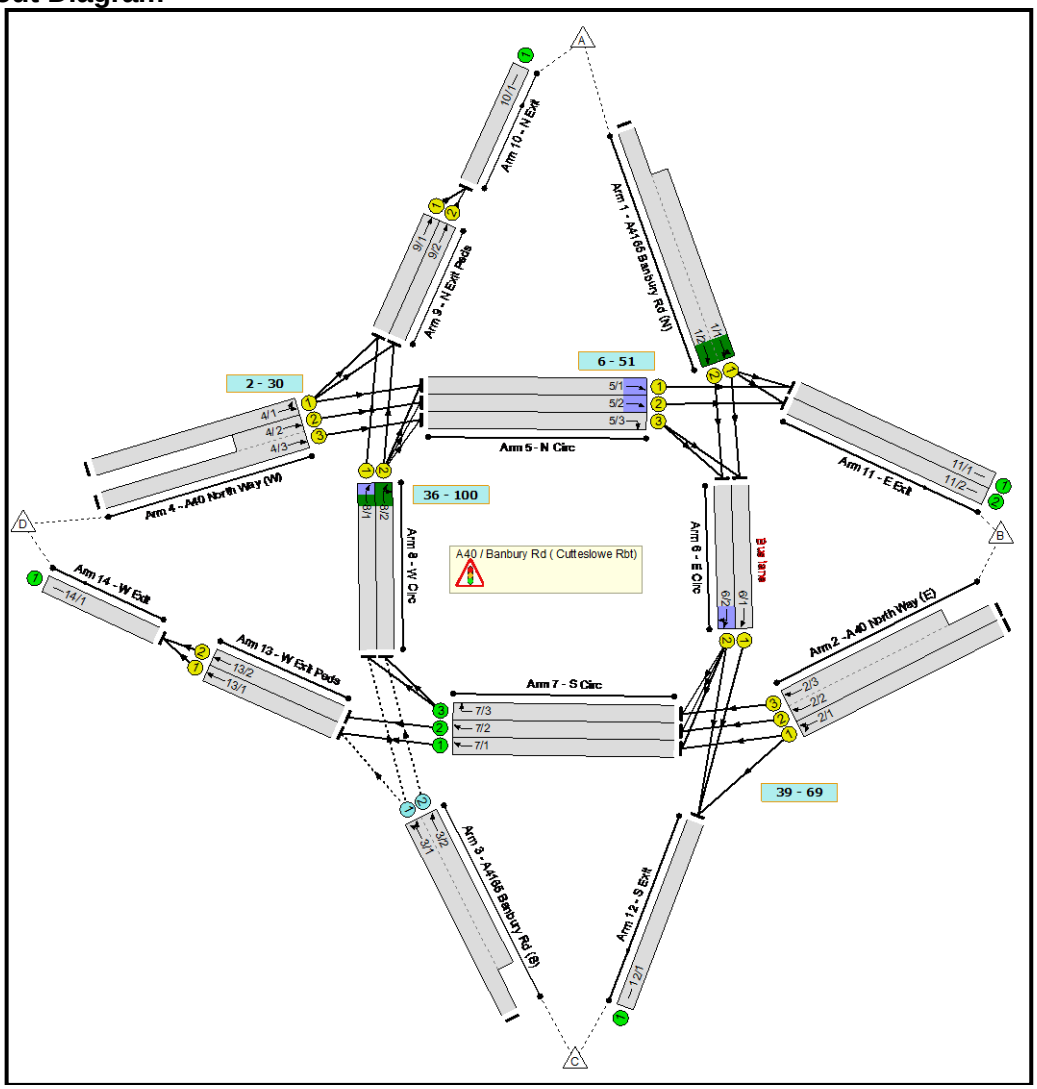
C1 - Oxford Rd / Site Access	Stream: 1 PRC for Signalled Lanes (%):	16.6	Total Delay for Signalled Lanes (pcuHr):	10.36	Cycle Time (s): 96
C1 - Oxford Rd / Site Access	Stream: 2 PRC for Signalled Lanes (%):	95.6	Total Delay for Signalled Lanes (pcuHr):	1.42	Cycle Time (s): 96
C2 - Oxford Rd P+R	PRC for Signalled Lanes (%):	42.8	Total Delay for Signalled Lanes (pcuHr):	7.21	Cycle Time (s): 96
C3 - Oxford Parkway Peds	PRC for Signalled Lanes (%):	92.1	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s): 96
C4 - Ped Xing near Croudace Access	PRC for Signalled Lanes (%):	70.0	Total Delay for Signalled Lanes (pcuHr):	1.76	Cycle Time (s): 96
	PRC Over All Lanes (%):	16.6	Total Delay Over All Lanes(pcuHr):	22.45	

Full Input Data And Results

User and Project Details

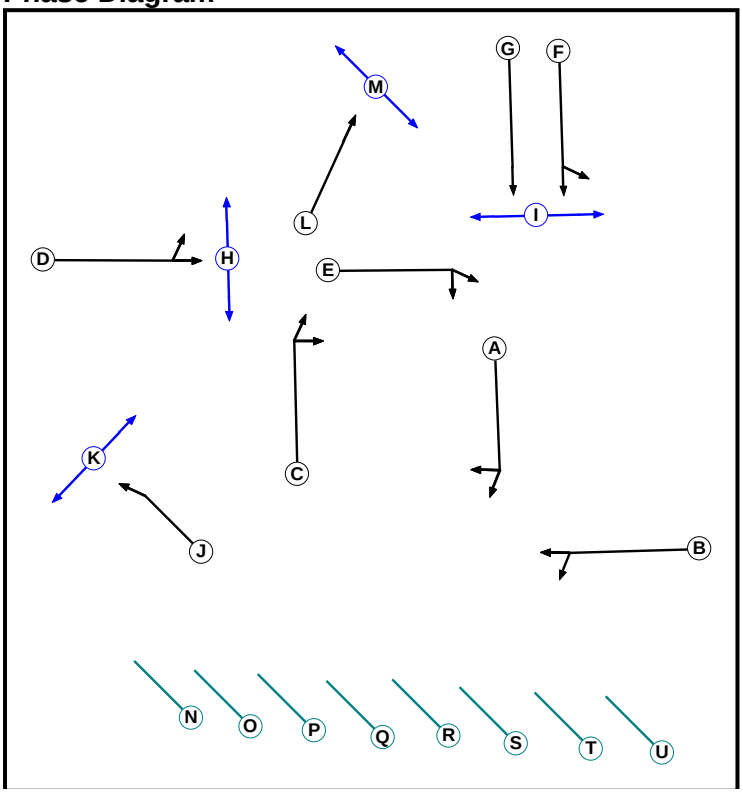
Project:	
Title:	**A40 / Banbury Rd (Cutteslowe Rbt)**
Location:	
Additional detail:	
File name:	A40 Cutteslowe Rbt.lsg3x
Author:	al
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Pedestrian	1		5	5
I	Pedestrian	1		5	5
J	Traffic	2		7	7
K	Pedestrian	2		5	5
L	Traffic	3		7	7
M	Pedestrian	3		5	5
N	Dummy	1		2	2
O	Dummy	1		1	1
P	Dummy	1		1	1
Q	Dummy	1		6	6
R	Dummy	1		1	1
S	Dummy	1		1	1
T	Dummy	1		1	1
U	Dummy	1		1	1

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
A		5	-	-	-	-	-	-	-	-	-	-	-	3	-	5	5	5	-	-	-
B	7		-	-	-	-	-	-	-	-	-	-	-	3	7	6	-	-	6	6	6
C	-	-		5	-	-	-	-	-	-	-	-	-	3	5	-	-	-	-	5	-
D	-	-	6		-	-	-	6	-	-	-	-	-	3	-	6	6	6	6	6	6
E	-	-	-	-		5	5	-	-	-	-	-	-	3	-	-	-	5	5	5	-
F	-	-	-	-	6		-	-	5	-	-	-	-	3	6	5	5	-	-	-	5
G	-	-	-	-	6	-		-	5	-	-	-	-	3	6	5	5	5	-	-	5
H	-	-	-	5	-	-	-		-	-	-	-	-	3	5	-	-	-	-	5	5
I	-	-	-	-	-	5	5	-		-	-	-	-	3	-	-	5	5	5	5	5
J	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	-		5	-	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-
N	2	2	2	2	2	2	2	2	2	-	-	-	-		-	-	-	-	-	-	-
O	-	2	2	-	-	2	2	2	-	-	-	-	-	-		-	-	-	-	-	-
P	2	2	-	2	-	2	2	-	-	-	-	-	-	-	-		-	-	-	-	-
Q	2	-	-	2	-	2	2	-	2	-	-	-	-	-	-	-		-	-	-	-
R	2	-	-	2	2	-	2	-	2	-	-	-	-	-	-	-	-		-	-	-
S	-	2	-	2	2	-	-	-	2	-	-	-	-	-	-	-	-	-		-	-
T	-	2	2	2	2	-	-	2	2	-	-	-	-	-	-	-	-	-	-		-
U	-	2	-	2	-	2	2	2	2	-	-	-	-	-	-	-	-	-	-	-	

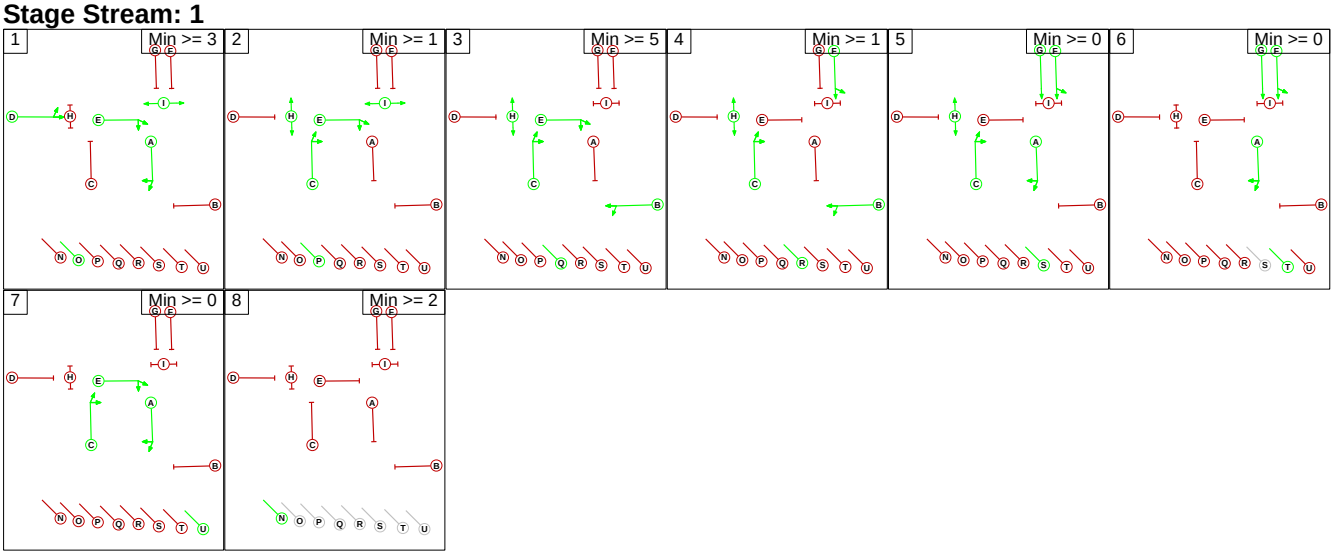
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D E I O
1	2	C E H I P
1	3	B C E H Q
1	4	B C F H R
1	5	A C F G H S
1	6	A F G T
1	7	A C E U
1	8	N
2	1	J
2	2	K
3	1	L
3	2	M

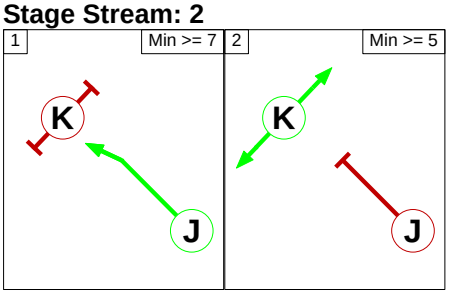
Full Input Data And Results

Stage Diagram

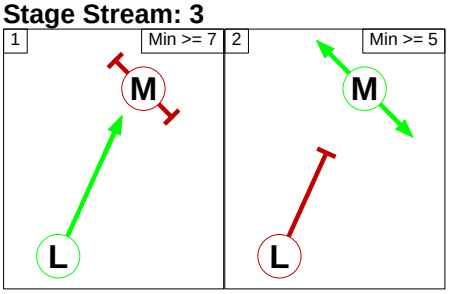
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	4	4
1	3	A	Losing	4	4
1	4	A	Losing	4	4
1	4	E	Losing	3	3
1	5	E	Losing	3	3
3	1	C	Losing	6	6
4	1	C	Losing	6	6
5	2	A	Losing	3	3
5	3	A	Losing	3	3
5	4	A	Losing	3	3
6	2	A	Losing	3	3
6	3	A	Losing	3	3
6	4	A	Losing	3	3

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		9	9	9	8	6	6	3
2	5		5	5	5	5	5	3
3	11	6		5	7	7	7	3
4	11	6	6		7	7	7	3
5	6	8	8	8		5	6	3
6	6	8	8	8	2		6	3
7	5	5	5	5	5	5		3
8	2	2	2	2	2	2	2	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	5	

Full Input Data And Results

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A40 / Banbury Rd (Cutteslowe Rbt)											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/1 (A4165 Banbury Rd (S))	8/1 (Ahead)	970	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/3	1.00	All					
	13/1 (Ahead)	970	0	7/1	1.00	All					
				7/2	1.00	All					
3/2 (A4165 Banbury Rd (S))	8/2 (Ahead)	970	0	7/1	1.00	All	-	-	-	-	-
				7/2	1.00	All					
				7/3	1.00	All					

Full Input Data And Results

Lane Input Data

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A4165 Banbury Rd (N))	U	F	2	3	17.7	User	1900	-	-	-	-	-
1/2 (A4165 Banbury Rd (N))	U	G	2	3	60.0	User	1900	-	-	-	-	-
2/1 (A40 North Way (E))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/2 (A40 North Way (E))	U	B	2	3	60.0	User	1900	-	-	-	-	-
2/3 (A40 North Way (E))	U	B	2	3	38.3	User	1900	-	-	-	-	-
3/1 (A4165 Banbury Rd (S))	O		2	3	60.0	User	1900	-	-	-	-	-
3/2 (A4165 Banbury Rd (S))	O		2	3	16.2	User	1900	-	-	-	-	-
4/1 (A40 North Way (W))	U	D	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A40 North Way (W))	U	D	2	3	6.1	User	1900	-	-	-	-	-
4/3 (A40 North Way (W))	U	D	2	3	60.0	User	1900	-	-	-	-	-
5/1 (N Circ)	U	E	2	3	6.3	User	1900	-	-	-	-	-
5/2 (N Circ)	U	E	2	3	6.1	User	1900	-	-	-	-	-
5/3 (N Circ)	U	E	2	3	5.7	User	1900	-	-	-	-	-
6/1 (E Circ)	U	A	2	3	7.0	User	1900	-	-	-	-	-
6/2 (E Circ)	U	A	2	3	7.0	User	1900	-	-	-	-	-
7/1 (S Circ)	U		2	3	5.7	User	1900	-	-	-	-	-
7/2 (S Circ)	U		2	3	5.7	User	1900	-	-	-	-	-
7/3 (S Circ)	U		2	3	5.7	User	1900	-	-	-	-	-
8/1 (W Circ)	U	C	2	3	5.6	User	1900	-	-	-	-	-

Full Input Data And Results

8/2 (W Circ)	U	C	2	3	5.6	User	1900	-	-	-	-	-
9/1 (N Exit Peds)	U	L	2	3	5.4	User	1900	-	-	-	-	-
9/2 (N Exit Peds)	U	L	2	3	5.4	User	1900	-	-	-	-	-
10/1 (N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2 (E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (W Exit Peds)	U	J	2	3	5.2	User	1900	-	-	-	-	-
13/2 (W Exit Peds)	U	J	2	3	5.2	User	1900	-	-	-	-	-
14/1 (W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM Observed'	08:15	09:15	01:00	
2: '2022 PM Observed'	17:00	18:00	01:00	
3: '2025 AM Base'	08:15	09:15	01:00	
4: '2025 PM Base'	17:00	18:00	01:00	
7: '2025 AM Base + CD'	08:00	09:00	01:00	F3+F5
8: '2025 PM Base + CD'	08:00	09:00	01:00	F4+F6
9: '2025 AM Base + CD + Dev'	08:15	09:15	01:00	
10: '2025 PM Base + CD + Dev'	17:00	18:00	01:00	
11: '2031 AM Base + CD + Dev'	08:15	09:15	01:00	
12: '2031 PM Base + CD + Dev'	17:00	18:00	01:00	

Scenario 1: '1' (FG1: '2022 AM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	447	468	37	952
	B	371	30	135	561	1097
	C	282	171	0	133	586
	D	30	1017	294	10	1351
	Tot.	683	1665	897	741	3986

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 1
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	487
1/2 (with short)	952(In) 465(Out)
2/1	322
2/2 (with short)	775(In) 374(Out)
2/3 (short)	401
3/1 (with short)	586(In) 310(Out)
3/2 (short)	276
4/1	594
4/2 (short)	453
4/3 (with short)	757(In) 304(Out)
5/1	673
5/2	545
5/3	304
6/1	40
6/2	769
7/1	189
7/2	419
7/3	401
8/1	421
8/2	433
9/1	432
9/2	251
10/1	683
11/1	897
11/2	768
12/1	897
13/1	322
13/2	419
14/1	741

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 2: '2' (FG2: '2022 PM Observed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	381	270	41	692
	B	427	11	95	718	1251
	C	496	199	0	206	901
	D	21	938	183	5	1147
	Tot.	944	1529	548	970	3991

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	421
1/2 (with short)	692(In) 271(Out)
2/1	391
2/2 (with short)	860(In) 422(Out)
2/3 (short)	438
3/1 (with short)	901(In) 466(Out)
3/2 (short)	435
4/1	517
4/2 (short)	442
4/3 (with short)	630(In) 188(Out)
5/1	599
5/2	549
5/3	188
6/1	40
6/2	459
7/1	296
7/2	468
7/3	438
8/1	587
8/2	546
9/1	594
9/2	350
10/1	944
11/1	790
11/2	739
12/1	548
13/1	502
13/2	468
14/1	970

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 3: '3' (FG7: '2025 AM Base + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	292	414	24	730
	B	383	24	120	588	1115
	C	337	177	0	130	644
	D	59	1092	328	0	1479
	Tot.	779	1585	862	742	3968

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 3
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	332
1/2 (with short)	730(In) 398(Out)
2/1	329
2/2 (with short)	786(In) 379(Out)
2/3 (short)	407
3/1 (with short)	644(In) 342(Out)
3/2 (short)	302
4/1	661
4/2 (short)	490
4/3 (with short)	818(In) 328(Out)
5/1	706
5/2	587
5/3	328
6/1	40
6/2	726
7/1	210
7/2	402
7/3	407
8/1	451
8/2	470
9/1	470
9/2	309
10/1	779
11/1	852
11/2	733
12/1	862
13/1	340
13/2	402
14/1	742

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 4: '4' (FG8: '2025 PM Base + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	560	273	16	849
	B	391	0	136	834	1361
	C	562	161	0	56	779
	D	57	969	187	0	1213
	Tot.	1010	1690	596	906	4202

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 4
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	600
1/2 (with short)	849(In) 249(Out)
2/1	423
2/2 (with short)	938(In) 547(Out)
2/3 (short)	391
3/1 (with short)	779(In) 397(Out)
3/2 (short)	382
4/1	556
4/2 (short)	470
4/3 (with short)	657(In) 187(Out)
5/1	574
5/2	556
5/3	187
6/1	40
6/2	436
7/1	290
7/2	560
7/3	391
8/1	555
8/2	559
9/1	571
9/2	439
10/1	1010
11/1	854
11/2	836
12/1	596
13/1	346
13/2	560
14/1	906

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 5: '5' (FG9: '2025 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	300	448	56	804
	B	385	24	120	588	1117
	C	345	177	0	130	652
	D	61	1092	328	0	1481
	Tot.	791	1593	896	774	4054

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 5
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	340
1/2 (with short)	804(In) 464(Out)
2/1	335
2/2 (with short)	782(In) 373(Out)
2/3 (short)	409
3/1 (with short)	652(In) 336(Out)
3/2 (short)	316
4/1	661
4/2 (short)	492
4/3 (with short)	820(In) 328(Out)
5/1	702
5/2	591
5/3	328
6/1	40
6/2	792
7/1	216
7/2	428
7/3	409
8/1	455
8/2	476
9/1	476
9/2	315
10/1	791
11/1	852
11/2	741
12/1	896
13/1	346
13/2	428
14/1	774

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 6: '6' (FG10: '2025 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	568	295	20	883
	B	401	0	145	834	1380
	C	604	161	0	56	821
	D	83	969	187	0	1239
	Tot.	1088	1698	627	910	4323

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 6
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	608
1/2 (with short)	883(In) 275(Out)
2/1	429
2/2 (with short)	951(In) 550(Out)
2/3 (short)	401
3/1 (with short)	821(In) 421(Out)
3/2 (short)	400
4/1	570
4/2 (short)	482
4/3 (with short)	669(In) 187(Out)
5/1	561
5/2	569
5/3	187
6/1	40
6/2	462
7/1	287
7/2	567
7/3	401
8/1	587
8/2	579
9/1	605
9/2	483
10/1	1088
11/1	845
11/2	853
12/1	627
13/1	343
13/2	567
14/1	910

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 7: '7' (FG11: '2031 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	313	430	186	929
	B	426	28	128	593	1175
	C	312	163	0	205	680
	D	70	831	123	0	1024
	Tot.	808	1335	681	984	3808

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 7
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	353
1/2 (with short)	929(In) 576(Out)
2/1	359
2/2 (with short)	816(In) 362(Out)
2/3 (short)	454
3/1 (with short)	680(In) 374(Out)
3/2 (short)	306
4/1	472
4/2 (short)	429
4/3 (with short)	552(In) 123(Out)
5/1	494
5/2	528
5/3	123
6/1	40
6/2	699
7/1	232
7/2	547
7/3	454
8/1	466
8/2	463
9/1	485
9/2	323
10/1	808
11/1	651
11/2	684
12/1	681
13/1	437
13/2	547
14/1	984

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Scenario 8: '8' (FG12: '2031 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	420	304	173	897
	B	384	0	159	687	1230
	C	461	146	0	166	773
	D	54	752	112	0	918
	Tot.	899	1318	575	1026	3818

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 8
Junction: A40 / Banbury Rd (Cutteslowe Rbt)	
1/1 (short)	460
1/2 (with short)	897(In) 437(Out)
2/1	371
2/2 (with short)	859(In) 475(Out)
2/3 (short)	384
3/1 (with short)	773(In) 436(Out)
3/2 (short)	337
4/1	418
4/2 (short)	388
4/3 (with short)	500(In) 112(Out)
5/1	432
5/2	466
5/3	112
6/1	40
6/2	549
7/1	217
7/2	643
7/3	384
8/1	463
8/2	528
9/1	476
9/2	423
10/1	899
11/1	642
11/2	676
12/1	575
13/1	383
13/2	643
14/1	1026

Full Input Data And Results

Lane Saturation Flows

Full Input Data And Results

Junction: A40 / Banbury Rd (Cutteslowe Rbt)								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A4165 Banbury Rd (N) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A4165 Banbury Rd (N) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (A40 North Way (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
2/2 (A40 North Way (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
2/3 (A40 North Way (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/1 (A4165 Banbury Rd (S) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A4165 Banbury Rd (S) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A40 North Way (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A40 North Way (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A40 North Way (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
5/3 (N Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
11/1 (E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

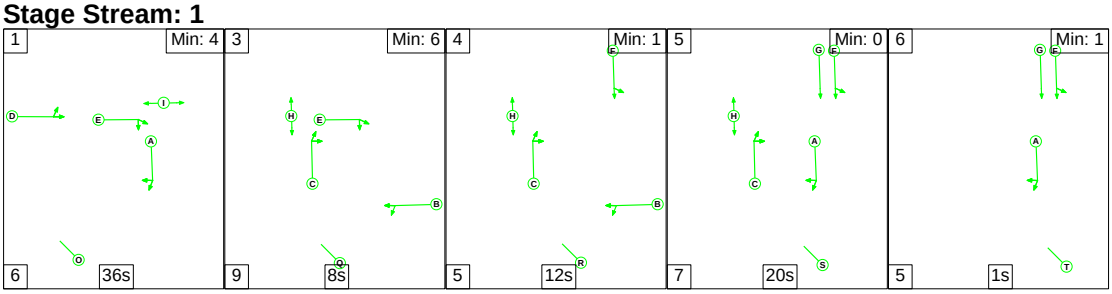
Full Input Data And Results

11/2 (E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
12/1 (S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (W Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
13/2 (W Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
14/1 (W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

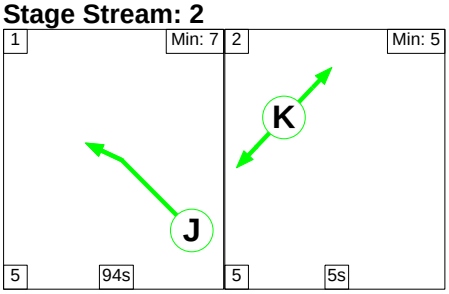
Scenario 1: '1' (FG1: '2022 AM Observed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

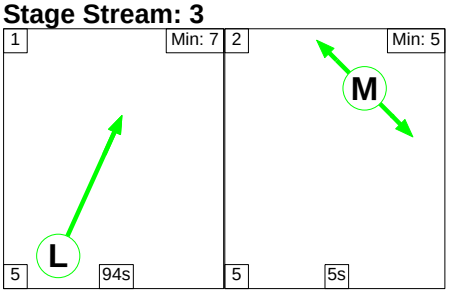
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	36	8	12	20	1
Change Point	0	42	59	76	103

Stage Stream: 2

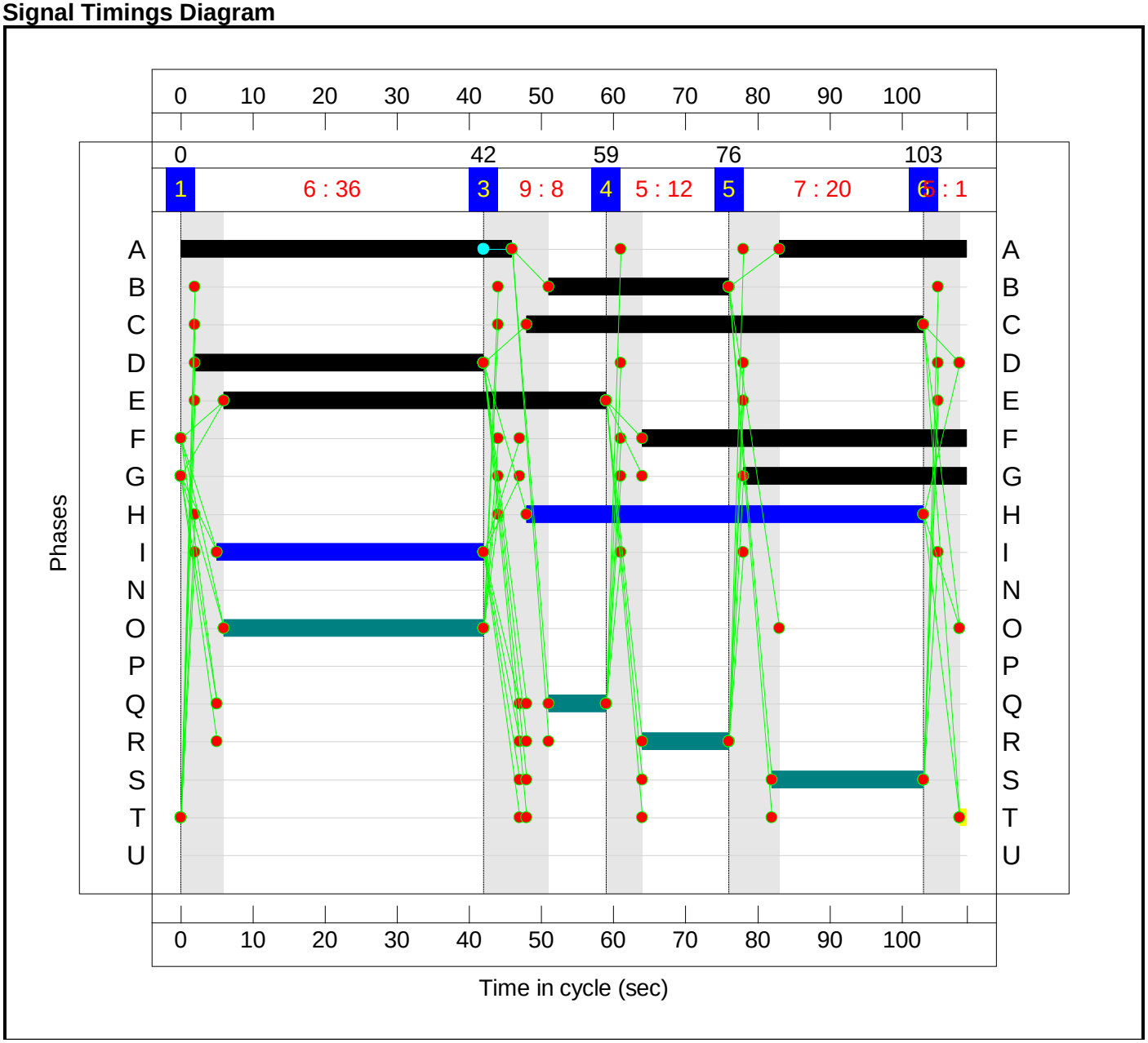
Stage	1	2
Duration	94	5
Change Point	50	40

Full Input Data And Results

Stage Stream: 3

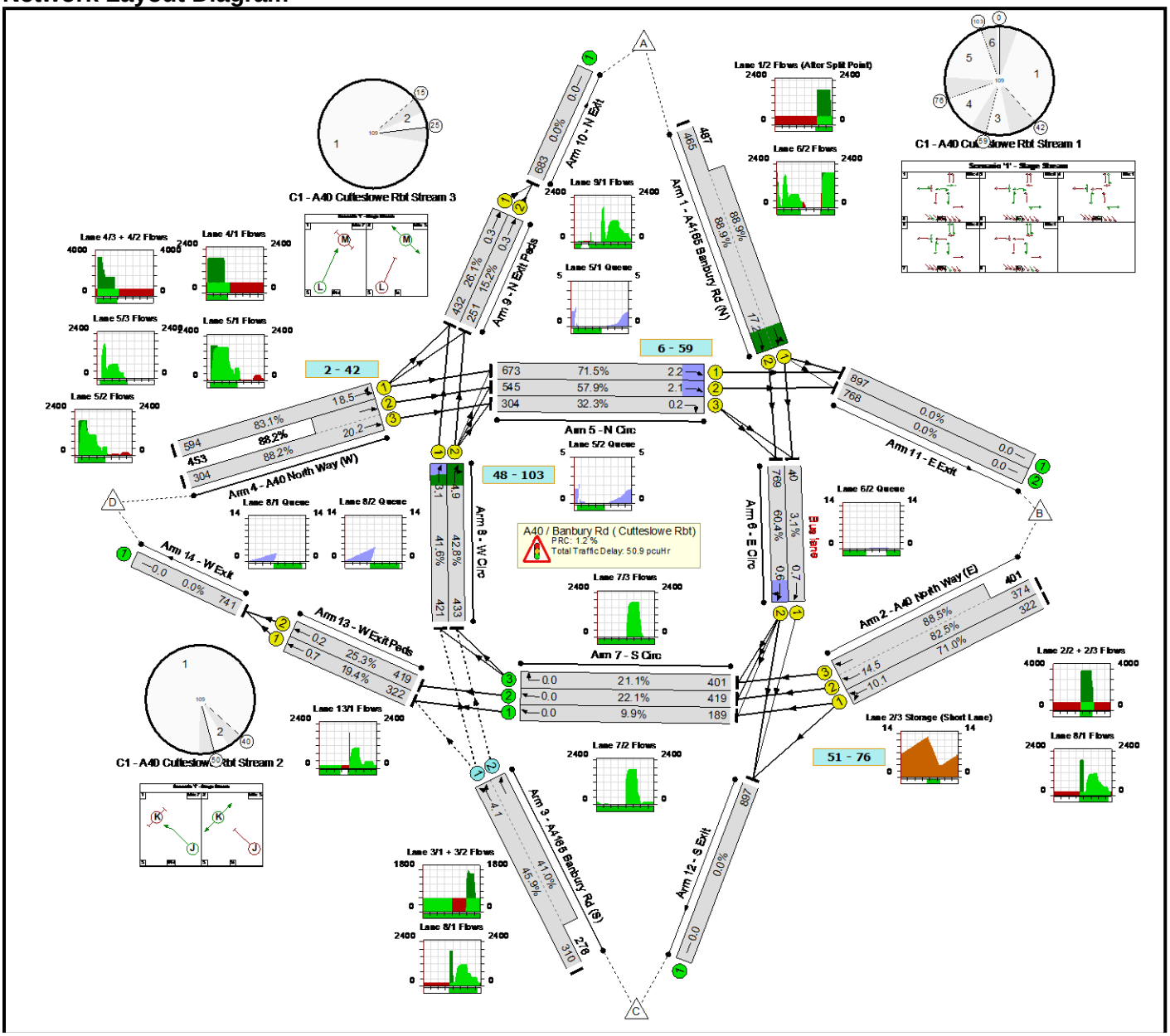
Stage	1	2
Duration	94	5
Change Point	25	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	31:45	-	952	1900:1900	523+548	88.9 : 88.9%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	25	-	322	1900	453	71.0%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	25	-	775	1900:1900	453+453	82.5 : 88.5%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	586	1900:1900	676+673	45.9 : 41.0%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	40	-	594	1900	715	83.1%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	40	-	757	1900:1900	345+514	88.2 : 88.2%
5/1	N Circ Ahead	U	1	N/A	E		1	53	-	673	1900	941	71.5%
5/2	N Circ Ahead	U	1	N/A	E		1	53	-	545	1900	941	57.9%
5/3	N Circ Right	U	1	N/A	E		1	53	-	304	1900	941	32.3%
6/1	E Circ Ahead	U	1	N/A	A		1	72	-	40	1900	1272	3.1%
6/2	E Circ Right Ahead	U	1	N/A	A		1	72	-	769	1900	1272	60.4%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	189	1900	1900	9.9%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	419	1900	1900	22.1%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	401	1900	1900	21.1%
8/1	W Circ Ahead	U	1	N/A	C		1	55	-	421	1900	1011	41.6%
8/2	W Circ Right Ahead	U	1	N/A	C		1	55	-	433	1900	1011	42.8%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	94	-	432	1900	1656	26.1%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	94	-	251	1900	1656	15.2%
10/1	N Exit	U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	768	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	94	-	322	1900	1656	19.4%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	94	-	419	1900	1656	25.3%
14/1	W Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1172**	**0**	**0**	**35.3**	**15.6**	**0.0**	**50.9**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1172**	**0**	**0**	**35.3**	**15.6**	**0.0**	**50.9**	**-**	**-**	**-**	**-**
1/2+1/1	952	952	-	-	-	8.4	3.8	-	12.2 (6.7+5.5)	46.1 (52.2:40.3)	13.4	3.8	17.2
2/1	322	322	-	-	-	3.4	1.2	-	4.6	51.5	8.9	1.2	10.1
2/2+2/3	775	775	-	-	-	8.5	2.8	-	11.4 (5.5+5.9)	52.8 (52.5:53.2)	11.7	2.8	14.5
3/1+3/2	586	586	1172	0	0	0.9	0.4	-	1.2 (0.7+0.6)	7.7 (7.8:7.6)	3.7	0.4	4.1
4/1	594	594	-	-	-	5.1	2.4	-	7.5	45.2	16.2	2.4	18.5
4/3+4/2	757	757	-	-	-	6.1	3.5	-	9.6 (3.8+5.8)	45.4 (44.9:45.8)	16.7	3.5	20.2
5/1	673	673	-	-	-	0.4	0.0	-	0.4	2.2	2.2	0.0	2.2
5/2	545	545	-	-	-	0.5	0.0	-	0.5	3.2	2.1	0.0	2.1
5/3	304	304	-	-	-	0.0	0.2	-	0.2	2.8	0.0	0.2	0.2
6/1	40	40	-	-	-	0.0	0.0	-	0.1	5.9	0.7	0.0	0.7
6/2	769	769	-	-	-	0.1	0.0	-	0.1	0.7	0.6	0.0	0.6
7/1	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	421	421	-	-	-	0.6	0.4	-	1.0	8.6	2.8	0.4	3.1
8/2	433	433	-	-	-	1.1	0.4	-	1.4	12.0	4.5	0.4	4.9
9/1	432	432	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3
9/2	251	251	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.3
10/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	322	322	-	-	-	0.0	0.1	-	0.2	1.7	0.6	0.1	0.7
13/2	419	419	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.2
14/1	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

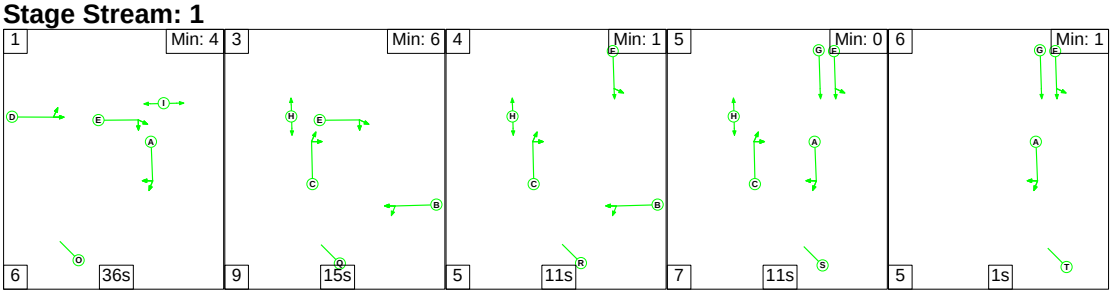
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	48.99	Cycle Time (s): 109
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	255.7	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 109
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	245.0	Total Delay for Signalled Lanes (pcuHr):	0.29	Cycle Time (s): 109
	PRC Over All Lanes (%):	1.2	Total Delay Over All Lanes(pcuHr):	50.86	

Full Input Data And Results

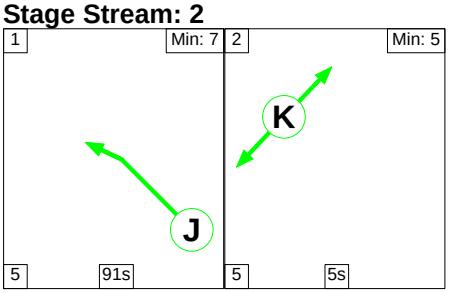
Scenario 2: '2' (FG2: '2022 PM Observed', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

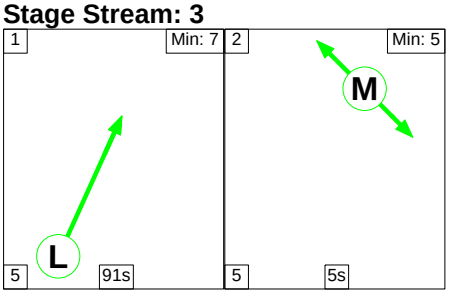
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	36	15	11	11	1
Change Point	0	42	66	82	100

Stage Stream: 2

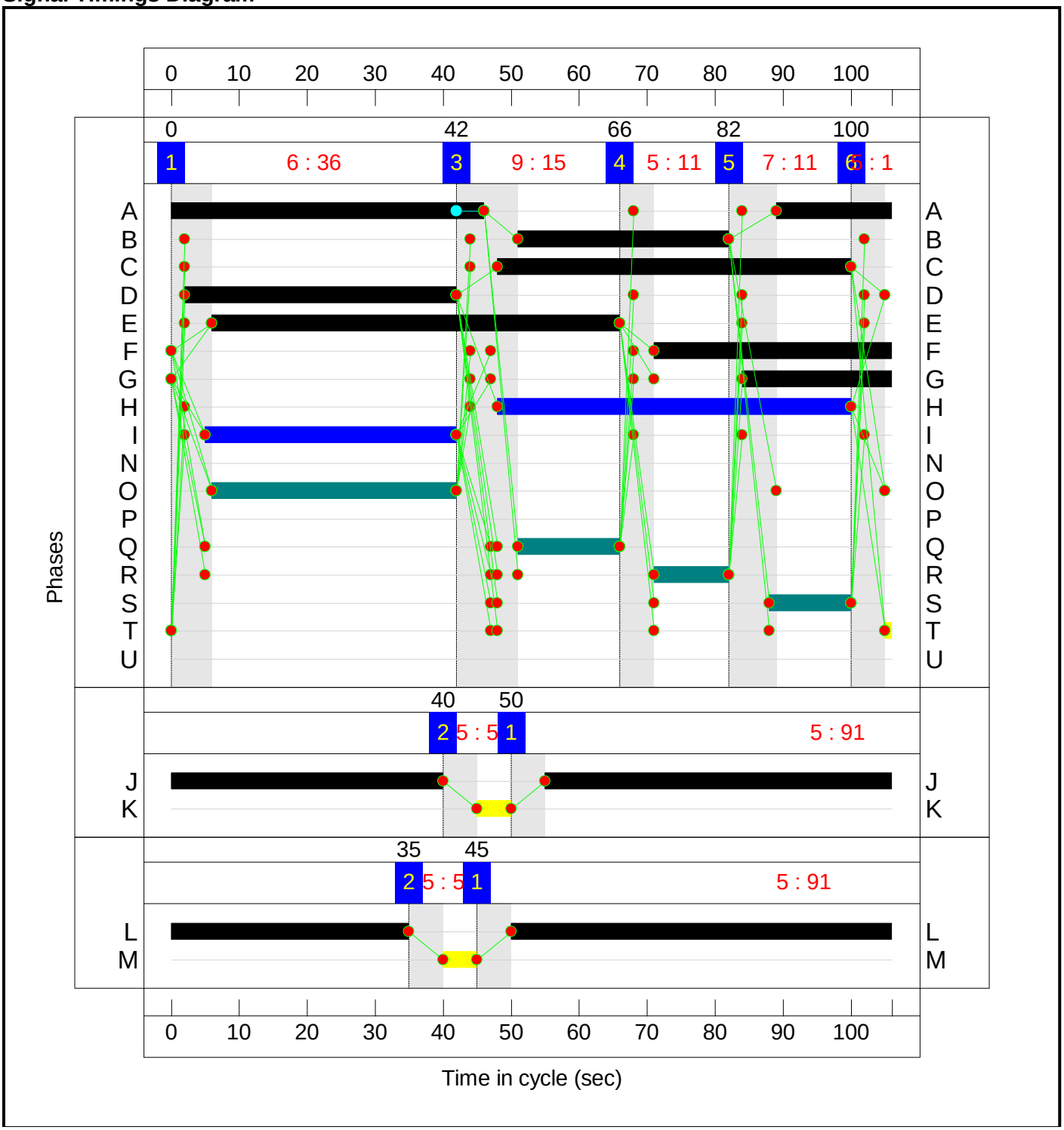
Stage	1	2
Duration	91	5
Change Point	50	40

Stage Stream: 3

Stage	1	2
Duration	91	5
Change Point	45	35

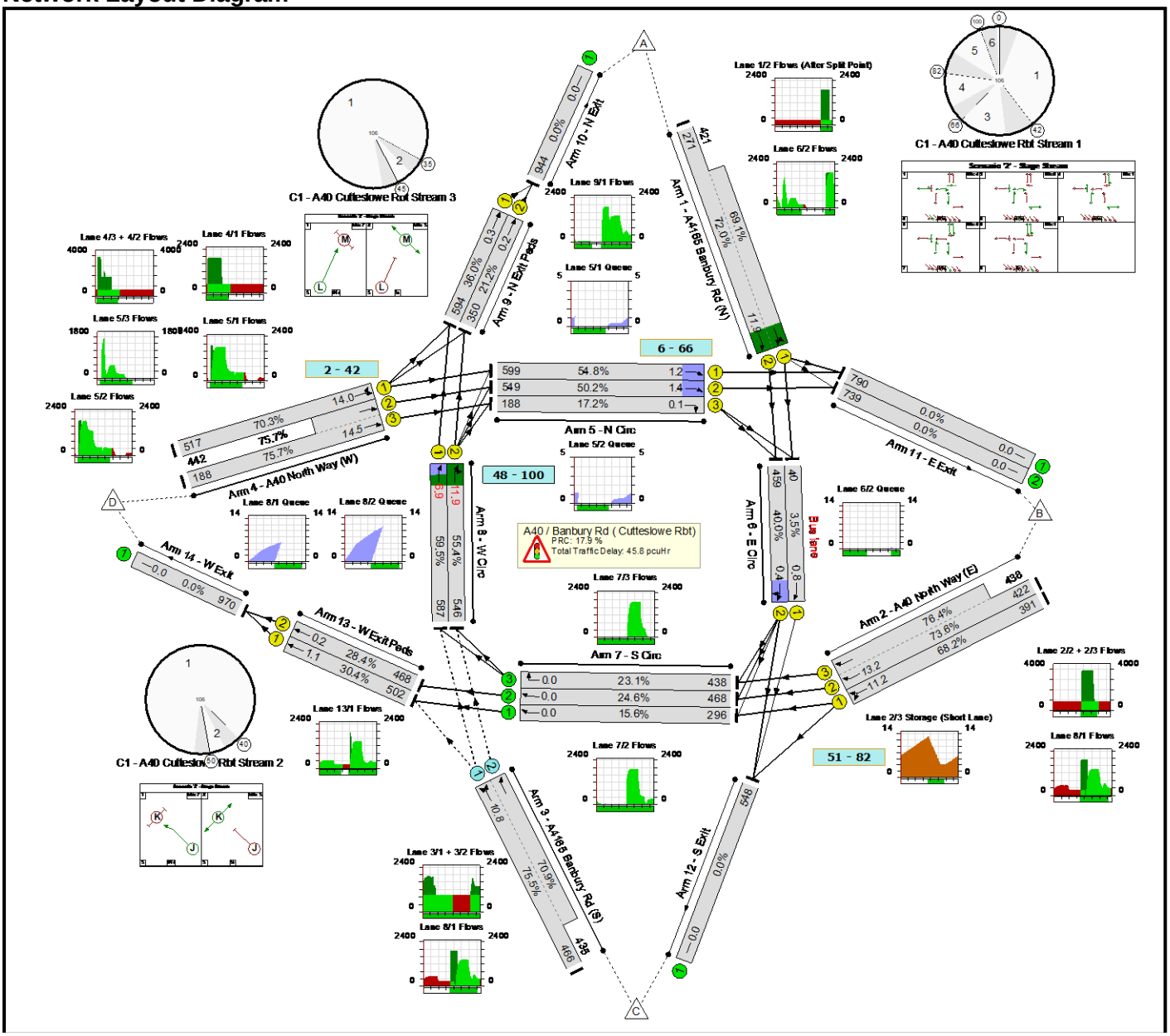
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.4%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	22:35	-	692	1900:1900	376+609	72.0 : 69.1%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	31	-	391	1900	574	68.2%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	31	-	860	1900:1900	574+574	73.6 : 76.4%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	901	1900:1900	617+614	75.5 : 70.9%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	40	-	517	1900	735	70.3%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	40	-	630	1900:1900	248+584	75.7 : 75.7%
5/1	N Circ Ahead	U	1	N/A	E		1	60	-	599	1900	1093	54.8%
5/2	N Circ Ahead	U	1	N/A	E		1	60	-	549	1900	1093	50.2%
5/3	N Circ Right	U	1	N/A	E		1	60	-	188	1900	1093	17.2%
6/1	E Circ Ahead	U	1	N/A	A		1	63	-	40	1900	1147	3.5%
6/2	E Circ Right Ahead	U	1	N/A	A		1	63	-	459	1900	1147	40.0%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	296	1900	1900	15.6%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	468	1900	1900	24.6%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	438	1900	1900	23.1%
8/1	W Circ Ahead	U	1	N/A	C		1	52	-	587	1900	986	59.5%
8/2	W Circ Right Ahead	U	1	N/A	C		1	52	-	546	1900	986	55.4%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	91	-	594	1900	1649	36.0%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	91	-	350	1900	1649	21.2%
10/1	N Exit	U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	739	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	91	-	502	1900	1649	30.4%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	91	-	468	1900	1649	28.4%
14/1	W Exit	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1802**	**0**	**0**	**35.7**	**10.1**	**0.0**	**45.8**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1802**	**0**	**0**	**35.7**	**10.1**	**0.0**	**45.8**	**-**	**-**	**-**	**-**
1/2+1/1	692	692	-	-	-	6.7	1.2	-	7.8 (3.5+4.4)	40.8 (45.8:37.5)	10.8	1.2	11.9
2/1	391	391	-	-	-	3.5	1.1	-	4.6	42.3	10.1	1.1	11.2
2/2+2/3	860	860	-	-	-	8.0	1.5	-	9.5 (4.6+4.8)	39.6 (39.4:39.8)	11.7	1.5	13.2
3/1+3/2	901	901	1802	0	0	3.0	1.4	-	4.4 (2.3+2.1)	17.4 (17.7:17.1)	9.4	1.4	10.8
4/1	517	517	-	-	-	3.9	1.2	-	5.1	35.6	12.8	1.2	14.0
4/3+4/2	630	630	-	-	-	4.5	1.5	-	6.1 (1.8+4.3)	34.8 (33.7:35.2)	13.0	1.5	14.5
5/1	599	599	-	-	-	0.3	0.0	-	0.3	1.5	1.2	0.0	1.2
5/2	549	549	-	-	-	0.3	0.0	-	0.3	2.1	1.4	0.0	1.4
5/3	188	188	-	-	-	0.0	0.1	-	0.1	2.0	0.0	0.1	0.1
6/1	40	40	-	-	-	0.1	0.0	-	0.1	6.3	0.7	0.0	0.8
6/2	459	459	-	-	-	0.1	0.0	-	0.1	0.7	0.4	0.0	0.4
7/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	587	587	-	-	-	1.8	0.7	-	2.5	15.5	6.2	0.7	6.9
8/2	546	546	-	-	-	3.4	0.6	-	4.1	26.7	11.3	0.6	11.9
9/1	594	594	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
9/2	350	350	-	-	-	0.0	0.1	-	0.1	1.4	0.0	0.1	0.2
10/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	502	502	-	-	-	0.1	0.2	-	0.3	2.0	0.9	0.2	1.1
13/2	468	468	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
14/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

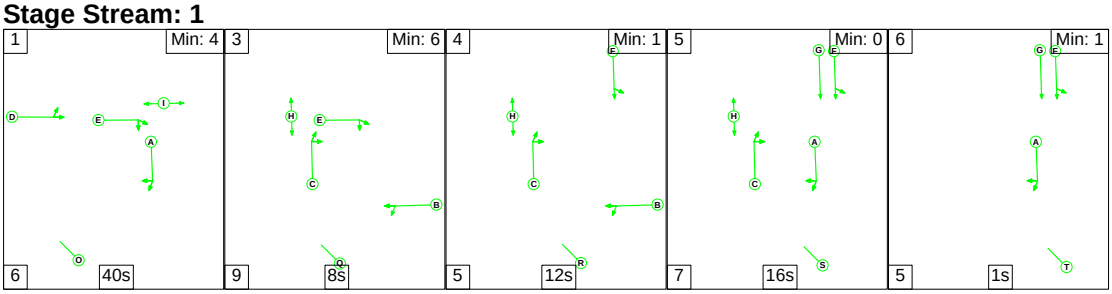
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	17.9	Total Delay for Signalled Lanes (pcuHr):	40.50	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	195.6	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	149.9	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s): 106
	PRC Over All Lanes (%):	17.9	Total Delay Over All Lanes(pcuHr):	45.75	

Full Input Data And Results

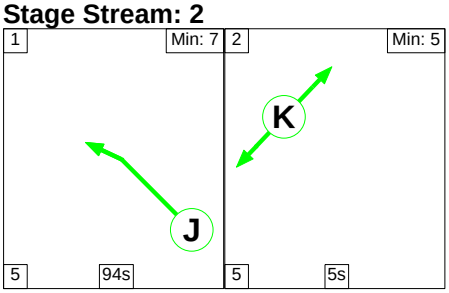
Scenario 3: '3' (FG7: '2025 AM Base + CD', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

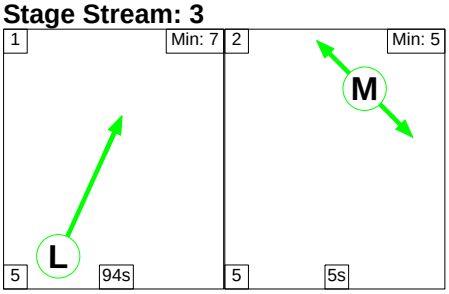
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	40	8	12	16	1
Change Point	0	46	63	80	103

Stage Stream: 2

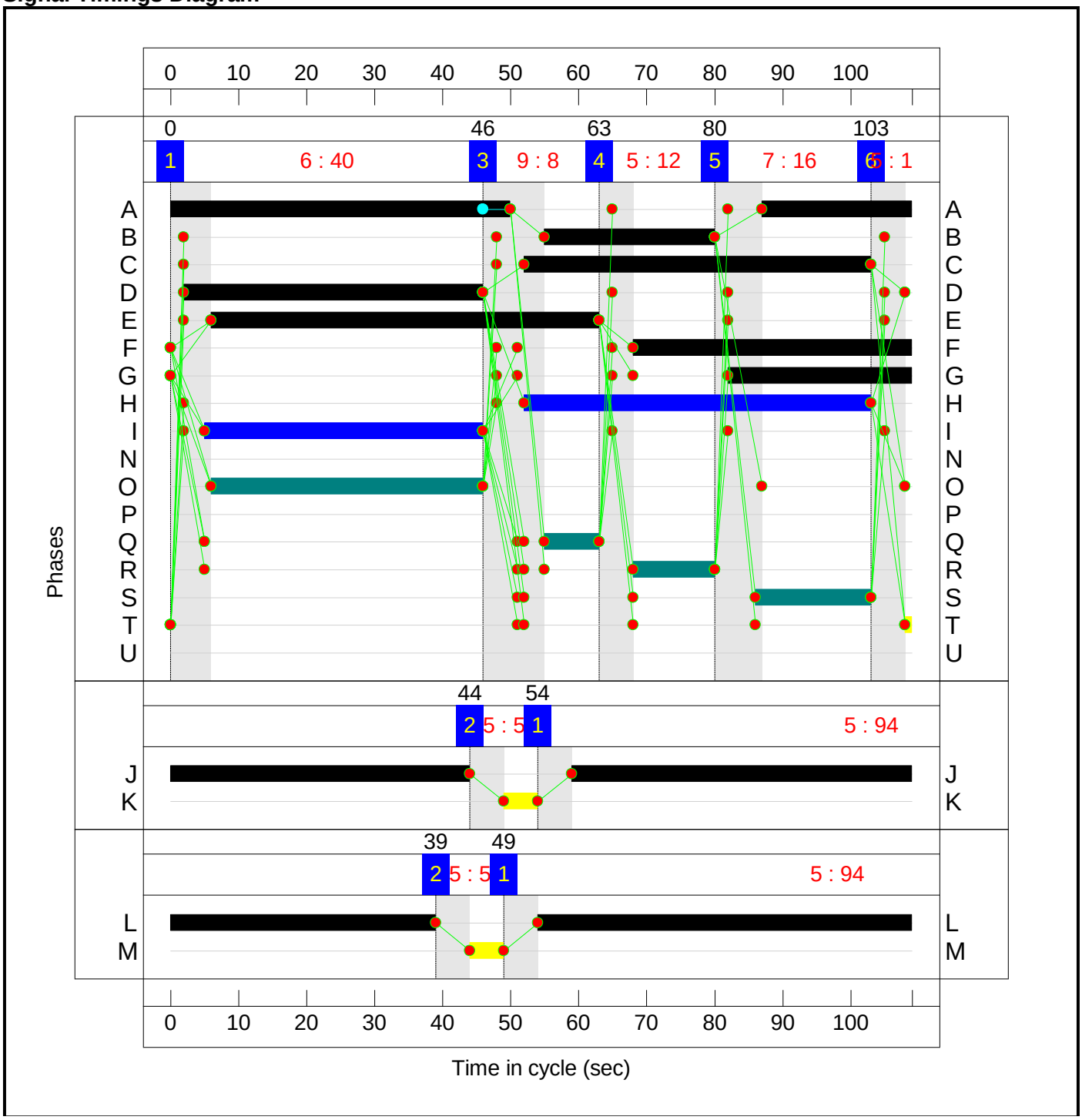
Stage	1	2
Duration	94	5
Change Point	54	44

Stage Stream: 3

Stage	1	2
Duration	94	5
Change Point	49	39

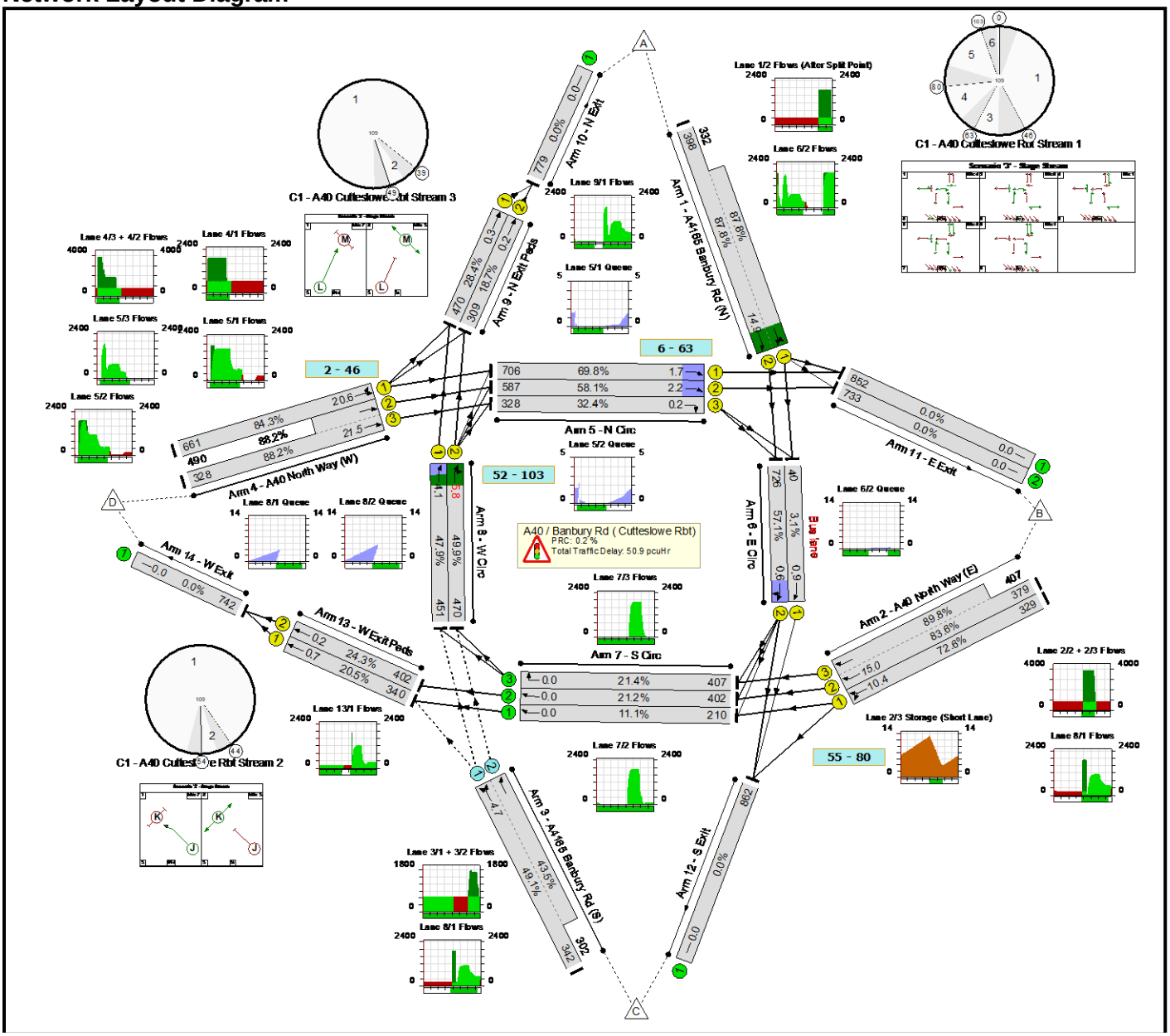
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	27:41	-	730	1900:1900	453+378	87.8 : 87.8%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	25	-	329	1900	453	72.6%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	25	-	786	1900:1900	453+453	83.6 : 89.8%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	644	1900:1900	697+694	49.1 : 43.5%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	44	-	661	1900	784	84.3%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	44	-	818	1900:1900	372+556	88.2 : 88.2%
5/1	N Circ Ahead	U	1	N/A	E		1	57	-	706	1900	1011	69.8%
5/2	N Circ Ahead	U	1	N/A	E		1	57	-	587	1900	1011	58.1%
5/3	N Circ Right	U	1	N/A	E		1	57	-	328	1900	1011	32.4%
6/1	E Circ Ahead	U	1	N/A	A		1	72	-	40	1900	1272	3.1%
6/2	E Circ Right Ahead	U	1	N/A	A		1	72	-	726	1900	1272	57.1%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	210	1900	1900	11.1%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	402	1900	1900	21.2%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	407	1900	1900	21.4%
8/1	W Circ Ahead	U	1	N/A	C		1	51	-	451	1900	941	47.9%
8/2	W Circ Right Ahead	U	1	N/A	C		1	51	-	470	1900	941	49.9%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	94	-	470	1900	1656	28.4%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	94	-	309	1900	1656	18.7%
10/1	N Exit	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	94	-	340	1900	1656	20.5%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	94	-	402	1900	1656	24.3%
14/1	W Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1288**	**0**	**0**	**34.8**	**16.1**	**0.0**	**50.9**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1288**	**0**	**0**	**34.8**	**16.1**	**0.0**	**50.9**	**-**	**-**	**-**	**-**
1/2+1/1	730	730	-	-	-	6.9	3.4	-	10.2 (6.3+4.0)	50.5 (56.6:43.1)	11.5	3.4	14.9
2/1	329	329	-	-	-	3.5	1.3	-	4.8	52.4	9.1	1.3	10.4
2/2+2/3	786	786	-	-	-	8.7	3.1	-	11.8 (5.7+6.2)	54.1 (53.7:54.4)	11.9	3.1	15.0
3/1+3/2	644	644	1288	0	0	1.0	0.4	-	1.4 (0.8+0.7)	8.0 (8.2:7.9)	4.3	0.4	4.7
4/1	661	661	-	-	-	5.3	2.6	-	7.9	42.8	18.0	2.6	20.6
4/3+4/2	818	818	-	-	-	6.0	3.5	-	9.5 (3.8+5.8)	41.9 (41.5:42.3)	18.0	3.5	21.5
5/1	706	706	-	-	-	0.3	0.0	-	0.3	1.6	1.7	0.0	1.7
5/2	587	587	-	-	-	0.5	0.0	-	0.5	2.8	2.2	0.0	2.2
5/3	328	328	-	-	-	0.0	0.2	-	0.2	2.6	0.0	0.2	0.2
6/1	40	40	-	-	-	0.1	0.0	-	0.1	8.1	0.9	0.0	0.9
6/2	726	726	-	-	-	0.2	0.0	-	0.2	0.8	0.6	0.0	0.6
7/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	451	451	-	-	-	0.9	0.5	-	1.4	11.2	3.6	0.5	4.1
8/2	470	470	-	-	-	1.4	0.5	-	1.9	14.4	5.3	0.5	5.8
9/1	470	470	-	-	-	0.0	0.2	-	0.2	1.6	0.1	0.2	0.3
9/2	309	309	-	-	-	0.0	0.1	-	0.1	1.5	0.1	0.1	0.2
10/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	340	340	-	-	-	0.0	0.1	-	0.2	1.7	0.5	0.1	0.7
13/2	402	402	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
14/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

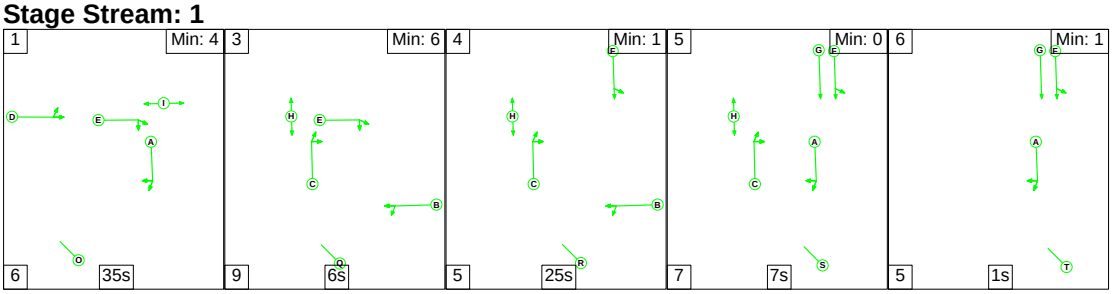
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	48.78	Cycle Time (s):	109
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	270.7	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	109
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	217.1	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	109
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	50.87		

Full Input Data And Results

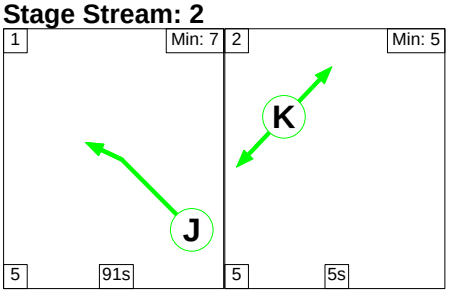
Scenario 4: '4' (FG8: '2025 PM Base + CD', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

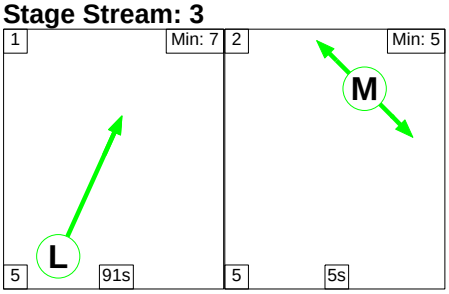
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	35	6	25	7	1
Change Point	0	41	56	86	100

Stage Stream: 2

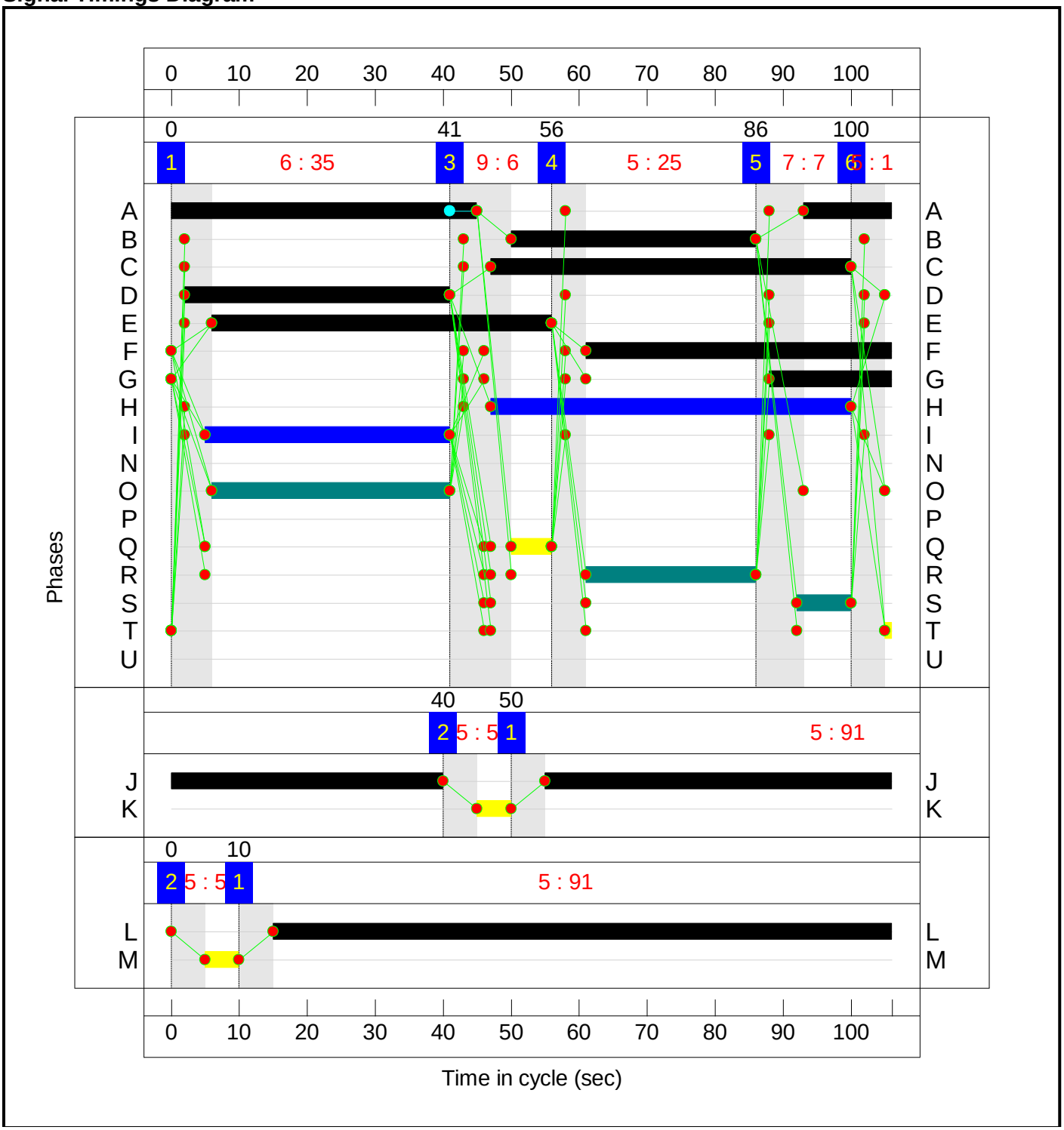
Stage	1	2
Duration	91	5
Change Point	50	40

Stage Stream: 3

Stage	1	2
Duration	91	5
Change Point	10	0

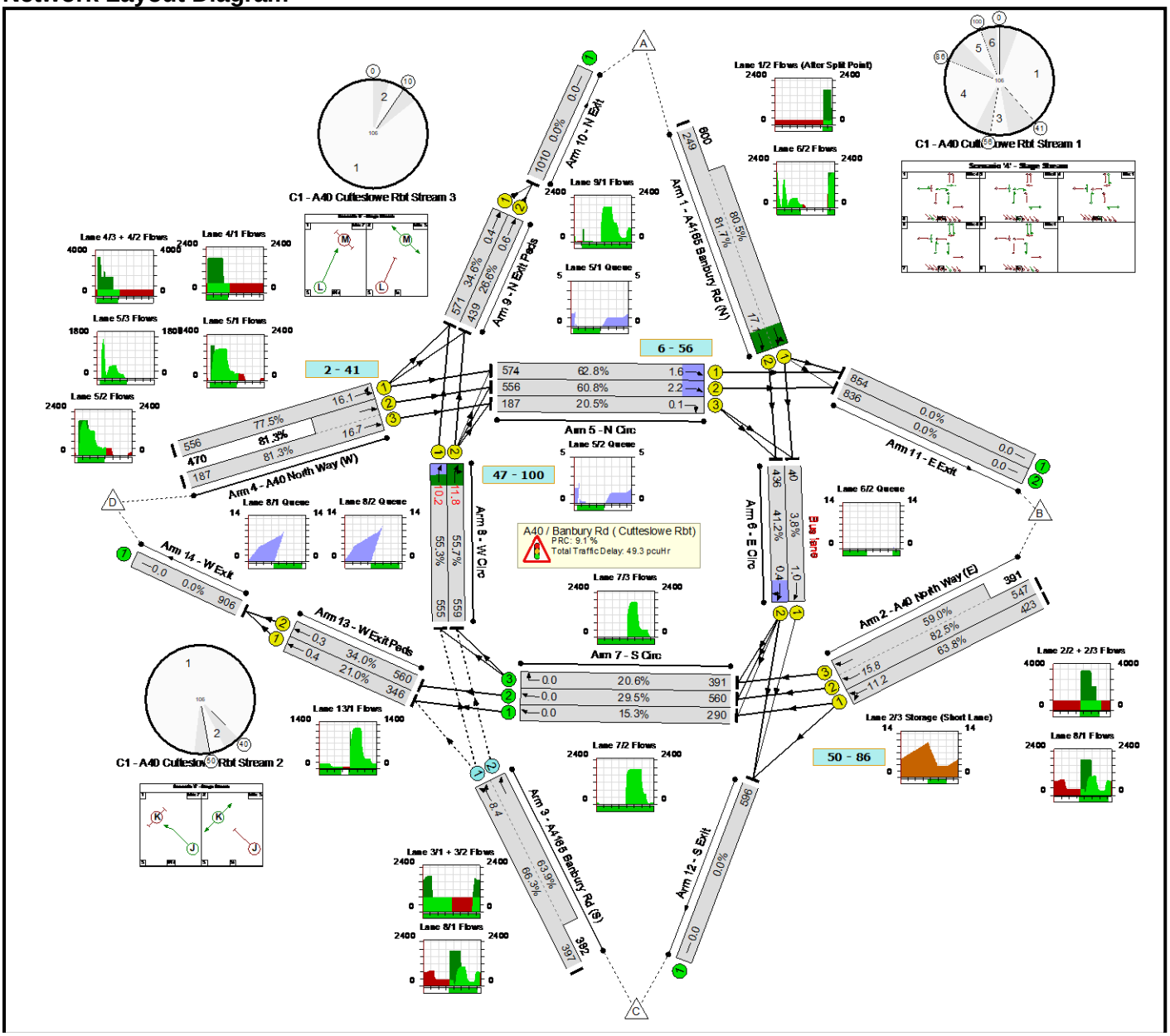
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	18:45	-	849	1900:1900	305+745	81.7 : 80.5%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	36	-	423	1900	663	63.8%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	36	-	938	1900:1900	663+663	82.5 : 59.0%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	779	1900:1900	599+598	66.3 : 63.9%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	39	-	556	1900	717	77.5%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	39	-	657	1900:1900	230+578	81.3 : 81.3%
5/1	N Circ Ahead	U	1	N/A	E		1	50	-	574	1900	914	62.8%
5/2	N Circ Ahead	U	1	N/A	E		1	50	-	556	1900	914	60.8%
5/3	N Circ Right	U	1	N/A	E		1	50	-	187	1900	914	20.5%
6/1	E Circ Ahead	U	1	N/A	A		1	58	-	40	1900	1058	3.8%
6/2	E Circ Right Ahead	U	1	N/A	A		1	58	-	436	1900	1058	41.2%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	290	1900	1900	15.3%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	560	1900	1900	29.5%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	391	1900	1900	20.6%
8/1	W Circ Ahead	U	1	N/A	C		1	53	-	555	1900	1004	55.3%
8/2	W Circ Right Ahead	U	1	N/A	C		1	53	-	559	1900	1004	55.7%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	91	-	571	1900	1649	34.6%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	91	-	439	1900	1649	26.6%
10/1	N Exit	U	N/A	N/A	-		-	-	-	1010	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	836	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	91	-	346	1900	1649	21.0%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	91	-	560	1900	1649	34.0%
14/1	W Exit	U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1558**	**0**	**0**	**38.2**	**11.1**	**0.0**	**49.3**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1558**	**0**	**0**	**38.2**	**11.1**	**0.0**	**49.3**	**-**	**-**	**-**	**-**
1/2+1/1	849	849	-	-	-	7.4	2.1	-	9.5 (3.6+5.9)	40.1 (51.8:35.3)	15.0	2.1	17.1
2/1	423	423	-	-	-	3.4	0.9	-	4.3	36.3	10.3	0.9	11.2
2/2+2/3	938	938	-	-	-	7.9	1.2	-	9.1 (5.5+3.6)	34.8 (36.1:32.9)	14.6	1.2	15.8
3/1+3/2	779	779	1558	0	0	2.7	0.9	-	3.6 (1.9+1.8)	16.8 (17.0:16.7)	7.5	0.9	8.4
4/1	556	556	-	-	-	4.5	1.7	-	6.2	40.0	14.4	1.7	16.1
4/3+4/2	657	657	-	-	-	5.0	2.1	-	7.1 (2.0+5.2)	39.1 (38.1:39.6)	14.5	2.1	16.7
5/1	574	574	-	-	-	0.6	0.0	-	0.6	3.5	1.6	0.0	1.6
5/2	556	556	-	-	-	0.7	0.0	-	0.7	4.3	2.2	0.0	2.2
5/3	187	187	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
6/1	40	40	-	-	-	0.1	0.0	-	0.2	14.3	1.0	0.0	1.0
6/2	436	436	-	-	-	0.1	0.0	-	0.1	0.8	0.4	0.0	0.4
7/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	555	555	-	-	-	2.7	0.6	-	3.3	21.4	9.5	0.6	10.2
8/2	559	559	-	-	-	3.1	0.6	-	3.7	23.9	11.2	0.6	11.8
9/1	571	571	-	-	-	0.0	0.3	-	0.3	1.7	0.2	0.3	0.4
9/2	439	439	-	-	-	0.0	0.2	-	0.2	1.7	0.4	0.2	0.6
10/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	346	346	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.4
13/2	560	560	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
14/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

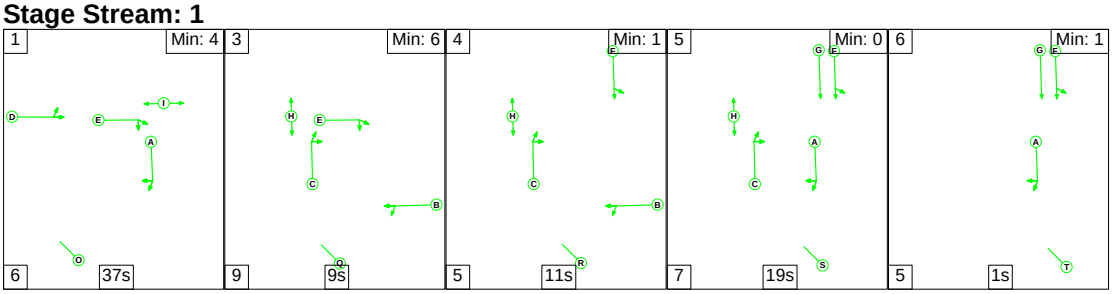
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	44.75	Cycle Time (s):	106
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	165.0	Total Delay for Signalled Lanes (pcuHr):	0.41	Cycle Time (s):	106
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	159.9	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s):	106
	PRC Over All Lanes (%):	9.1	Total Delay Over All Lanes(pcuHr):	49.27		

Full Input Data And Results

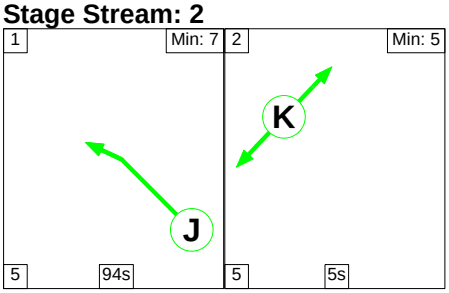
Scenario 5: '5' (FG9: '2025 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

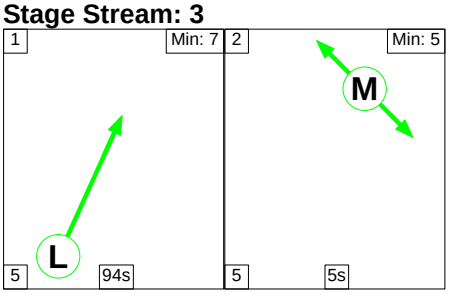
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	37	9	11	19	1
Change Point	0	43	61	77	103

Stage Stream: 2

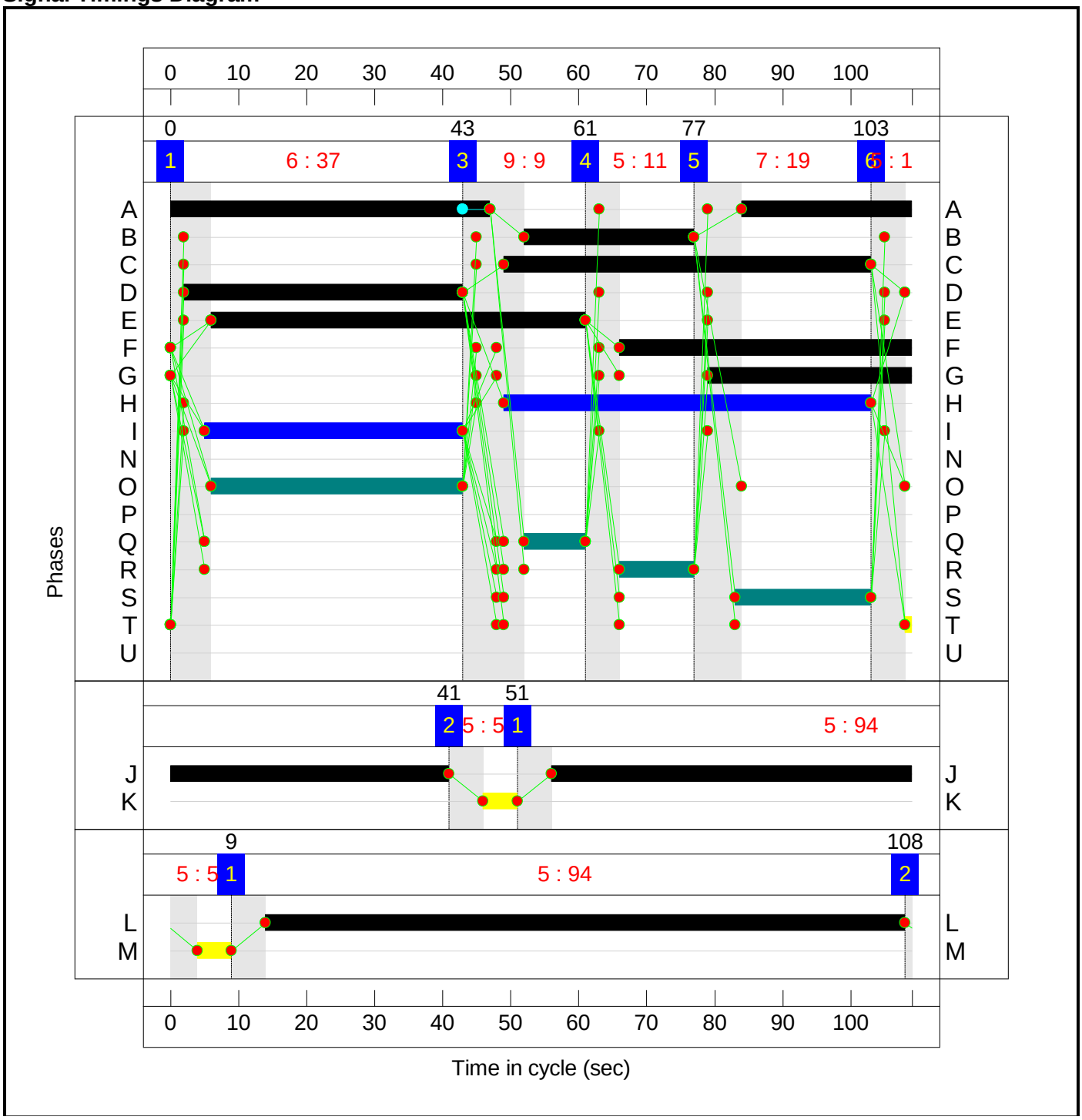
Stage	1	2
Duration	94	5
Change Point	51	41

Stage Stream: 3

Stage	1	2
Duration	94	5
Change Point	9	108

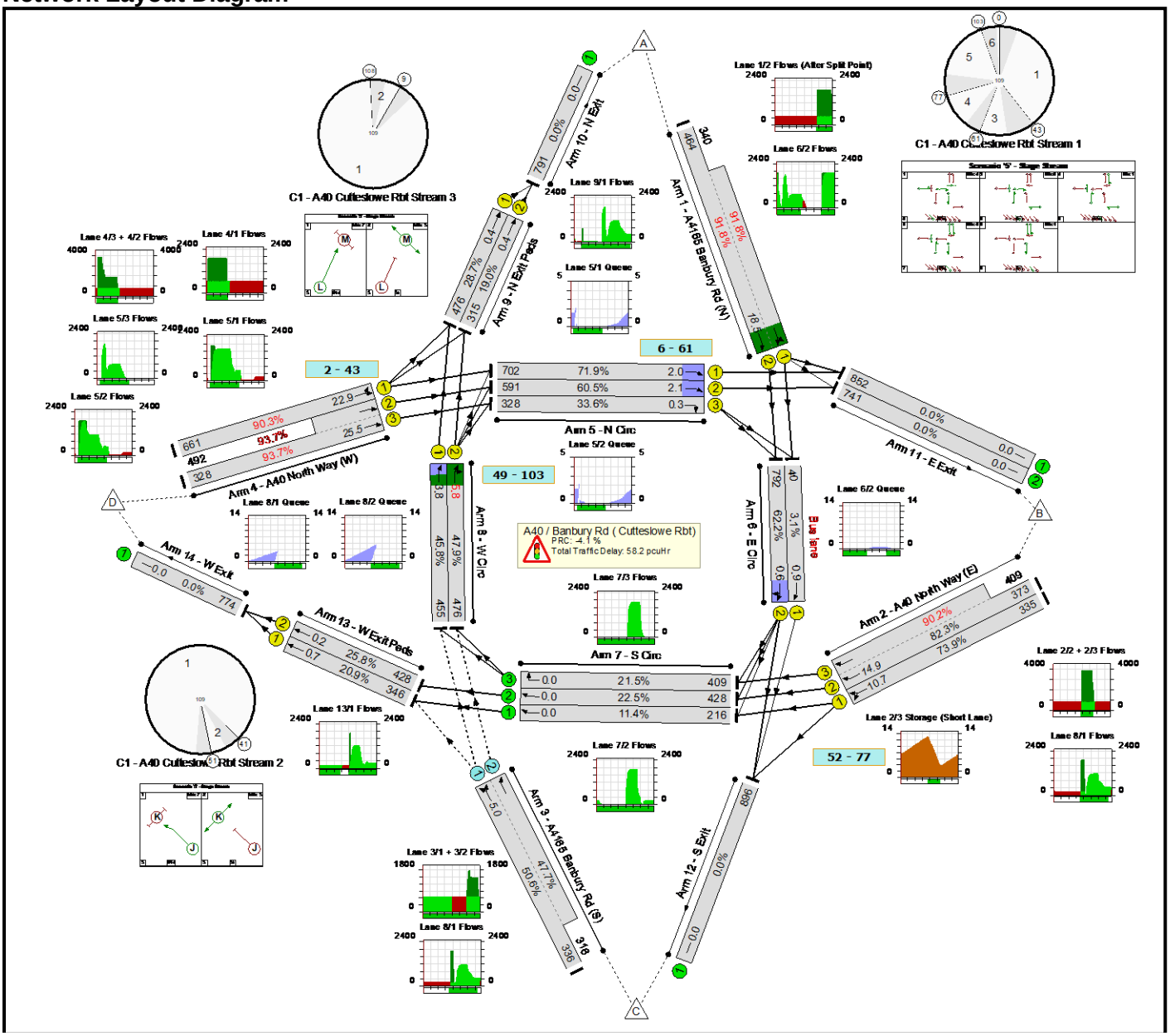
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
A40 / Banbury Rd (Cutteslowe Rbt)	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.7%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	30:43	-	804	1900:1900	506+370	91.8 : 91.8%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	25	-	335	1900	453	73.9%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	25	-	782	1900:1900	453+453	82.3 : 90.2%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	652	1900:1900	664+662	50.6 : 47.7%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	41	-	661	1900	732	90.3%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	41	-	820	1900:1900	350+525	93.7 : 93.7%
5/1	N Circ Ahead	U	1	N/A	E		1	55	-	702	1900	976	71.9%
5/2	N Circ Ahead	U	1	N/A	E		1	55	-	591	1900	976	60.5%
5/3	N Circ Right	U	1	N/A	E		1	55	-	328	1900	976	33.6%
6/1	E Circ Ahead	U	1	N/A	A		1	72	-	40	1900	1272	3.1%
6/2	E Circ Right Ahead	U	1	N/A	A		1	72	-	792	1900	1272	62.2%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	216	1900	1900	11.4%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	428	1900	1900	22.5%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	409	1900	1900	21.5%
8/1	W Circ Ahead	U	1	N/A	C		1	54	-	455	1900	994	45.8%
8/2	W Circ Right Ahead	U	1	N/A	C		1	54	-	476	1900	994	47.9%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	94	-	476	1900	1656	28.7%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	94	-	315	1900	1656	19.0%
10/1	N Exit	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	94	-	346	1900	1656	20.9%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	94	-	428	1900	1656	25.8%
14/1	W Exit	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1304**	**0**	**0**	**36.4**	**21.8**	**0.0**	**58.2**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1304**	**0**	**0**	**36.4**	**21.8**	**0.0**	**58.2**	**-**	**-**	**-**	**-**
1/2+1/1	804	804	-	-	-	7.4	4.9	-	12.3 (7.8+4.4)	55.0 (60.9:47.1)	13.5	4.9	18.5
2/1	335	335	-	-	-	3.6	1.4	-	5.0	53.2	9.3	1.4	10.7
2/2+2/3	782	782	-	-	-	8.6	3.0	-	11.6 (5.5+6.1)	53.6 (53.1:54.1)	11.9	3.0	14.9
3/1+3/2	652	652	1304	0	0	1.1	0.5	-	1.6 (0.8+0.8)	8.6 (8.7:8.6)	4.5	0.5	5.0
4/1	661	661	-	-	-	5.8	4.2	-	10.0	54.2	18.7	4.2	22.9
4/3+4/2	820	820	-	-	-	6.7	6.1	-	12.8 (5.1+7.7)	56.1 (55.7:56.5)	19.4	6.1	25.5
5/1	702	702	-	-	-	0.4	0.0	-	0.4	1.8	2.0	0.0	2.0
5/2	591	591	-	-	-	0.4	0.0	-	0.4	2.5	2.1	0.0	2.1
5/3	328	328	-	-	-	0.0	0.3	-	0.3	2.8	0.0	0.3	0.3
6/1	40	40	-	-	-	0.1	0.0	-	0.1	7.2	0.9	0.0	0.9
6/2	792	792	-	-	-	0.2	0.0	-	0.2	0.8	0.6	0.0	0.6
7/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	455	455	-	-	-	0.8	0.4	-	1.2	9.8	3.4	0.4	3.8
8/2	476	476	-	-	-	1.3	0.5	-	1.8	13.4	5.3	0.5	5.8
9/1	476	476	-	-	-	0.0	0.2	-	0.2	1.6	0.2	0.2	0.4
9/2	315	315	-	-	-	0.0	0.1	-	0.1	1.5	0.3	0.1	0.4
10/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	741	741	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	346	346	-	-	-	0.0	0.1	-	0.2	1.7	0.5	0.1	0.7
13/2	428	428	-	-	-	0.0	0.2	-	0.2	1.5	0.0	0.2	0.2
14/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

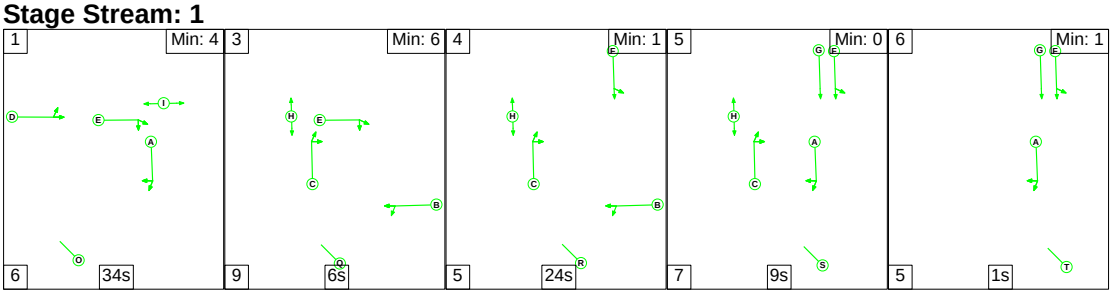
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	-4.1	Total Delay for Signalled Lanes (pcuHr):	55.94	Cycle Time (s):	109
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	248.2	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	109
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	213.1	Total Delay for Signalled Lanes (pcuHr):	0.35	Cycle Time (s):	109
	PRC Over All Lanes (%):	-4.1	Total Delay Over All Lanes(pcuHr):	58.19		

Full Input Data And Results

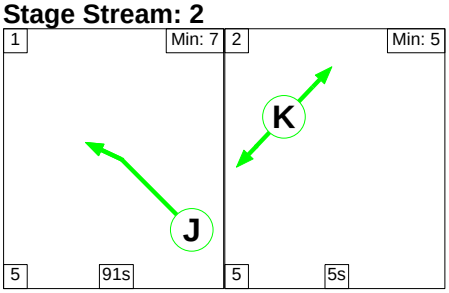
Scenario 6: '6' (FG10: '2025 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

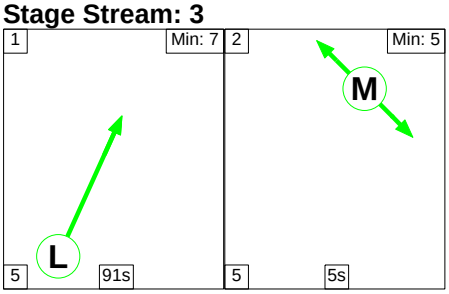
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	34	6	24	9	1
Change Point	0	40	55	84	100

Stage Stream: 2

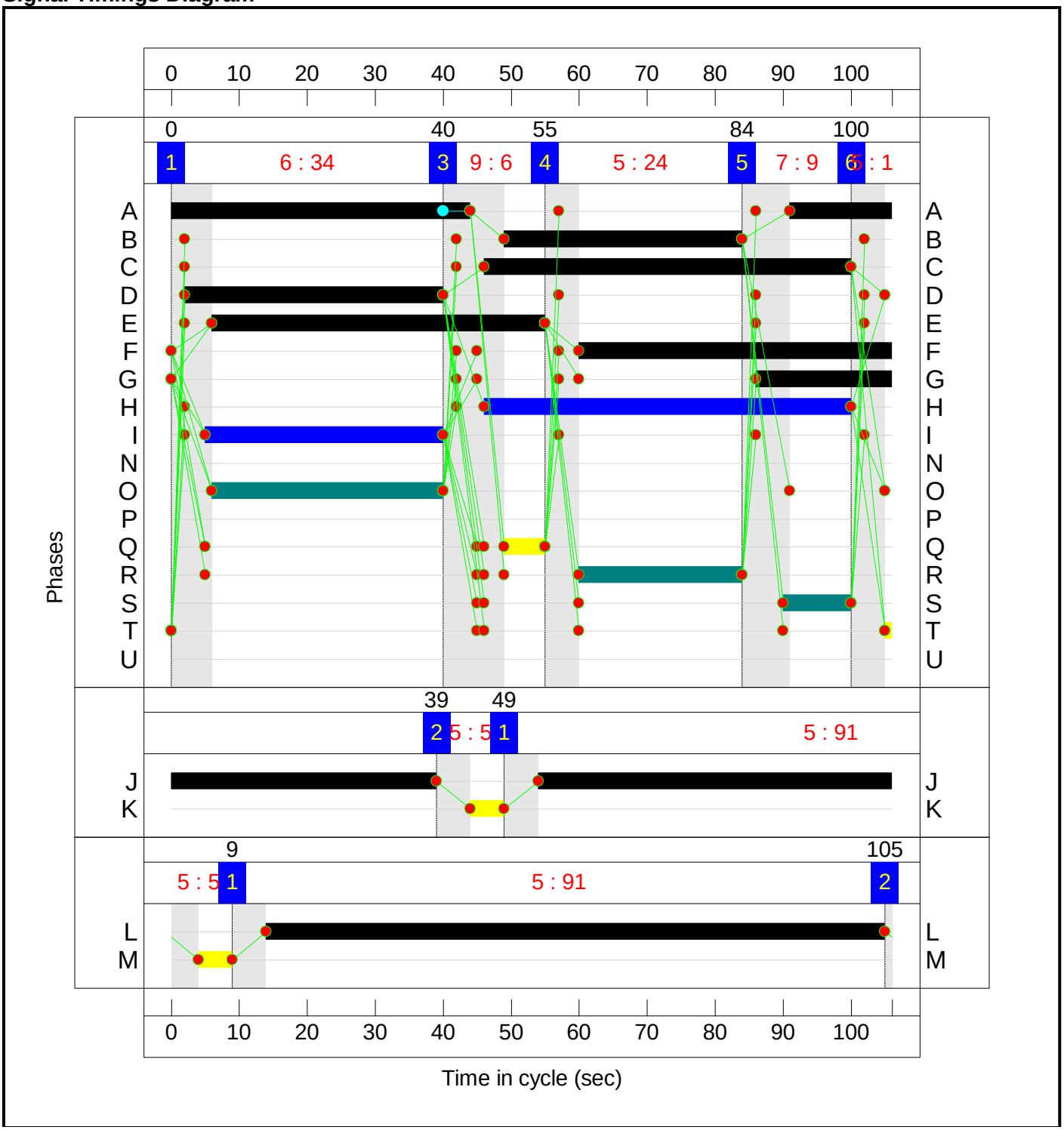
Stage	1	2
Duration	91	5
Change Point	49	39

Stage Stream: 3

Stage	1	2
Duration	91	5
Change Point	9	105

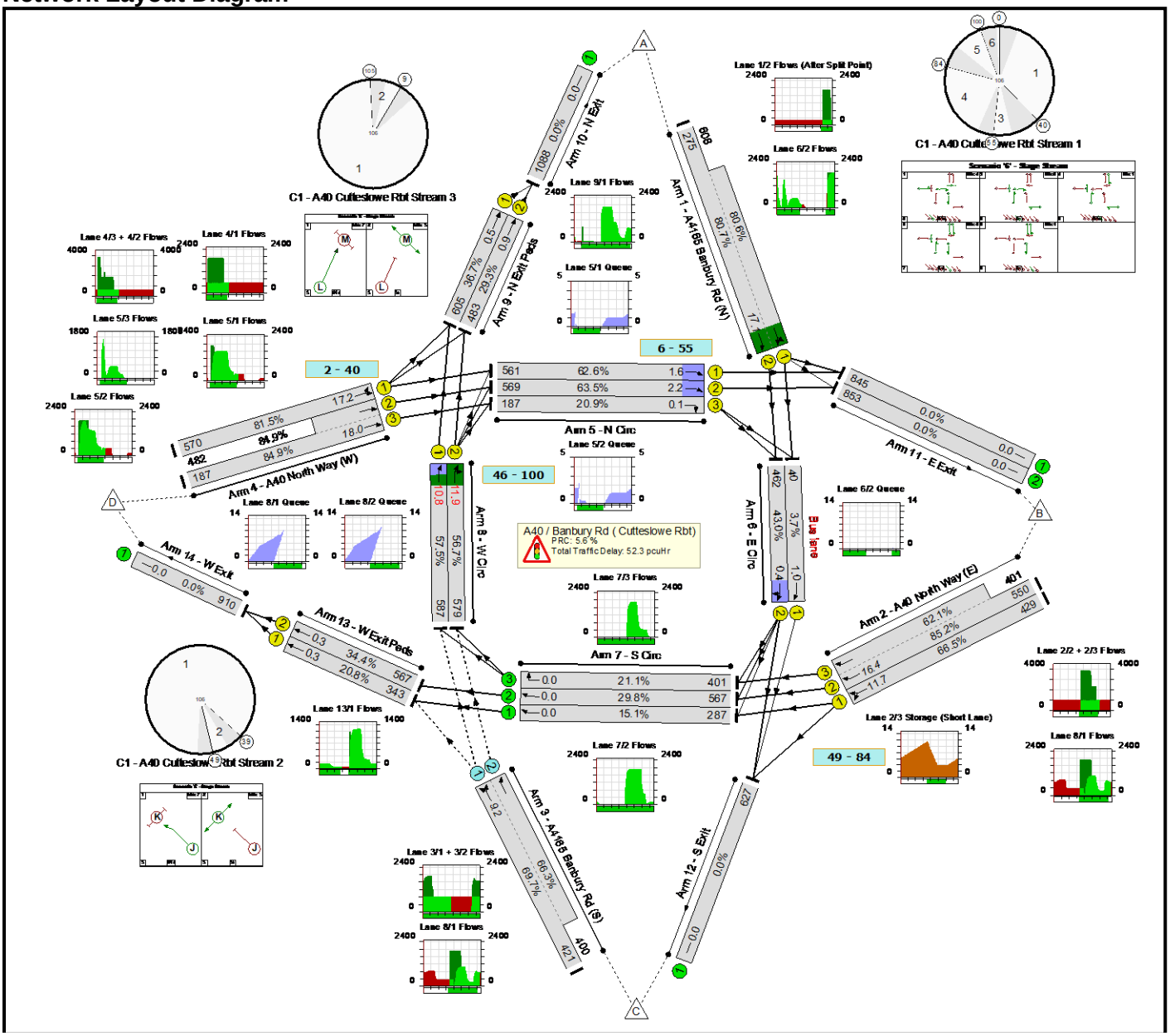
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	20:46	-	883	1900:1900	341+754	80.7 : 80.6%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	35	-	429	1900	645	66.5%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	35	-	951	1900:1900	645+645	85.2 : 62.1%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	821	1900:1900	604+603	69.7 : 66.3%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	38	-	570	1900	699	81.5%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	38	-	669	1900:1900	220+568	84.9 : 84.9%
5/1	N Circ Ahead	U	1	N/A	E		1	49	-	561	1900	896	62.6%
5/2	N Circ Ahead	U	1	N/A	E		1	49	-	569	1900	896	63.5%
5/3	N Circ Right	U	1	N/A	E		1	49	-	187	1900	896	20.9%
6/1	E Circ Ahead	U	1	N/A	A		1	59	-	40	1900	1075	3.7%
6/2	E Circ Right Ahead	U	1	N/A	A		1	59	-	462	1900	1075	43.0%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	287	1900	1900	15.1%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	567	1900	1900	29.8%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	401	1900	1900	21.1%
8/1	W Circ Ahead	U	1	N/A	C		1	54	-	587	1900	1022	57.5%
8/2	W Circ Right Ahead	U	1	N/A	C		1	54	-	579	1900	1022	56.7%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	91	-	605	1900	1649	36.7%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	91	-	483	1900	1649	29.3%
10/1	N Exit	U	N/A	N/A	-		-	-	-	1088	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	627	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	91	-	343	1900	1649	20.8%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	91	-	567	1900	1649	34.4%
14/1	W Exit	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1642**	**0**	**0**	**39.7**	**12.7**	**0.0**	**52.3**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1642**	**0**	**0**	**39.7**	**12.7**	**0.0**	**52.3**	**-**	**-**	**-**	**-**
1/2+1/1	883	883	-	-	-	7.5	2.0	-	9.6 (3.8+5.8)	39.1 (50.1:34.2)	15.0	2.0	17.1
2/1	429	429	-	-	-	3.6	1.0	-	4.5	38.1	10.7	1.0	11.7
2/2+2/3	951	951	-	-	-	8.2	1.4	-	9.6 (5.8+3.8)	36.4 (37.8:34.6)	15.0	1.4	16.4
3/1+3/2	821	821	1642	0	0	2.9	1.1	-	3.9 (2.0+1.9)	17.2 (17.4:17.0)	8.2	1.1	9.2
4/1	570	570	-	-	-	4.8	2.1	-	6.9	43.8	15.0	2.1	17.2
4/3+4/2	669	669	-	-	-	5.3	2.7	-	8.0 (2.2+5.8)	43.2 (42.1:43.7)	15.3	2.7	18.0
5/1	561	561	-	-	-	0.6	0.0	-	0.6	3.6	1.6	0.0	1.6
5/2	569	569	-	-	-	0.7	0.0	-	0.7	4.4	2.2	0.0	2.2
5/3	187	187	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
6/1	40	40	-	-	-	0.1	0.0	-	0.1	13.2	1.0	0.0	1.0
6/2	462	462	-	-	-	0.1	0.0	-	0.1	0.8	0.4	0.0	0.4
7/1	287	287	-	-	-	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	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	587	587	-	-	-	2.7	0.7	-	3.4	20.9	10.1	0.7	10.8
8/2	579	579	-	-	-	3.0	0.7	-	3.7	23.0	11.2	0.7	11.9
9/1	605	605	-	-	-	0.0	0.3	-	0.3	1.8	0.2	0.3	0.5
9/2	483	483	-	-	-	0.0	0.2	-	0.2	1.8	0.7	0.2	0.9
10/1	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	343	343	-	-	-	0.0	0.1	-	0.1	1.5	0.2	0.1	0.3
13/2	567	567	-	-	-	0.0	0.3	-	0.3	1.7	0.0	0.3	0.3
14/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

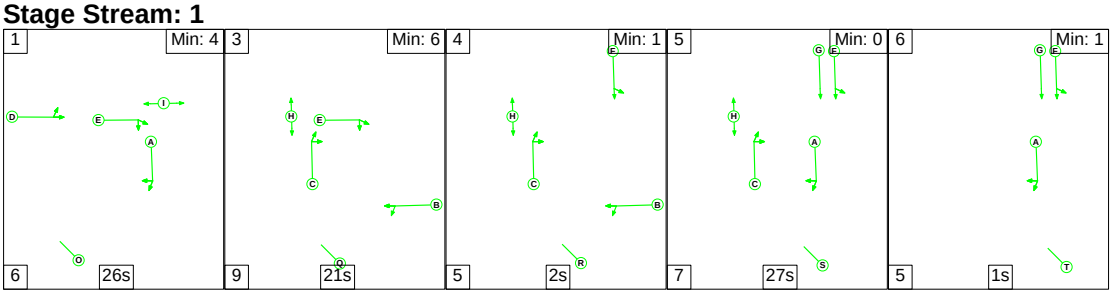
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	5.6	Total Delay for Signalled Lanes (pcuHr):	47.46	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	161.8	Total Delay for Signalled Lanes (pcuHr):	0.41	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	145.3	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s): 106
	PRC Over All Lanes (%):	5.6	Total Delay Over All Lanes(pcuHr):	52.34	

Full Input Data And Results

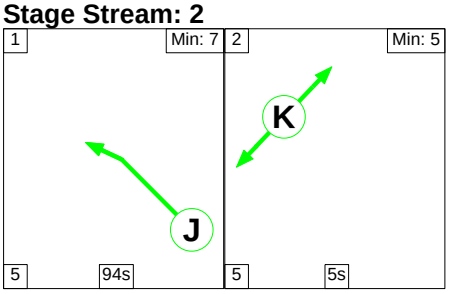
Scenario 7: '7' (FG11: '2031 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

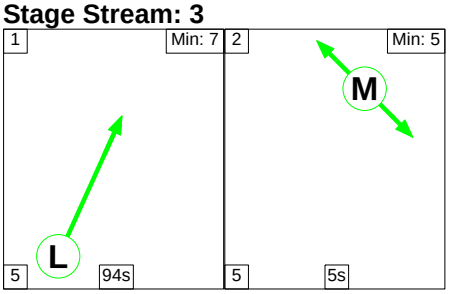
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	26	21	2	27	1
Change Point	0	32	62	69	103

Stage Stream: 2

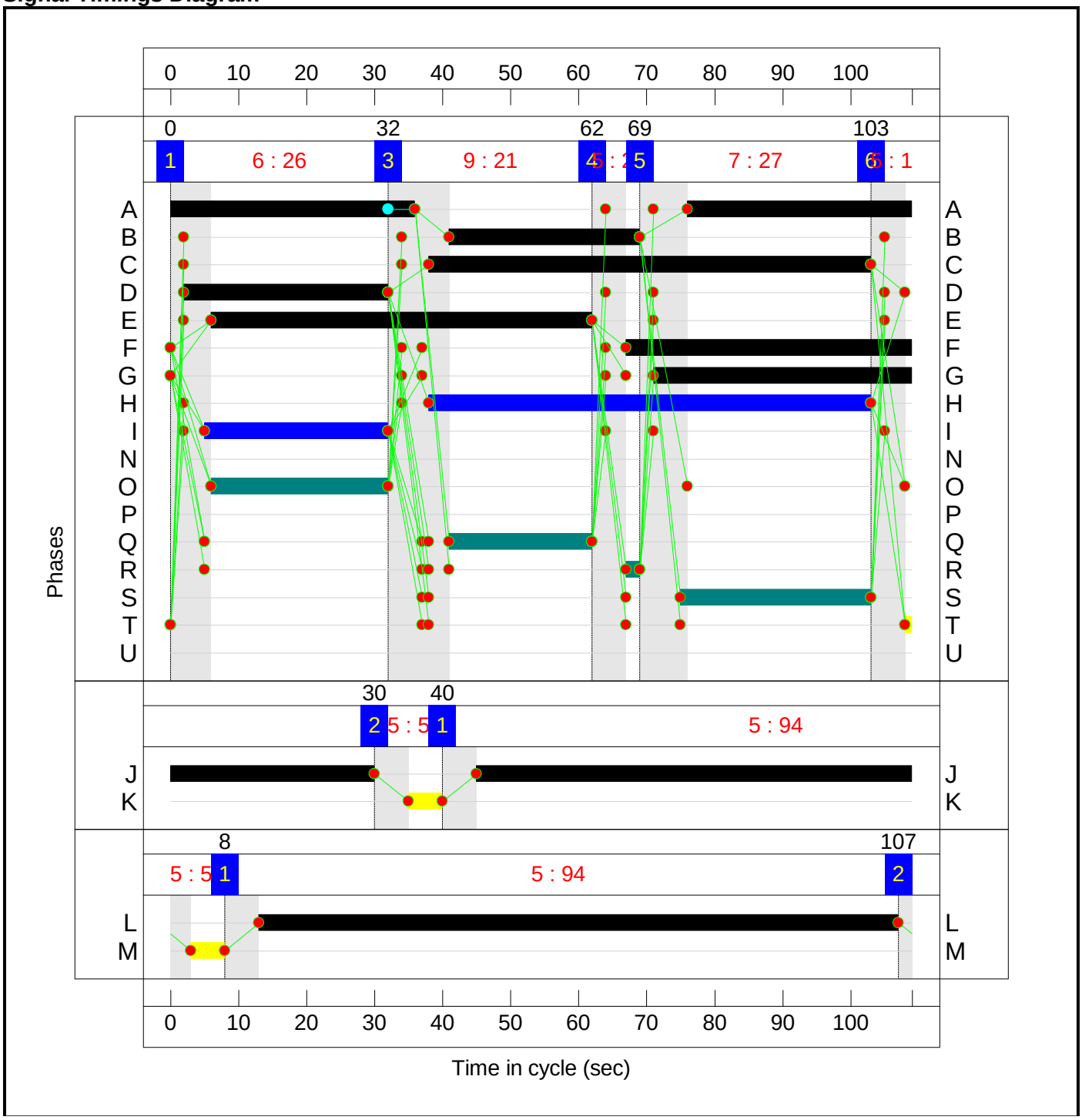
Stage	1	2
Duration	94	5
Change Point	40	30

Stage Stream: 3

Stage	1	2
Duration	94	5
Change Point	8	107

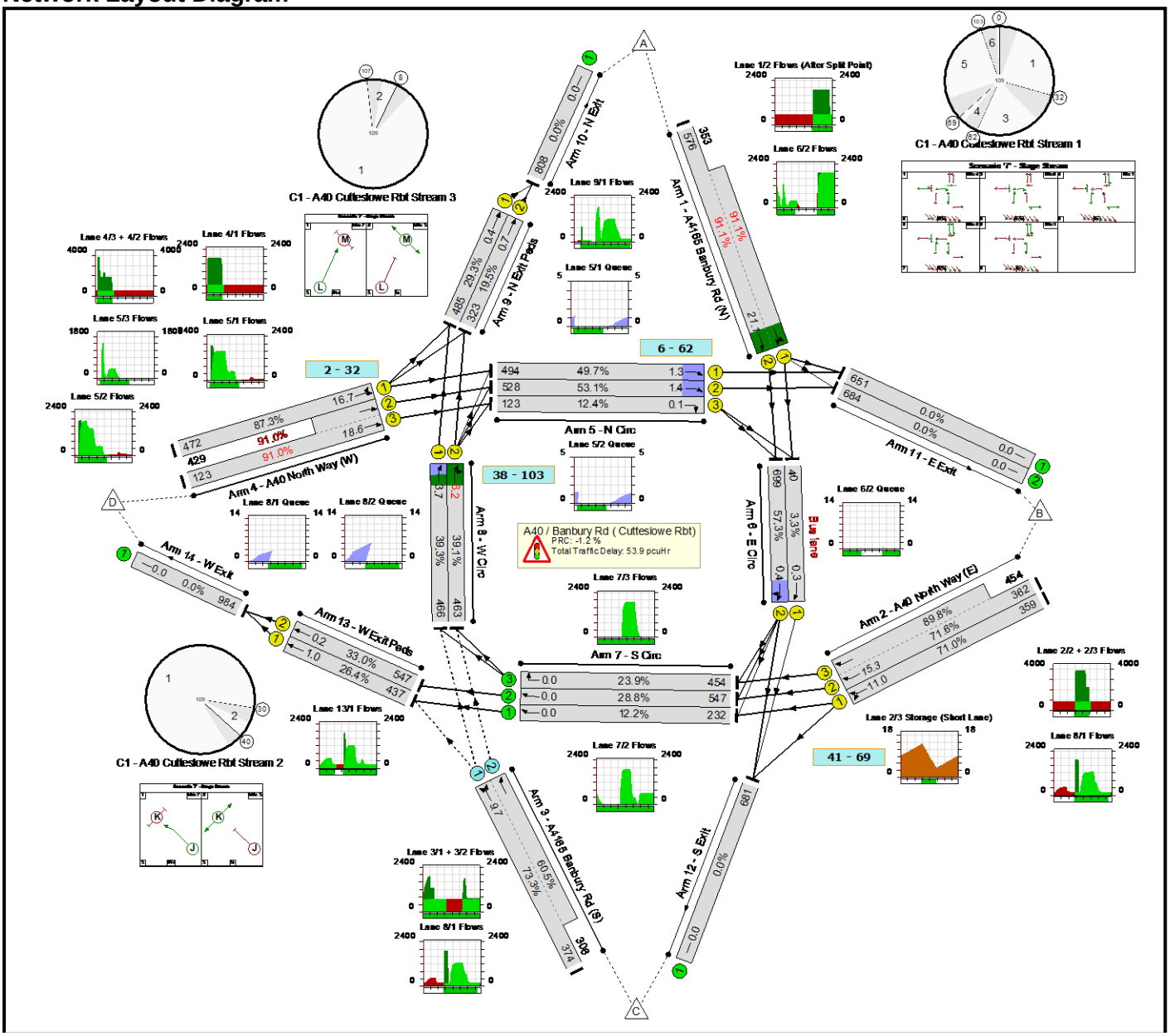
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.1%**
A40 / Banbury Rd (Cutteslowe Rbt)	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.1%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	38:42	-	929	1900:1900	632+387	91.1 : 91.1%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	28	-	359	1900	506	71.0%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	28	-	816	1900:1900	506+506	71.6 : 89.8%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	680	1900:1900	510+506	73.3 : 60.5%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	30	-	472	1900	540	87.3%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	30	-	552	1900:1900	135+471	91.0 : 91.0%
5/1	N Circ Ahead	U	1	N/A	E		1	56	-	494	1900	994	49.7%
5/2	N Circ Ahead	U	1	N/A	E		1	56	-	528	1900	994	53.1%
5/3	N Circ Right	U	1	N/A	E		1	56	-	123	1900	994	12.4%
6/1	E Circ Ahead	U	1	N/A	A		1	69	-	40	1900	1220	3.3%
6/2	E Circ Right Ahead	U	1	N/A	A		1	69	-	699	1900	1220	57.3%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	232	1900	1900	12.2%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	547	1900	1900	28.8%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	454	1900	1900	23.9%
8/1	W Circ Ahead	U	1	N/A	C		1	65	-	466	1900	1185	39.3%
8/2	W Circ Right Ahead	U	1	N/A	C		1	65	-	463	1900	1185	39.1%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	94	-	485	1900	1656	29.3%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	94	-	323	1900	1656	19.5%
10/1	N Exit	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	94	-	437	1900	1656	26.4%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	94	-	547	1900	1656	33.0%
14/1	W Exit	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1360**	**0**	**0**	**36.0**	**17.9**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1360**	**0**	**0**	**36.0**	**17.9**	**0.0**	**53.9**	**-**	**-**	**-**	**-**
1/2+1/1	929	929	-	-	-	8.0	4.6	-	12.7 (8.3+4.3)	49.1 (52.1:44.1)	16.5	4.6	21.1
2/1	359	359	-	-	-	3.6	1.2	-	4.8	48.3	9.8	1.2	11.0
2/2+2/3	816	816	-	-	-	8.5	2.0	-	10.6 (4.6+6.0)	46.6 (45.3:47.6)	13.2	2.0	15.3
3/1+3/2	680	680	1360	0	0	2.5	1.0	-	3.6 (2.1+1.5)	18.8 (20.0:17.3)	8.7	1.0	9.7
4/1	472	472	-	-	-	4.9	3.2	-	8.0	61.2	13.5	3.2	16.7
4/3+4/2	552	552	-	-	-	5.5	4.4	-	9.9 (2.2+7.8)	64.7 (63.2:65.1)	14.2	4.4	18.6
5/1	494	494	-	-	-	0.3	0.0	-	0.3	2.1	1.3	0.0	1.3
5/2	528	528	-	-	-	0.3	0.0	-	0.3	2.3	1.4	0.0	1.4
5/3	123	123	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1
6/1	40	40	-	-	-	0.0	0.0	-	0.0	2.3	0.3	0.0	0.3
6/2	699	699	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
7/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	466	466	-	-	-	0.7	0.3	-	1.0	8.0	3.4	0.3	3.7
8/2	463	463	-	-	-	1.4	0.3	-	1.7	13.0	5.9	0.3	6.2
9/1	485	485	-	-	-	0.0	0.2	-	0.2	1.6	0.2	0.2	0.4
9/2	323	323	-	-	-	0.0	0.1	-	0.1	1.6	0.6	0.1	0.7
10/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	437	437	-	-	-	0.1	0.2	-	0.2	2.0	0.9	0.2	1.0
13/2	547	547	-	-	-	0.0	0.2	-	0.2	1.6	0.0	0.2	0.2
14/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

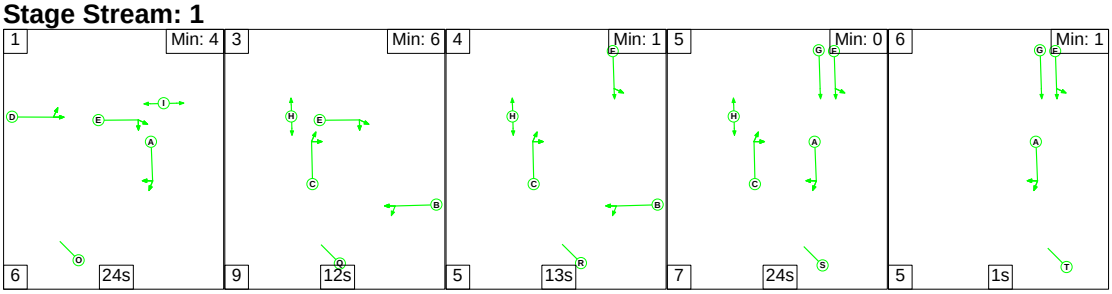
C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	-1.2	Total Delay for Signalled Lanes (pcuHr):	49.49	Cycle Time (s): 109
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	172.5	Total Delay for Signalled Lanes (pcuHr):	0.48	Cycle Time (s): 109
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	207.3	Total Delay for Signalled Lanes (pcuHr):	0.36	Cycle Time (s): 109
	PRC Over All Lanes (%):	-1.2	Total Delay Over All Lanes(pcuHr):	53.89	

Full Input Data And Results

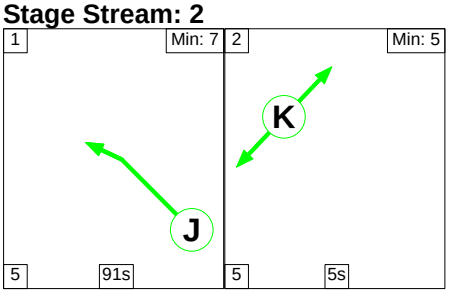
Scenario 8: '8' (FG12: '2031 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

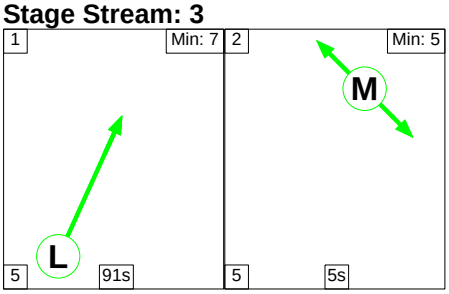
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3	4	5	6
Duration	24	12	13	24	1
Change Point	0	30	51	69	100

Stage Stream: 2

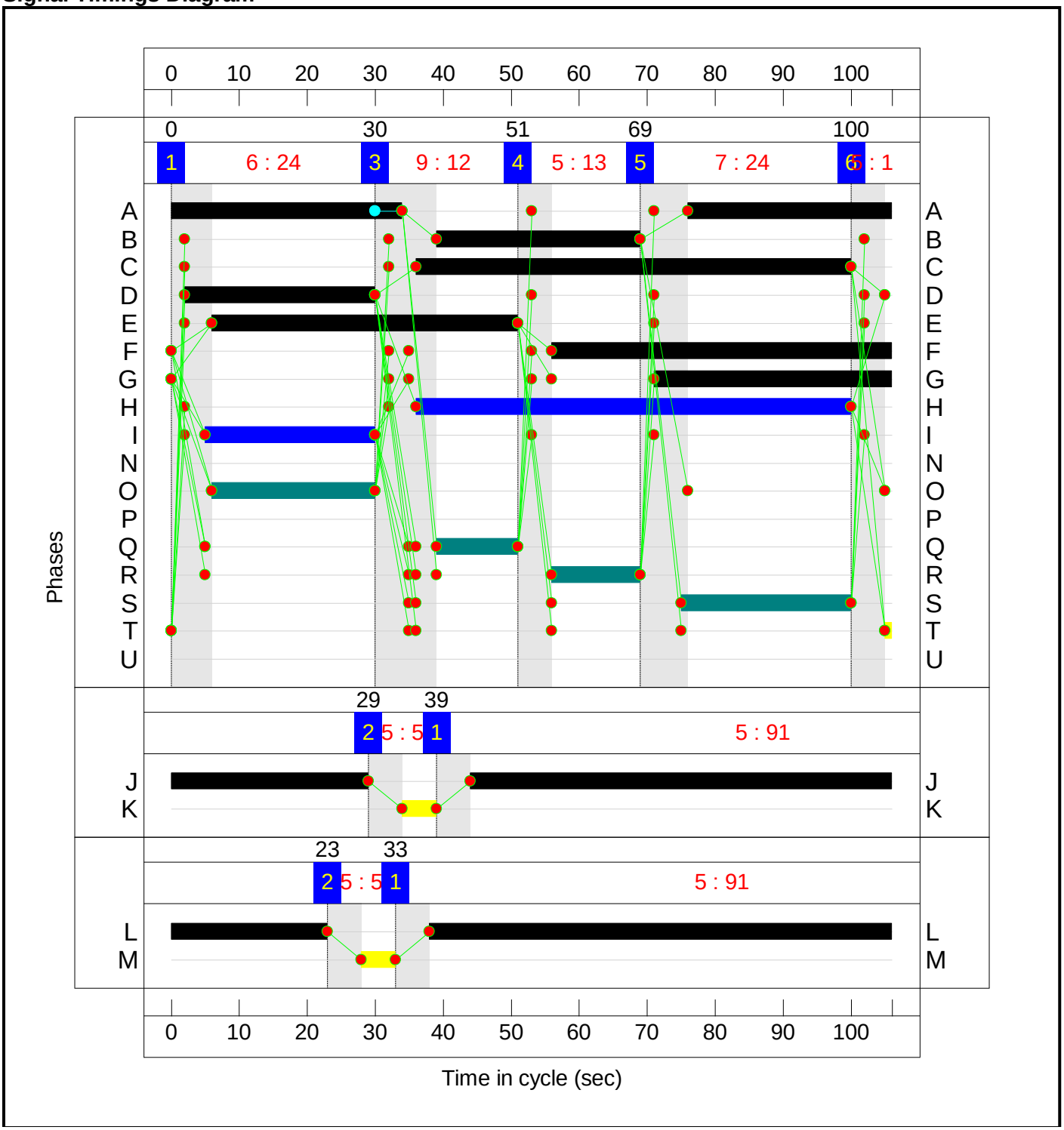
Stage	1	2
Duration	91	5
Change Point	39	29

Stage Stream: 3

Stage	1	2
Duration	91	5
Change Point	33	23

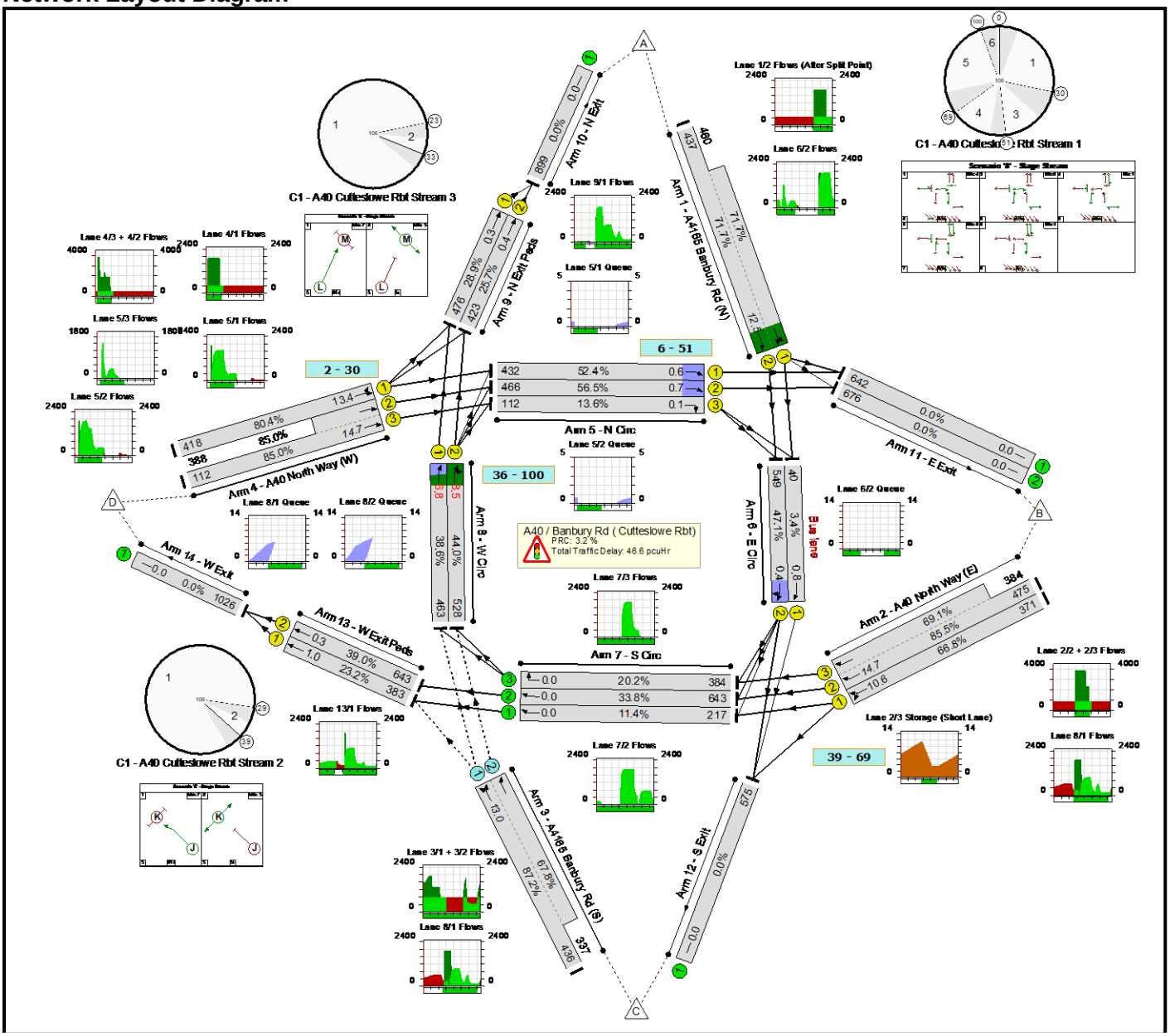
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/2+1/1	A4165 Banbury Rd (N) Ahead Left	U	1	N/A	G F		1	35:50	-	897	1900:1900	609+642	71.7 : 71.7%
2/1	A40 North Way (E) Ahead Ahead2	U	1	N/A	B		1	30	-	371	1900	556	66.8%
2/2+2/3	A40 North Way (E) Ahead	U	1	N/A	B		1	30	-	859	1900:1900	556+556	85.5 : 69.1%
3/1+3/2	A4165 Banbury Rd (S) Ahead Ahead2	O	N/A	N/A	-		-	-	-	773	1900:1900	500+497	87.2 : 67.8%
4/1	A40 North Way (W) Ahead Left	U	1	N/A	D		1	28	-	418	1900	520	80.4%
4/3+4/2	A40 North Way (W) Ahead	U	1	N/A	D		1	28	-	500	1900:1900	132+456	85.0 : 85.0%
5/1	N Circ Ahead	U	1	N/A	E		1	45	-	432	1900	825	52.4%
5/2	N Circ Ahead	U	1	N/A	E		1	45	-	466	1900	825	56.5%
5/3	N Circ Right	U	1	N/A	E		1	45	-	112	1900	825	13.6%
6/1	E Circ Ahead	U	1	N/A	A		1	64	-	40	1900	1165	3.4%
6/2	E Circ Right Ahead	U	1	N/A	A		1	64	-	549	1900	1165	47.1%
7/1	S Circ Ahead	U	N/A	N/A	-		-	-	-	217	1900	1900	11.4%
7/2	S Circ Ahead	U	N/A	N/A	-		-	-	-	643	1900	1900	33.8%
7/3	S Circ Right	U	N/A	N/A	-		-	-	-	384	1900	1900	20.2%
8/1	W Circ Ahead	U	1	N/A	C		1	64	-	463	1900	1201	38.6%
8/2	W Circ Right Ahead	U	1	N/A	C		1	64	-	528	1900	1201	44.0%
9/1	N Exit Peds Ahead	U	3	N/A	L		1	91	-	476	1900	1649	28.9%

Full Input Data And Results

9/2	N Exit Peds Ahead	U	3	N/A	L		1	91	-	423	1900	1649	25.7%
10/1	N Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
11/1	E Exit	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
11/2	E Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
12/1	S Exit	U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
13/1	W Exit Peds Ahead	U	2	N/A	J		1	91	-	383	1900	1649	23.2%
13/2	W Exit Peds Ahead	U	2	N/A	J		1	91	-	643	1900	1649	39.0%
14/1	W Exit	U	N/A	N/A	-		-	-	-	1026	Inf	Inf	0.0%

Full Input Data And Results

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: A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1546**	**0**	**0**	**34.6**	**11.9**	**0.0**	**46.6**	**-**	**-**	**-**	**-**
A40 / Banbury Rd (Cutteslowe Rbt)	**-**	**-**	**1546**	**0**	**0**	**34.6**	**11.9**	**0.0**	**46.6**	**-**	**-**	**-**	**-**
1/2+1/1	897	897	-	-	-	6.4	1.3	-	7.7 (4.5+3.2)	30.9 (36.8:25.3)	11.3	1.3	12.5
2/1	371	371	-	-	-	3.4	1.0	-	4.4	42.6	9.6	1.0	10.6
2/2+2/3	859	859	-	-	-	8.2	1.7	-	9.9 (5.6+4.3)	41.5 (42.4:40.3)	13.1	1.7	14.7
3/1+3/2	773	773	1546	0	0	3.8	1.7	-	5.5 (3.3+2.2)	25.5 (27.3:23.2)	11.3	1.7	13.0
4/1	418	418	-	-	-	4.2	2.0	-	6.1	52.9	11.4	2.0	13.4
4/3+4/2	500	500	-	-	-	4.9	2.7	-	7.5 (1.6+5.9)	54.2 (52.5:54.7)	12.0	2.7	14.7
5/1	432	432	-	-	-	0.2	0.0	-	0.2	1.3	0.6	0.0	0.6
5/2	466	466	-	-	-	0.2	0.0	-	0.2	1.4	0.7	0.0	0.7
5/3	112	112	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1
6/1	40	40	-	-	-	0.1	0.0	-	0.1	7.1	0.8	0.0	0.8
6/2	549	549	-	-	-	0.1	0.0	-	0.1	0.4	0.4	0.0	0.4
7/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	463	463	-	-	-	1.4	0.3	-	1.7	13.1	6.5	0.3	6.8
8/2	528	528	-	-	-	1.9	0.4	-	2.3	15.4	8.1	0.4	8.5
9/1	476	476	-	-	-	0.0	0.2	-	0.2	1.6	0.1	0.2	0.3
9/2	423	423	-	-	-	0.0	0.2	-	0.2	1.7	0.2	0.2	0.4
10/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

11/2	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	383	383	-	-	-	0.1	0.2	-	0.2	2.0	0.9	0.2	1.0
13/2	643	643	-	-	-	0.0	0.3	-	0.3	1.8	0.0	0.3	0.3
14/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A40 Cutteslowe Rbt	Stream: 1 PRC for Signalled Lanes (%):	5.3	Total Delay for Signalled Lanes (pcuHr):	40.14	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 2 PRC for Signalled Lanes (%):	130.8	Total Delay for Signalled Lanes (pcuHr):	0.53	Cycle Time (s): 106
C1 - A40 Cutteslowe Rbt	Stream: 3 PRC for Signalled Lanes (%):	211.8	Total Delay for Signalled Lanes (pcuHr):	0.40	Cycle Time (s): 106
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	46.56	

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A4260 Kidlington Rbt.j10
Path: F:\clients\I-transport\ITB16565 N Oxford\Dec 2022
Report generation date: 13/12/2022 12:55:30

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2022 Observed					
1 - A4260 Oxford Rd (N)	0.8	3.24	0.43	1.2	4.06	0.54
2 - Bicester Rd	0.3	2.80	0.22	0.2	2.46	0.15
3 - Oxford Rd (S)	0.4	2.52	0.26	1.0	3.62	0.48
4 - A420 Frieze Way	0.2	1.65	0.18	0.3	1.97	0.25
5 - Oxford Rd (N)	0.4	5.44	0.27	0.3	6.25	0.23
	2025 Base +CD					
1 - A4260 Oxford Rd (N)	0.9	3.41	0.45	2.1	6.10	0.67
2 - Bicester Rd	0.3	2.83	0.24	0.2	2.58	0.17
3 - Oxford Rd (S)	0.5	2.87	0.29	1.2	4.03	0.54
4 - A420 Frieze Way	0.3	1.71	0.21	0.7	2.61	0.43
5 - Oxford Rd (N)	0.4	5.44	0.30	0.5	7.85	0.34
	2025 Base + CD + Dev					
1 - A4260 Oxford Rd (N)	0.9	3.46	0.46	2.3	6.60	0.69
2 - Bicester Rd	0.3	2.85	0.24	0.2	2.66	0.18
3 - Oxford Rd (S)	0.5	2.97	0.32	1.3	4.15	0.56
4 - A420 Frieze Way	0.3	1.73	0.21	0.8	2.70	0.44
5 - Oxford Rd (N)	0.4	5.57	0.31	0.5	8.21	0.36
	2031 Base + CD + Dev					
1 - A4260 Oxford Rd (N)	0.7	3.14	0.38	1.6	5.27	0.62
2 - Bicester Rd	0.4	2.74	0.26	0.2	2.61	0.18
3 - Oxford Rd (S)	0.4	2.60	0.29	0.7	3.19	0.41
4 - A420 Frieze Way	0.3	1.76	0.24	0.6	2.25	0.38
5 - Oxford Rd (N)	0.4	5.84	0.31	0.4	6.18	0.27

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

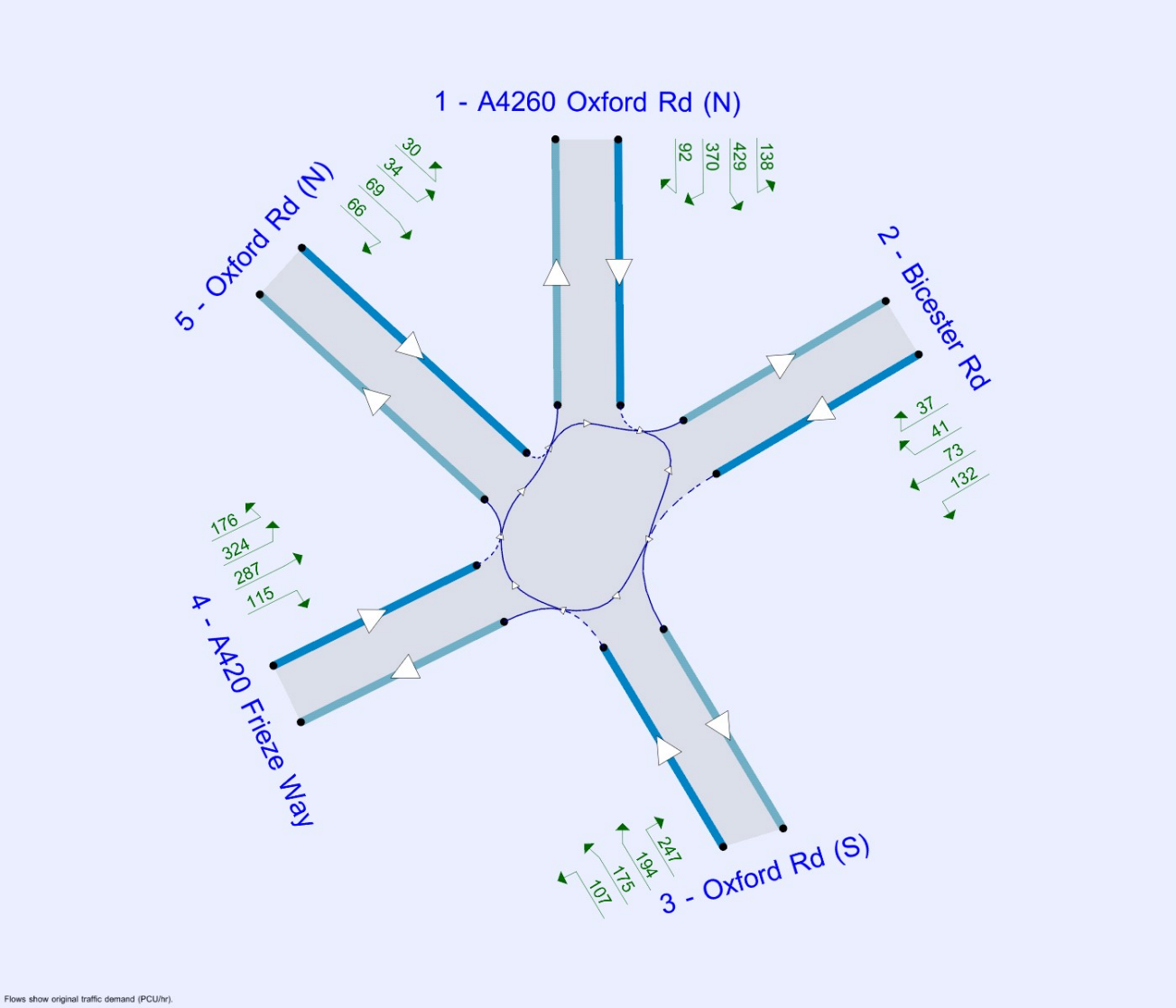
File summary

File Description

Title	A4260 / Oxford Rd (Kidlington Rbt)
Location	
Site number	
Date	04/08/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2025 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D5	Com Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Com Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D7	2025 Base +CD	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2025 Base +CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6
D9	2025 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D10	2025 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D11	2031 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D12	2031 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓		

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12	100.000	100.000

2022 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A4260 Oxford Rd (N)		
2	Bicester Rd		
3	Oxford Rd (S)		
4	A420 Frieze Way		
5	Oxford Rd (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A4260 Oxford Rd (N)	3.85	10.50	29.0	15.0	110.0	28.0		
2 - Bicester Rd	6.35	8.10	26.0	25.0	110.0	27.0		
3 - Oxford Rd (S)	3.50	8.35	115.0	20.0	110.0	29.0		
4 - A420 Frieze Way	7.30	10.63	87.0	40.0	110.0	32.0		
5 - Oxford Rd (N)	3.35	7.05	7.0	10.0	110.0	44.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4260 Oxford Rd (N)	0.530	2307
2 - Bicester Rd	0.550	2408
3 - Oxford Rd (S)	0.540	2363
4 - A420 Frieze Way	0.655	3165
5 - Oxford Rd (N)	0.370	1292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	775	100.000
2 - Bicester Rd		ONE HOUR	✓	362	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	493	100.000
4 - A420 Frieze Way		ONE HOUR	✓	458	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	55	80	444	172	24
	2 - Bicester Rd	33	14	215	81	19
	3 - Oxford Rd (S)	294	113	0	53	33
	4 - A420 Frieze Way	231	59	144	1	23
	5 - Oxford Rd (N)	39	47	75	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	4	3	0
	2 - Bicester Rd	6	14	13	7	0
	3 - Oxford Rd (S)	5	19	0	9	3
	4 - A420 Frieze Way	3	7	1	0	4
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.43	3.24	0.8	A	711	1067
2 - Bicester Rd	0.22	2.80	0.3	A	332	498
3 - Oxford Rd (S)	0.26	2.52	0.4	A	452	679
4 - A420 Frieze Way	0.18	1.65	0.2	A	420	630
5 - Oxford Rd (N)	0.27	5.44	0.4	A	205	307

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	583	146	387	2102	0.278	582	490	0.0	0.4	2.457	A
2 - Bicester Rd	273	68	733	2005	0.136	272	235	0.0	0.2	2.288	A
3 - Oxford Rd (S)	371	93	346	2177	0.171	370	659	0.0	0.2	2.155	A
4 - A420 Frieze Way	345	86	439	2878	0.120	344	277	0.0	0.1	1.461	A
5 - Oxford Rd (N)	168	42	709	1030	0.163	167	74	0.0	0.2	4.170	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	697	174	463	2062	0.338	696	586	0.4	0.5	2.737	A
2 - Bicester Rd	325	81	878	1925	0.169	325	281	0.2	0.2	2.479	A
3 - Oxford Rd (S)	443	111	414	2140	0.207	443	789	0.2	0.3	2.295	A
4 - A420 Frieze Way	412	103	526	2821	0.146	412	331	0.1	0.2	1.536	A
5 - Oxford Rd (N)	200	50	848	978	0.205	200	89	0.2	0.3	4.625	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	566	2007	0.425	852	717	0.5	0.8	3.234	A
2 - Bicester Rd	399	100	1075	1817	0.219	398	344	0.2	0.3	2.796	A
3 - Oxford Rd (S)	543	136	507	2090	0.260	542	966	0.3	0.4	2.517	A
4 - A420 Frieze Way	504	126	644	2744	0.184	504	406	0.2	0.2	1.653	A
5 - Oxford Rd (N)	246	61	1039	908	0.270	245	109	0.3	0.4	5.428	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	567	2007	0.425	853	718	0.8	0.8	3.240	A
2 - Bicester Rd	399	100	1076	1817	0.219	399	345	0.3	0.3	2.798	A
3 - Oxford Rd (S)	543	136	508	2089	0.260	543	967	0.4	0.4	2.518	A
4 - A420 Frieze Way	504	126	644	2744	0.184	504	406	0.2	0.2	1.653	A
5 - Oxford Rd (N)	246	61	1039	908	0.271	246	109	0.4	0.4	5.436	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	697	174	464	2061	0.338	698	587	0.8	0.5	2.744	A
2 - Bicester Rd	325	81	879	1924	0.169	326	282	0.3	0.2	2.482	A
3 - Oxford Rd (S)	443	111	415	2139	0.207	444	790	0.4	0.3	2.297	A
4 - A420 Frieze Way	412	103	526	2821	0.146	412	332	0.2	0.2	1.539	A
5 - Oxford Rd (N)	200	50	849	978	0.205	201	89	0.4	0.3	4.637	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	583	146	388	2101	0.278	584	491	0.5	0.4	2.464	A
2 - Bicester Rd	273	68	736	2003	0.136	273	236	0.2	0.2	2.295	A
3 - Oxford Rd (S)	371	93	347	2176	0.171	371	662	0.3	0.2	2.160	A
4 - A420 Frieze Way	345	86	441	2877	0.120	345	278	0.2	0.1	1.464	A
5 - Oxford Rd (N)	168	42	711	1029	0.163	168	75	0.3	0.2	4.182	A

2022 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	973	100.000
2 - Bicester Rd		ONE HOUR	✓	252	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	873	100.000
4 - A420 Frieze Way		ONE HOUR	✓	561	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	124	108	413	281	47
	2 - Bicester Rd	29	13	120	56	34
	3 - Oxford Rd (S)	423	253	1	134	62
	4 - A420 Frieze Way	313	113	55	4	76
	5 - Oxford Rd (N)	19	46	41	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	0	0
	2 - Bicester Rd	10	0	3	4	0
	3 - Oxford Rd (S)	3	4	0	0	0
	4 - A420 Frieze Way	0	0	5	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.54	4.06	1.2	A	893	1339
2 - Bicester Rd	0.15	2.46	0.2	A	231	347
3 - Oxford Rd (S)	0.48	3.62	1.0	A	801	1202
4 - A420 Frieze Way	0.25	1.97	0.3	A	515	772
5 - Oxford Rd (N)	0.23	6.25	0.3	A	146	219

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	733	183	435	2077	0.353	730	682	0.0	0.5	2.702	A
2 - Bicester Rd	190	47	765	1987	0.095	189	400	0.0	0.1	2.070	A
3 - Oxford Rd (S)	657	164	481	2104	0.312	655	473	0.0	0.5	2.547	A
4 - A420 Frieze Way	422	106	740	2681	0.158	422	396	0.0	0.2	1.600	A
5 - Oxford Rd (N)	120	30	997	923	0.130	119	164	0.0	0.1	4.474	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	875	219	520	2032	0.431	874	816	0.5	0.8	3.147	A
2 - Bicester Rd	227	57	915	1905	0.119	226	479	0.1	0.1	2.217	A
3 - Oxford Rd (S)	785	196	576	2053	0.382	784	566	0.5	0.6	2.910	A
4 - A420 Frieze Way	504	126	886	2586	0.195	504	474	0.2	0.2	1.737	A
5 - Oxford Rd (N)	143	36	1193	851	0.168	143	197	0.1	0.2	5.083	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1071	268	637	1970	0.544	1070	999	0.8	1.2	4.042	A
2 - Bicester Rd	277	69	1120	1792	0.155	277	586	0.1	0.2	2.457	A
3 - Oxford Rd (S)	961	240	705	1983	0.485	960	693	0.6	1.0	3.605	A
4 - A420 Frieze Way	618	154	1084	2456	0.252	617	580	0.2	0.3	1.967	A
5 - Oxford Rd (N)	175	44	1461	752	0.233	175	241	0.2	0.3	6.233	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1071	268	637	1969	0.544	1071	1000	1.2	1.2	4.058	A
2 - Bicester Rd	277	69	1122	1791	0.155	277	587	0.2	0.2	2.458	A
3 - Oxford Rd (S)	961	240	706	1982	0.485	961	694	1.0	1.0	3.616	A
4 - A420 Frieze Way	618	154	1086	2455	0.252	618	581	0.3	0.3	1.968	A
5 - Oxford Rd (N)	175	44	1462	751	0.233	175	241	0.3	0.3	6.247	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	875	219	521	2031	0.431	876	817	1.2	0.8	3.164	A
2 - Bicester Rd	227	57	918	1903	0.119	227	480	0.2	0.1	2.220	A
3 - Oxford Rd (S)	785	196	577	2052	0.383	786	567	1.0	0.6	2.920	A
4 - A420 Frieze Way	504	126	888	2584	0.195	505	476	0.3	0.2	1.741	A
5 - Oxford Rd (N)	143	36	1195	850	0.168	143	197	0.3	0.2	5.099	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	733	183	436	2076	0.353	733	684	0.8	0.6	2.716	A
2 - Bicester Rd	190	47	768	1986	0.096	190	402	0.1	0.1	2.074	A
3 - Oxford Rd (S)	657	164	483	2103	0.313	658	475	0.6	0.5	2.557	A
4 - A420 Frieze Way	422	106	743	2679	0.158	423	398	0.2	0.2	1.602	A
5 - Oxford Rd (N)	120	30	1001	922	0.130	120	165	0.2	0.2	4.489	A

2025 Base +CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2025 Base +CD	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	822	100.000
2 - Bicester Rd		ONE HOUR	✓	386	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	516	100.000
4 - A420 Frieze Way		ONE HOUR	✓	519	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	86	360	359	17
	2 - Bicester Rd	37	0	154	191	4
	3 - Oxford Rd (S)	306	102	0	27	81
	4 - A420 Frieze Way	216	51	142	0	110
	5 - Oxford Rd (N)	52	40	58	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	8	2	0
	2 - Bicester Rd	24	0	8	2	0
	3 - Oxford Rd (S)	12	8	0	18	0
	4 - A420 Frieze Way	9	0	4	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.45	3.41	0.9	A	754	1131
2 - Bicester Rd	0.24	2.83	0.3	A	354	531
3 - Oxford Rd (S)	0.29	2.87	0.5	A	473	710
4 - A420 Frieze Way	0.21	1.71	0.3	A	476	714
5 - Oxford Rd (N)	0.30	5.44	0.4	A	236	354

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	619	155	375	2108	0.294	617	459	0.0	0.4	2.536	A
2 - Bicester Rd	291	73	783	1978	0.147	290	209	0.0	0.2	2.262	A
3 - Oxford Rd (S)	388	97	537	2074	0.187	387	536	0.0	0.3	2.334	A
4 - A420 Frieze Way	391	98	411	2896	0.135	390	513	0.0	0.2	1.505	A
5 - Oxford Rd (N)	193	48	642	1055	0.183	193	159	0.0	0.2	4.171	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	739	185	449	2069	0.357	738	549	0.4	0.6	2.842	A
2 - Bicester Rd	347	87	937	1893	0.183	347	251	0.2	0.2	2.471	A
3 - Oxford Rd (S)	464	116	642	2017	0.230	464	641	0.3	0.3	2.535	A
4 - A420 Frieze Way	467	117	491	2844	0.164	466	614	0.2	0.2	1.586	A
5 - Oxford Rd (N)	231	58	767	1008	0.229	231	190	0.2	0.3	4.629	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	905	226	550	2016	0.449	904	672	0.6	0.9	3.401	A
2 - Bicester Rd	425	106	1147	1777	0.239	425	307	0.2	0.3	2.824	A
3 - Oxford Rd (S)	568	142	786	1939	0.293	568	785	0.3	0.5	2.871	A
4 - A420 Frieze Way	571	143	602	2771	0.206	571	752	0.2	0.3	1.714	A
5 - Oxford Rd (N)	283	71	940	945	0.300	282	233	0.3	0.4	5.429	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	905	226	551	2015	0.449	905	673	0.9	0.9	3.407	A
2 - Bicester Rd	425	106	1148	1777	0.239	425	307	0.3	0.3	2.826	A
3 - Oxford Rd (S)	568	142	787	1938	0.293	568	786	0.5	0.5	2.872	A
4 - A420 Frieze Way	571	143	602	2771	0.206	571	753	0.3	0.3	1.714	A
5 - Oxford Rd (N)	283	71	940	944	0.300	283	233	0.4	0.4	5.443	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	739	185	450	2069	0.357	740	550	0.9	0.6	2.852	A
2 - Bicester Rd	347	87	939	1892	0.183	347	251	0.3	0.2	2.474	A
3 - Oxford Rd (S)	464	116	644	2016	0.230	464	643	0.5	0.3	2.539	A
4 - A420 Frieze Way	467	117	492	2843	0.164	467	616	0.3	0.2	1.590	A
5 - Oxford Rd (N)	231	58	768	1008	0.229	232	191	0.4	0.3	4.639	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	619	155	377	2107	0.294	619	460	0.6	0.4	2.546	A
2 - Bicester Rd	291	73	786	1976	0.147	291	210	0.2	0.2	2.267	A
3 - Oxford Rd (S)	388	97	539	2072	0.187	389	538	0.3	0.3	2.338	A
4 - A420 Frieze Way	391	98	412	2895	0.135	391	515	0.2	0.2	1.508	A
5 - Oxford Rd (N)	193	48	643	1054	0.184	194	160	0.3	0.2	4.187	A

2025 Base +CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	4.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.44	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2025 Base +CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1113	100.000
2 - Bicester Rd		ONE HOUR	✓	273	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	983	100.000
4 - A420 Frieze Way		ONE HOUR	✓	930	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	158	534	304	117
	2 - Bicester Rd	37	0	134	60	42
	3 - Oxford Rd (S)	400	275	0	129	179
	4 - A420 Frieze Way	375	324	44	0	187
	5 - Oxford Rd (N)	36	44	81	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	1	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	5	1	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.67	6.10	2.1	A	1021	1532
2 - Bicester Rd	0.17	2.58	0.2	A	251	376
3 - Oxford Rd (S)	0.54	4.03	1.2	A	902	1353
4 - A420 Frieze Way	0.43	2.61	0.7	A	853	1280
5 - Oxford Rd (N)	0.34	7.85	0.5	A	201	301

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	838	209	620	1979	0.423	835	637	0.0	0.7	3.195	A
2 - Bicester Rd	206	51	854	1939	0.106	205	601	0.0	0.1	2.115	A
3 - Oxford Rd (S)	740	185	464	2113	0.350	738	595	0.0	0.5	2.671	A
4 - A420 Frieze Way	700	175	788	2649	0.264	699	413	0.0	0.4	1.854	A
5 - Oxford Rd (N)	165	41	1093	888	0.186	164	394	0.0	0.2	4.966	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1001	250	742	1914	0.523	999	762	0.7	1.1	3.997	A
2 - Bicester Rd	245	61	1022	1846	0.133	245	719	0.1	0.2	2.290	A
3 - Oxford Rd (S)	884	221	555	2064	0.428	883	712	0.5	0.8	3.115	A
4 - A420 Frieze Way	836	209	943	2548	0.328	836	495	0.4	0.5	2.112	A
5 - Oxford Rd (N)	197	49	1307	809	0.243	197	472	0.2	0.3	5.877	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1225	306	908	1826	0.671	1222	932	1.1	2.0	6.024	A
2 - Bicester Rd	301	75	1249	1721	0.175	300	880	0.2	0.2	2.581	A
3 - Oxford Rd (S)	1082	271	679	1997	0.542	1081	871	0.8	1.2	4.009	A
4 - A420 Frieze Way	1024	256	1154	2410	0.425	1023	605	0.5	0.7	2.607	A
5 - Oxford Rd (N)	241	60	1600	700	0.344	240	577	0.3	0.5	7.814	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1225	306	909	1825	0.671	1225	934	2.0	2.1	6.103	A
2 - Bicester Rd	301	75	1253	1719	0.175	301	882	0.2	0.2	2.585	A
3 - Oxford Rd (S)	1082	271	680	1996	0.542	1082	873	1.2	1.2	4.027	A
4 - A420 Frieze Way	1024	256	1156	2409	0.425	1024	607	0.7	0.7	2.611	A
5 - Oxford Rd (N)	241	60	1602	700	0.345	241	578	0.5	0.5	7.852	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1001	250	744	1913	0.523	1004	764	2.1	1.1	4.049	A
2 - Bicester Rd	245	61	1027	1843	0.133	246	722	0.2	0.2	2.295	A
3 - Oxford Rd (S)	884	221	557	2062	0.428	885	715	1.2	0.8	3.133	A
4 - A420 Frieze Way	836	209	946	2546	0.328	837	497	0.7	0.5	2.117	A
5 - Oxford Rd (N)	197	49	1310	808	0.244	198	473	0.5	0.3	5.910	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	838	209	623	1977	0.424	839	639	1.1	0.8	3.223	A
2 - Bicester Rd	206	51	858	1936	0.106	206	604	0.2	0.1	2.119	A
3 - Oxford Rd (S)	740	185	466	2112	0.350	741	598	0.8	0.6	2.685	A
4 - A420 Frieze Way	700	175	791	2647	0.264	701	415	0.5	0.4	1.860	A
5 - Oxford Rd (N)	165	41	1096	887	0.186	165	396	0.3	0.2	4.993	A

2025 Base + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	3.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.12	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	832	100.000
2 - Bicester Rd		ONE HOUR	✓	386	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	566	100.000
4 - A420 Frieze Way		ONE HOUR	✓	525	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	86	370	359	17
	2 - Bicester Rd	37	0	154	191	4
	3 - Oxford Rd (S)	332	104	0	45	85
	4 - A420 Frieze Way	216	51	148	0	110
	5 - Oxford Rd (N)	52	40	59	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	8	2	0
	2 - Bicester Rd	24	14	8	2	0
	3 - Oxford Rd (S)	11	8	0	11	0
	4 - A420 Frieze Way	9	0	3	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.46	3.46	0.9	A	763	1145
2 - Bicester Rd	0.24	2.85	0.3	A	354	531
3 - Oxford Rd (S)	0.32	2.97	0.5	A	519	779
4 - A420 Frieze Way	0.21	1.73	0.3	A	482	723
5 - Oxford Rd (N)	0.31	5.57	0.4	A	237	355

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	626	157	382	2105	0.298	625	478	0.0	0.4	2.556	A
2 - Bicester Rd	291	73	796	1970	0.147	290	211	0.0	0.2	2.272	A
3 - Oxford Rd (S)	426	107	537	2074	0.205	425	549	0.0	0.3	2.371	A
4 - A420 Frieze Way	395	99	435	2881	0.137	395	527	0.0	0.2	1.511	A
5 - Oxford Rd (N)	194	49	667	1045	0.186	193	162	0.0	0.2	4.221	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	748	187	457	2065	0.362	747	572	0.4	0.6	2.874	A
2 - Bicester Rd	347	87	952	1884	0.184	347	252	0.2	0.2	2.484	A
3 - Oxford Rd (S)	509	127	642	2017	0.252	508	657	0.3	0.4	2.593	A
4 - A420 Frieze Way	472	118	520	2825	0.167	472	631	0.2	0.2	1.596	A
5 - Oxford Rd (N)	232	58	798	997	0.233	232	194	0.2	0.3	4.700	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	916	229	560	2010	0.456	915	701	0.6	0.9	3.456	A
2 - Bicester Rd	425	106	1166	1767	0.241	425	309	0.2	0.3	2.846	A
3 - Oxford Rd (S)	623	156	786	1939	0.321	623	804	0.4	0.5	2.970	A
4 - A420 Frieze Way	578	145	637	2748	0.210	578	772	0.2	0.3	1.730	A
5 - Oxford Rd (N)	284	71	977	931	0.305	284	238	0.3	0.4	5.558	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	916	229	560	2010	0.456	916	701	0.9	0.9	3.462	A
2 - Bicester Rd	425	106	1167	1766	0.241	425	309	0.3	0.3	2.848	A
3 - Oxford Rd (S)	623	156	787	1938	0.322	623	805	0.5	0.5	2.973	A
4 - A420 Frieze Way	578	145	637	2748	0.210	578	773	0.3	0.3	1.731	A
5 - Oxford Rd (N)	284	71	978	930	0.305	284	238	0.4	0.4	5.569	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	748	187	458	2064	0.362	749	573	0.9	0.6	2.885	A
2 - Bicester Rd	347	87	954	1883	0.184	347	253	0.3	0.2	2.489	A
3 - Oxford Rd (S)	509	127	644	2016	0.252	509	658	0.5	0.4	2.599	A
4 - A420 Frieze Way	472	118	521	2824	0.167	472	632	0.3	0.2	1.597	A
5 - Oxford Rd (N)	232	58	799	997	0.233	232	194	0.4	0.3	4.716	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	626	157	384	2104	0.298	627	480	0.6	0.4	2.566	A
2 - Bicester Rd	291	73	799	1969	0.148	291	212	0.2	0.2	2.277	A
3 - Oxford Rd (S)	426	107	539	2072	0.206	426	551	0.4	0.3	2.376	A
4 - A420 Frieze Way	395	99	436	2880	0.137	395	529	0.2	0.2	1.514	A
5 - Oxford Rd (N)	194	49	669	1045	0.186	195	163	0.3	0.2	4.236	A

2025 Base + CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	4.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1133	100.000
2 - Bicester Rd		ONE HOUR	✓	276	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	1008	100.000
4 - A420 Frieze Way		ONE HOUR	✓	971	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	158	554	304	117
	2 - Bicester Rd	37	0	137	60	42
	3 - Oxford Rd (S)	405	275	0	149	179
	4 - A420 Frieze Way	375	324	85	0	187
	5 - Oxford Rd (N)	36	44	82	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	0	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	5	1	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.69	6.60	2.3	A	1040	1559
2 - Bicester Rd	0.18	2.66	0.2	A	253	380
3 - Oxford Rd (S)	0.56	4.15	1.3	A	925	1387
4 - A420 Frieze Way	0.44	2.70	0.8	A	891	1337
5 - Oxford Rd (N)	0.36	8.21	0.5	A	202	303

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	651	1962	0.435	850	640	0.0	0.8	3.274	A
2 - Bicester Rd	208	52	900	1913	0.109	207	601	0.0	0.1	2.151	A
3 - Oxford Rd (S)	759	190	464	2113	0.359	757	644	0.0	0.6	2.708	A
4 - A420 Frieze Way	731	183	792	2647	0.276	729	428	0.0	0.4	1.881	A
5 - Oxford Rd (N)	166	41	1127	875	0.189	165	394	0.0	0.2	5.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1019	255	780	1894	0.538	1017	766	0.8	1.2	4.156	A
2 - Bicester Rd	248	62	1077	1816	0.137	248	719	0.1	0.2	2.340	A
3 - Oxford Rd (S)	906	227	555	2064	0.439	905	770	0.6	0.8	3.172	A
4 - A420 Frieze Way	873	218	947	2545	0.343	872	513	0.4	0.5	2.159	A
5 - Oxford Rd (N)	198	49	1348	793	0.249	197	472	0.2	0.3	6.036	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1247	312	954	1802	0.692	1243	938	1.2	2.2	6.490	A
2 - Bicester Rd	304	76	1317	1684	0.180	304	880	0.2	0.2	2.658	A
3 - Oxford Rd (S)	1110	277	678	1997	0.556	1108	942	0.8	1.3	4.131	A
4 - A420 Frieze Way	1069	267	1159	2406	0.444	1068	627	0.5	0.8	2.696	A
5 - Oxford Rd (N)	242	61	1650	682	0.355	241	577	0.3	0.5	8.158	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1247	312	956	1801	0.693	1247	939	2.2	2.3	6.596	A
2 - Bicester Rd	304	76	1321	1682	0.181	304	882	0.2	0.2	2.663	A
3 - Oxford Rd (S)	1110	277	680	1996	0.556	1110	945	1.3	1.3	4.152	A
4 - A420 Frieze Way	1069	267	1162	2405	0.445	1069	629	0.8	0.8	2.703	A
5 - Oxford Rd (N)	242	61	1653	681	0.356	242	578	0.5	0.5	8.207	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1019	255	782	1893	0.538	1023	768	2.3	1.2	4.217	A
2 - Bicester Rd	248	62	1083	1812	0.137	248	722	0.2	0.2	2.348	A
3 - Oxford Rd (S)	906	227	558	2062	0.439	908	774	1.3	0.8	3.192	A
4 - A420 Frieze Way	873	218	951	2543	0.343	874	515	0.8	0.5	2.166	A
5 - Oxford Rd (N)	198	49	1352	792	0.250	199	473	0.5	0.3	6.073	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	654	1960	0.435	855	643	1.2	0.8	3.309	A
2 - Bicester Rd	208	52	905	1910	0.109	208	604	0.2	0.1	2.157	A
3 - Oxford Rd (S)	759	190	466	2112	0.359	760	647	0.8	0.6	2.725	A
4 - A420 Frieze Way	731	183	795	2645	0.276	732	431	0.5	0.4	1.890	A
5 - Oxford Rd (N)	166	41	1131	874	0.190	166	396	0.3	0.2	5.089	A

2031 Base + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	700	100.000
2 - Bicester Rd		ONE HOUR	✓	434	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	561	100.000
4 - A420 Frieze Way		ONE HOUR	✓	597	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	83	417	184	16
	2 - Bicester Rd	50	0	302	77	5
	3 - Oxford Rd (S)	331	99	0	44	87
	4 - A420 Frieze Way	322	60	123	0	92
	5 - Oxford Rd (N)	48	39	84	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	10	12	5	0
	2 - Bicester Rd	16	14	4	5	0
	3 - Oxford Rd (S)	12	7	0	7	0
	4 - A420 Frieze Way	2	0	3	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.38	3.14	0.7	A	642	963
2 - Bicester Rd	0.26	2.74	0.4	A	398	597
3 - Oxford Rd (S)	0.29	2.60	0.4	A	515	772
4 - A420 Frieze Way	0.24	1.76	0.3	A	548	822
5 - Oxford Rd (N)	0.31	5.84	0.4	A	228	343

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	527	132	362	2115	0.249	526	564	0.0	0.4	2.479	A
2 - Bicester Rd	327	82	677	2036	0.161	326	211	0.0	0.2	2.217	A
3 - Oxford Rd (S)	422	106	308	2197	0.192	421	695	0.0	0.3	2.202	A
4 - A420 Frieze Way	449	112	442	2876	0.156	449	287	0.0	0.2	1.507	A
5 - Oxford Rd (N)	187	47	740	1018	0.184	187	150	0.0	0.2	4.323	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	629	157	434	2077	0.303	629	675	0.4	0.5	2.723	A
2 - Bicester Rd	390	98	810	1962	0.199	390	252	0.2	0.3	2.412	A
3 - Oxford Rd (S)	504	126	368	2165	0.233	504	832	0.3	0.3	2.356	A
4 - A420 Frieze Way	537	134	528	2819	0.190	536	344	0.2	0.2	1.602	A
5 - Oxford Rd (N)	224	56	885	965	0.232	224	180	0.2	0.3	4.855	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	771	193	531	2026	0.380	770	826	0.5	0.7	3.139	A
2 - Bicester Rd	478	119	992	1863	0.257	477	309	0.3	0.4	2.739	A
3 - Oxford Rd (S)	618	154	451	2120	0.291	617	1019	0.3	0.4	2.603	A
4 - A420 Frieze Way	657	164	647	2742	0.240	657	421	0.2	0.3	1.755	A
5 - Oxford Rd (N)	274	69	1084	891	0.308	274	220	0.3	0.4	5.824	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	771	193	532	2025	0.381	771	827	0.7	0.7	3.142	A
2 - Bicester Rd	478	119	993	1862	0.257	478	309	0.4	0.4	2.740	A
3 - Oxford Rd (S)	618	154	451	2120	0.291	618	1020	0.4	0.4	2.604	A
4 - A420 Frieze Way	657	164	647	2741	0.240	657	422	0.3	0.3	1.755	A
5 - Oxford Rd (N)	274	69	1085	891	0.308	274	220	0.4	0.4	5.836	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	629	157	435	2077	0.303	630	676	0.7	0.5	2.727	A
2 - Bicester Rd	390	98	812	1962	0.199	391	253	0.4	0.3	2.417	A
3 - Oxford Rd (S)	504	126	369	2164	0.233	505	833	0.4	0.3	2.358	A
4 - A420 Frieze Way	537	134	529	2819	0.190	537	345	0.3	0.2	1.603	A
5 - Oxford Rd (N)	224	56	886	964	0.232	224	180	0.4	0.3	4.868	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	527	132	364	2114	0.249	527	566	0.5	0.4	2.485	A
2 - Bicester Rd	327	82	680	2034	0.161	327	212	0.3	0.2	2.222	A
3 - Oxford Rd (S)	422	106	309	2197	0.192	423	698	0.3	0.3	2.207	A
4 - A420 Frieze Way	449	112	443	2875	0.156	450	289	0.2	0.2	1.510	A
5 - Oxford Rd (N)	187	47	742	1018	0.184	188	151	0.3	0.2	4.339	A

2031 Base + CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	3.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1029	100.000
2 - Bicester Rd		ONE HOUR	✓	283	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	723	100.000
4 - A420 Frieze Way		ONE HOUR	✓	902	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	138	429	370	92
	2 - Bicester Rd	37	0	132	73	41
	3 - Oxford Rd (S)	194	247	0	107	175
	4 - A420 Frieze Way	324	287	115	0	176
	5 - Oxford Rd (N)	30	34	69	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	5	0	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	10	2	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.62	5.27	1.6	A	944	1416
2 - Bicester Rd	0.18	2.61	0.2	A	260	390
3 - Oxford Rd (S)	0.41	3.19	0.7	A	663	995
4 - A420 Frieze Way	0.38	2.25	0.6	A	828	1242
5 - Oxford Rd (N)	0.27	6.18	0.4	A	183	274

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	775	194	614	1982	0.391	772	439	0.0	0.7	3.030	A
2 - Bicester Rd	213	53	856	1937	0.110	213	530	0.0	0.1	2.125	A
3 - Oxford Rd (S)	544	136	510	2088	0.261	543	559	0.0	0.4	2.402	A
4 - A420 Frieze Way	679	170	590	2779	0.244	678	462	0.0	0.3	1.718	A
5 - Oxford Rd (N)	150	37	904	958	0.156	149	363	0.0	0.2	4.449	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	925	231	735	1918	0.482	924	526	0.7	0.9	3.690	A
2 - Bicester Rd	254	64	1024	1845	0.138	254	634	0.1	0.2	2.304	A
3 - Oxford Rd (S)	650	162	610	2034	0.320	649	669	0.4	0.5	2.683	A
4 - A420 Frieze Way	811	203	706	2703	0.300	810	553	0.3	0.4	1.907	A
5 - Oxford Rd (N)	179	45	1082	892	0.201	179	435	0.2	0.2	5.046	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1133	283	900	1831	0.619	1130	643	0.9	1.6	5.223	A
2 - Bicester Rd	312	78	1253	1719	0.181	311	776	0.2	0.2	2.604	A
3 - Oxford Rd (S)	796	199	746	1961	0.406	795	819	0.5	0.7	3.187	A
4 - A420 Frieze Way	993	248	864	2599	0.382	992	677	0.4	0.6	2.246	A
5 - Oxford Rd (N)	219	55	1324	802	0.273	219	532	0.2	0.4	6.163	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1133	283	901	1830	0.619	1133	644	1.6	1.6	5.268	A
2 - Bicester Rd	312	78	1256	1717	0.181	312	777	0.2	0.2	2.607	A
3 - Oxford Rd (S)	796	199	748	1960	0.406	796	820	0.7	0.7	3.192	A
4 - A420 Frieze Way	993	248	865	2599	0.382	993	678	0.6	0.6	2.248	A
5 - Oxford Rd (N)	219	55	1326	802	0.273	219	533	0.4	0.4	6.178	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	925	231	736	1917	0.483	928	527	1.6	1.0	3.722	A
2 - Bicester Rd	254	64	1029	1842	0.138	255	636	0.2	0.2	2.308	A
3 - Oxford Rd (S)	650	162	612	2033	0.320	651	671	0.7	0.5	2.689	A
4 - A420 Frieze Way	811	203	708	2702	0.300	812	555	0.6	0.4	1.913	A
5 - Oxford Rd (N)	179	45	1084	891	0.201	179	436	0.4	0.3	5.061	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	775	194	616	1980	0.391	776	441	1.0	0.7	3.051	A
2 - Bicester Rd	213	53	860	1935	0.110	213	532	0.2	0.1	2.128	A
3 - Oxford Rd (S)	544	136	512	2087	0.261	545	562	0.5	0.4	2.411	A
4 - A420 Frieze Way	679	170	592	2778	0.244	679	464	0.4	0.3	1.720	A
5 - Oxford Rd (N)	150	37	907	957	0.157	150	365	0.3	0.2	4.465	A

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.4.1693

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A4260 Kidlington Rbt proposed.j10
Path: F:\clients\I-transport\ITB16565 N Oxford\Dec 2022
Report generation date: 13/12/2022 17:17:46

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2022 Observed					
1 - A4260 Oxford Rd (N)	0.8	3.24	0.43	1.2	4.06	0.54
2 - Bicester Rd	1.5	13.58	0.58	0.7	9.39	0.41
3 - Oxford Rd (S)	0.4	2.52	0.26	1.0	3.62	0.48
4 - A420 Frieze Way	0.2	1.65	0.18	0.3	1.97	0.25
5 - Oxford Rd (N)	0.4	5.44	0.27	0.3	6.25	0.23
	2025 Base +CD					
1 - A4260 Oxford Rd (N)	0.9	3.41	0.45	2.1	6.10	0.67
2 - Bicester Rd	1.8	15.93	0.64	0.9	11.25	0.48
3 - Oxford Rd (S)	0.5	2.87	0.29	1.2	4.03	0.54
4 - A420 Frieze Way	0.3	1.71	0.21	0.7	2.61	0.43
5 - Oxford Rd (N)	0.4	5.44	0.30	0.5	7.85	0.34
	2025 Base + CD + Dev					
1 - A4260 Oxford Rd (N)	0.9	3.46	0.46	2.3	6.60	0.69
2 - Bicester Rd	1.9	16.39	0.65	1.0	12.32	0.51
3 - Oxford Rd (S)	0.5	2.97	0.32	1.3	4.15	0.56
4 - A420 Frieze Way	0.3	1.73	0.21	0.8	2.70	0.44
5 - Oxford Rd (N)	0.4	5.57	0.31	0.5	8.21	0.36
	2031 Base + CD + Dev					
1 - A4260 Oxford Rd (N)	0.7	3.14	0.38	1.6	5.27	0.62
2 - Bicester Rd	2.0	15.59	0.66	1.0	11.68	0.50
3 - Oxford Rd (S)	0.4	2.60	0.29	0.7	3.19	0.41
4 - A420 Frieze Way	0.3	1.76	0.24	0.6	2.25	0.38
5 - Oxford Rd (N)	0.4	5.84	0.31	0.4	6.18	0.27

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

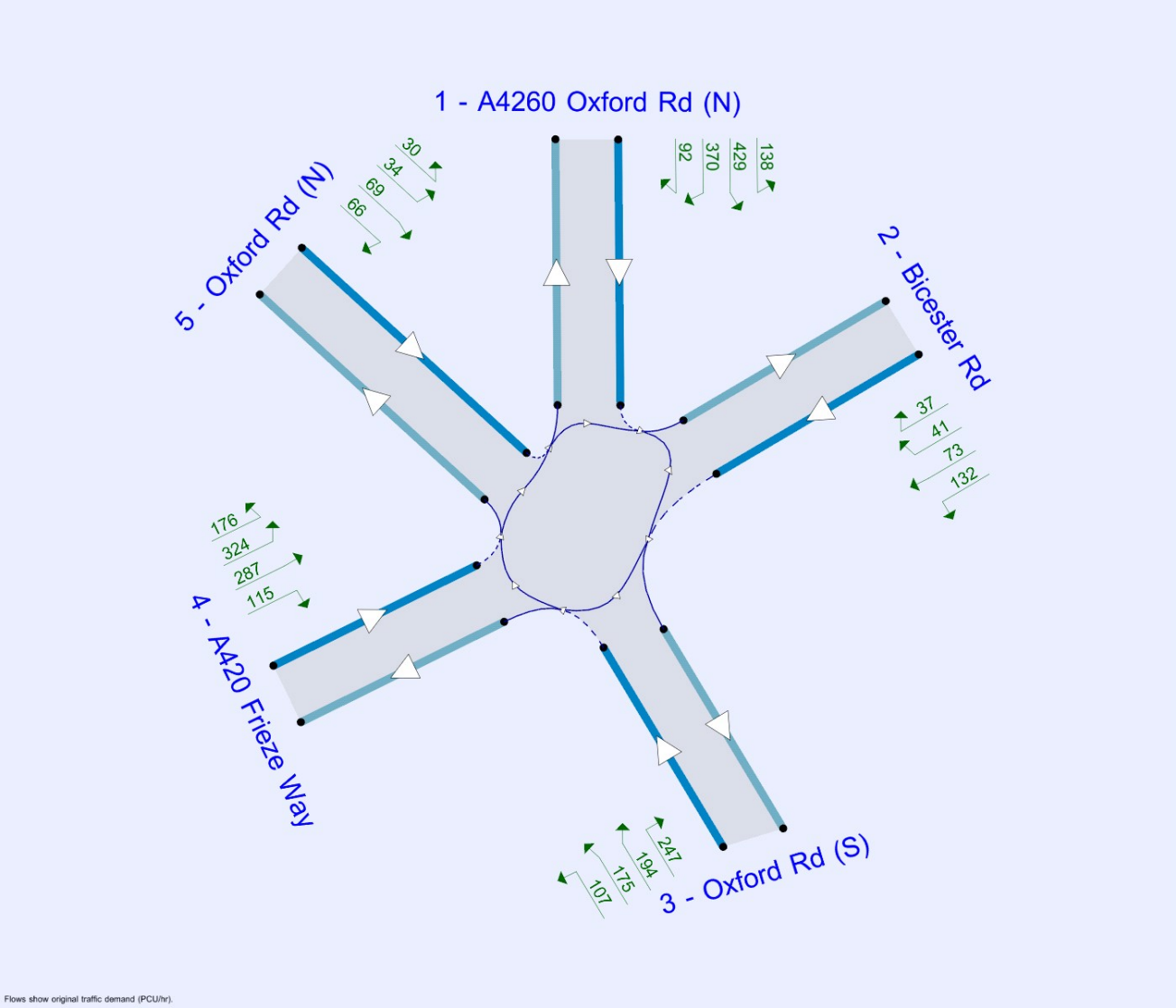
File summary

File Description

Title	A4260 / Oxford Rd (Kidlington Rbt)
Location	
Site number	
Date	04/08/2022
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	proposed layout including bus lane on Bicester Rd (N). Ped Xings not modelled - see Lanesim.

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2022 Observed	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2025 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D4	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D5	Com Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D6	Com Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D7	2025 Base +CD	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5
D8	2025 Base +CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6
D9	2025 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D10	2025 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D11	2031 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D12	2031 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓		

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D1,D2,D7,D8,D9,D10,D11,D12	100.000	100.000

2022 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	4.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A4260 Oxford Rd (N)		
2	Bicester Rd		
3	Oxford Rd (S)		
4	A420 Frieze Way		
5	Oxford Rd (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A4260 Oxford Rd (N)	3.85	10.50	29.0	15.0	110.0	28.0		
2 - Bicester Rd	3.18	4.05	2.0	30.0	110.0	33.0		
3 - Oxford Rd (S)	3.50	8.35	115.0	20.0	110.0	29.0		
4 - A420 Frieze Way	7.30	10.63	87.0	40.0	110.0	32.0		
5 - Oxford Rd (N)	3.35	7.05	7.0	10.0	110.0	44.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A4260 Oxford Rd (N)	0.530	2307
2 - Bicester Rd	0.362	1080
3 - Oxford Rd (S)	0.540	2363
4 - A420 Frieze Way	0.655	3165
5 - Oxford Rd (N)	0.370	1292

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Observed	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	775	100.000
2 - Bicester Rd		ONE HOUR	✓	362	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	493	100.000
4 - A420 Frieze Way		ONE HOUR	✓	458	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	55	80	444	172	24
	2 - Bicester Rd	33	14	215	81	19
	3 - Oxford Rd (S)	294	113	0	53	33
	4 - A420 Frieze Way	231	59	144	1	23
	5 - Oxford Rd (N)	39	47	75	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	4	3	0
	2 - Bicester Rd	6	14	13	7	0
	3 - Oxford Rd (S)	5	19	0	9	3
	4 - A420 Frieze Way	3	7	1	0	4
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.43	3.24	0.8	A	711	1067
2 - Bicester Rd	0.58	13.58	1.5	B	332	498
3 - Oxford Rd (S)	0.26	2.52	0.4	A	452	679
4 - A420 Frieze Way	0.18	1.65	0.2	A	420	630
5 - Oxford Rd (N)	0.27	5.44	0.4	A	205	307

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	583	146	387	2102	0.278	582	490	0.0	0.4	2.457	A
2 - Bicester Rd	273	68	733	814	0.335	270	235	0.0	0.5	7.265	A
3 - Oxford Rd (S)	371	93	345	2177	0.171	370	658	0.0	0.2	2.155	A
4 - A420 Frieze Way	345	86	439	2878	0.120	344	277	0.0	0.1	1.461	A
5 - Oxford Rd (N)	168	42	709	1030	0.163	167	74	0.0	0.2	4.169	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	697	174	463	2062	0.338	696	586	0.4	0.5	2.737	A
2 - Bicester Rd	325	81	878	762	0.427	324	281	0.5	0.8	9.042	A
3 - Oxford Rd (S)	443	111	414	2140	0.207	443	788	0.2	0.3	2.295	A
4 - A420 Frieze Way	412	103	525	2821	0.146	412	331	0.1	0.2	1.536	A
5 - Oxford Rd (N)	200	50	848	978	0.205	200	89	0.2	0.3	4.625	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	566	2007	0.425	852	717	0.5	0.8	3.234	A
2 - Bicester Rd	399	100	1075	691	0.577	396	344	0.8	1.5	13.337	B
3 - Oxford Rd (S)	543	136	506	2090	0.260	542	964	0.3	0.4	2.517	A
4 - A420 Frieze Way	504	126	643	2744	0.184	504	405	0.2	0.2	1.652	A
5 - Oxford Rd (N)	246	61	1038	908	0.270	245	109	0.3	0.4	5.427	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	567	2007	0.425	853	718	0.8	0.8	3.240	A
2 - Bicester Rd	399	100	1076	690	0.577	398	345	1.5	1.5	13.577	B
3 - Oxford Rd (S)	543	136	508	2089	0.260	543	967	0.4	0.4	2.518	A
4 - A420 Frieze Way	504	126	644	2744	0.184	504	406	0.2	0.2	1.653	A
5 - Oxford Rd (N)	246	61	1039	908	0.271	246	109	0.4	0.4	5.436	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	697	174	464	2061	0.338	698	587	0.8	0.5	2.742	A
2 - Bicester Rd	325	81	879	762	0.427	328	282	1.5	0.8	9.206	A
3 - Oxford Rd (S)	443	111	416	2139	0.207	444	792	0.4	0.3	2.299	A
4 - A420 Frieze Way	412	103	527	2820	0.146	412	333	0.2	0.2	1.537	A
5 - Oxford Rd (N)	200	50	850	978	0.205	201	89	0.4	0.3	4.637	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	583	146	388	2101	0.278	584	491	0.5	0.4	2.464	A
2 - Bicester Rd	273	68	736	813	0.335	274	236	0.8	0.6	7.368	A
3 - Oxford Rd (S)	371	93	348	2176	0.171	371	662	0.3	0.2	2.160	A
4 - A420 Frieze Way	345	86	441	2877	0.120	345	278	0.2	0.1	1.462	A
5 - Oxford Rd (N)	168	42	711	1029	0.163	168	75	0.3	0.2	4.184	A

2022 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	4.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Observed	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	973	100.000
2 - Bicester Rd		ONE HOUR	✓	252	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	873	100.000
4 - A420 Frieze Way		ONE HOUR	✓	561	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	124	108	413	281	47
	2 - Bicester Rd	29	13	120	56	34
	3 - Oxford Rd (S)	423	253	1	134	62
	4 - A420 Frieze Way	313	113	55	4	76
	5 - Oxford Rd (N)	19	46	41	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	0	0
	2 - Bicester Rd	10	0	3	4	0
	3 - Oxford Rd (S)	3	4	0	0	0
	4 - A420 Frieze Way	0	0	5	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.54	4.06	1.2	A	893	1339
2 - Bicester Rd	0.41	9.39	0.7	A	231	347
3 - Oxford Rd (S)	0.48	3.62	1.0	A	801	1202
4 - A420 Frieze Way	0.25	1.97	0.3	A	515	772
5 - Oxford Rd (N)	0.23	6.25	0.3	A	146	219

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	733	183	435	2077	0.353	730	682	0.0	0.5	2.702	A
2 - Bicester Rd	190	47	765	803	0.236	188	400	0.0	0.3	6.044	A
3 - Oxford Rd (S)	657	164	481	2104	0.312	655	473	0.0	0.5	2.546	A
4 - A420 Frieze Way	422	106	740	2681	0.158	422	396	0.0	0.2	1.600	A
5 - Oxford Rd (N)	120	30	997	923	0.130	119	164	0.0	0.1	4.474	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	875	219	520	2032	0.431	874	816	0.5	0.8	3.147	A
2 - Bicester Rd	227	57	915	749	0.303	226	479	0.3	0.4	7.114	A
3 - Oxford Rd (S)	785	196	576	2053	0.382	784	566	0.5	0.6	2.910	A
4 - A420 Frieze Way	504	126	886	2586	0.195	504	474	0.2	0.2	1.736	A
5 - Oxford Rd (N)	143	36	1193	851	0.168	143	197	0.1	0.2	5.083	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1071	268	637	1970	0.544	1070	998	0.8	1.2	4.042	A
2 - Bicester Rd	277	69	1120	674	0.411	276	586	0.4	0.7	9.327	A
3 - Oxford Rd (S)	961	240	704	1983	0.485	960	692	0.6	1.0	3.604	A
4 - A420 Frieze Way	618	154	1084	2456	0.252	617	580	0.2	0.3	1.967	A
5 - Oxford Rd (N)	175	44	1460	752	0.233	175	241	0.2	0.3	6.232	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1071	268	637	1969	0.544	1071	1000	1.2	1.2	4.058	A
2 - Bicester Rd	277	69	1122	674	0.412	277	587	0.7	0.7	9.390	A
3 - Oxford Rd (S)	961	240	706	1982	0.485	961	694	1.0	1.0	3.616	A
4 - A420 Frieze Way	618	154	1086	2455	0.252	618	581	0.3	0.3	1.968	A
5 - Oxford Rd (N)	175	44	1462	751	0.233	175	241	0.3	0.3	6.247	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	875	219	521	2031	0.431	876	817	1.2	0.8	3.164	A
2 - Bicester Rd	227	57	918	748	0.303	228	480	0.7	0.5	7.173	A
3 - Oxford Rd (S)	785	196	578	2051	0.383	786	568	1.0	0.6	2.921	A
4 - A420 Frieze Way	504	126	888	2584	0.195	505	476	0.3	0.2	1.741	A
5 - Oxford Rd (N)	143	36	1196	850	0.168	143	197	0.3	0.2	5.097	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	733	183	436	2076	0.353	733	684	0.8	0.6	2.718	A
2 - Bicester Rd	190	47	768	802	0.237	190	402	0.5	0.3	6.092	A
3 - Oxford Rd (S)	657	164	483	2102	0.313	658	475	0.6	0.5	2.557	A
4 - A420 Frieze Way	422	106	743	2679	0.158	423	398	0.2	0.2	1.602	A
5 - Oxford Rd (N)	120	30	1001	922	0.130	120	165	0.2	0.2	4.491	A

2025 Base +CD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2025 Base +CD	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3+D5

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	822	100.000
2 - Bicester Rd		ONE HOUR	✓	386	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	516	100.000
4 - A420 Frieze Way		ONE HOUR	✓	519	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	86	360	359	17
	2 - Bicester Rd	37	0	154	191	4
	3 - Oxford Rd (S)	306	102	0	27	81
	4 - A420 Frieze Way	216	51	142	0	110
	5 - Oxford Rd (N)	52	40	58	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	8	2	0
	2 - Bicester Rd	24	0	8	2	0
	3 - Oxford Rd (S)	12	8	0	18	0
	4 - A420 Frieze Way	9	0	4	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.45	3.41	0.9	A	754	1131
2 - Bicester Rd	0.64	15.93	1.8	C	354	531
3 - Oxford Rd (S)	0.29	2.87	0.5	A	473	710
4 - A420 Frieze Way	0.21	1.71	0.3	A	476	714
5 - Oxford Rd (N)	0.30	5.44	0.4	A	236	354

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	619	155	375	2108	0.294	617	459	0.0	0.4	2.536	A
2 - Bicester Rd	291	73	783	797	0.365	288	209	0.0	0.6	7.483	A
3 - Oxford Rd (S)	388	97	536	2074	0.187	387	535	0.0	0.3	2.333	A
4 - A420 Frieze Way	391	98	411	2897	0.135	390	513	0.0	0.2	1.505	A
5 - Oxford Rd (N)	193	48	641	1055	0.183	193	159	0.0	0.2	4.171	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	739	185	449	2069	0.357	738	549	0.4	0.6	2.842	A
2 - Bicester Rd	347	87	937	741	0.468	346	251	0.6	0.9	9.640	A
3 - Oxford Rd (S)	464	116	642	2017	0.230	464	641	0.3	0.3	2.534	A
4 - A420 Frieze Way	467	117	491	2844	0.164	466	614	0.2	0.2	1.586	A
5 - Oxford Rd (N)	231	58	767	1008	0.229	231	190	0.2	0.3	4.629	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	905	226	550	2016	0.449	904	672	0.6	0.9	3.401	A
2 - Bicester Rd	425	106	1147	665	0.639	421	307	0.9	1.8	15.486	C
3 - Oxford Rd (S)	568	142	784	1940	0.293	568	784	0.3	0.5	2.869	A
4 - A420 Frieze Way	571	143	601	2772	0.206	571	751	0.2	0.3	1.714	A
5 - Oxford Rd (N)	283	71	939	945	0.300	282	233	0.3	0.4	5.428	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	905	226	551	2015	0.449	905	673	0.9	0.9	3.407	A
2 - Bicester Rd	425	106	1148	664	0.640	425	307	1.8	1.8	15.931	C
3 - Oxford Rd (S)	568	142	787	1938	0.293	568	786	0.5	0.5	2.872	A
4 - A420 Frieze Way	571	143	602	2771	0.206	571	753	0.3	0.3	1.714	A
5 - Oxford Rd (N)	283	71	940	944	0.300	283	233	0.4	0.4	5.443	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	739	185	450	2069	0.357	740	550	0.9	0.6	2.852	A
2 - Bicester Rd	347	87	939	740	0.469	351	251	1.8	1.0	9.898	A
3 - Oxford Rd (S)	464	116	646	2015	0.230	464	644	0.5	0.3	2.539	A
4 - A420 Frieze Way	467	117	493	2843	0.164	467	617	0.3	0.2	1.590	A
5 - Oxford Rd (N)	231	58	769	1008	0.229	232	191	0.4	0.3	4.642	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	619	155	377	2107	0.294	619	460	0.6	0.4	2.546	A
2 - Bicester Rd	291	73	786	795	0.365	292	210	1.0	0.6	7.611	A
3 - Oxford Rd (S)	388	97	539	2072	0.187	389	538	0.3	0.3	2.340	A
4 - A420 Frieze Way	391	98	412	2895	0.135	391	516	0.2	0.2	1.508	A
5 - Oxford Rd (N)	193	48	643	1054	0.184	194	160	0.3	0.2	4.187	A

2025 Base +CD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	5.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2025 Base +CD	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1113	100.000
2 - Bicester Rd		ONE HOUR	✓	273	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	983	100.000
4 - A420 Frieze Way		ONE HOUR	✓	930	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	158	534	304	117
	2 - Bicester Rd	37	0	134	60	42
	3 - Oxford Rd (S)	400	275	0	129	179
	4 - A420 Frieze Way	375	324	44	0	187
	5 - Oxford Rd (N)	36	44	81	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	1	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	5	1	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.67	6.10	2.1	A	1021	1532
2 - Bicester Rd	0.48	11.25	0.9	B	251	376
3 - Oxford Rd (S)	0.54	4.03	1.2	A	902	1353
4 - A420 Frieze Way	0.43	2.61	0.7	A	853	1280
5 - Oxford Rd (N)	0.34	7.85	0.5	A	201	301

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	838	209	620	1979	0.423	835	637	0.0	0.7	3.195	A
2 - Bicester Rd	206	51	854	771	0.267	204	601	0.0	0.4	6.452	A
3 - Oxford Rd (S)	740	185	463	2113	0.350	738	594	0.0	0.5	2.670	A
4 - A420 Frieze Way	700	175	788	2650	0.264	699	413	0.0	0.4	1.854	A
5 - Oxford Rd (N)	165	41	1093	888	0.186	164	394	0.0	0.2	4.966	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1001	250	742	1914	0.523	999	762	0.7	1.1	3.997	A
2 - Bicester Rd	245	61	1022	710	0.346	245	719	0.4	0.5	7.870	A
3 - Oxford Rd (S)	884	221	555	2064	0.428	883	712	0.5	0.8	3.115	A
4 - A420 Frieze Way	836	209	943	2548	0.328	836	495	0.4	0.5	2.112	A
5 - Oxford Rd (N)	197	49	1307	809	0.243	197	471	0.2	0.3	5.876	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1225	306	908	1826	0.671	1222	932	1.1	2.0	6.024	A
2 - Bicester Rd	301	75	1249	628	0.479	299	880	0.5	0.9	11.126	B
3 - Oxford Rd (S)	1082	271	678	1997	0.542	1081	870	0.8	1.2	4.007	A
4 - A420 Frieze Way	1024	256	1154	2410	0.425	1023	605	0.5	0.7	2.606	A
5 - Oxford Rd (N)	241	60	1600	700	0.344	240	577	0.3	0.5	7.813	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1225	306	909	1825	0.671	1225	934	2.0	2.1	6.103	A
2 - Bicester Rd	301	75	1253	626	0.480	301	882	0.9	0.9	11.254	B
3 - Oxford Rd (S)	1082	271	680	1996	0.542	1082	873	1.2	1.2	4.027	A
4 - A420 Frieze Way	1024	256	1156	2409	0.425	1024	607	0.7	0.7	2.611	A
5 - Oxford Rd (N)	241	60	1602	700	0.345	241	578	0.5	0.5	7.852	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1001	250	744	1913	0.523	1004	764	2.1	1.1	4.048	A
2 - Bicester Rd	245	61	1027	708	0.347	247	722	0.9	0.5	7.977	A
3 - Oxford Rd (S)	884	221	558	2062	0.429	885	716	1.2	0.8	3.131	A
4 - A420 Frieze Way	836	209	946	2546	0.328	837	497	0.7	0.5	2.119	A
5 - Oxford Rd (N)	197	49	1310	807	0.244	198	473	0.5	0.3	5.912	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	838	209	623	1977	0.424	839	639	1.1	0.8	3.223	A
2 - Bicester Rd	206	51	858	769	0.267	206	604	0.5	0.4	6.524	A
3 - Oxford Rd (S)	740	185	466	2112	0.350	741	598	0.8	0.6	2.686	A
4 - A420 Frieze Way	700	175	792	2647	0.265	701	416	0.5	0.4	1.857	A
5 - Oxford Rd (N)	165	41	1097	886	0.186	165	396	0.3	0.2	4.993	A

2025 Base + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	5.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2025 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	832	100.000
2 - Bicester Rd		ONE HOUR	✓	386	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	566	100.000
4 - A420 Frieze Way		ONE HOUR	✓	525	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	86	370	359	17
	2 - Bicester Rd	37	0	154	191	4
	3 - Oxford Rd (S)	332	104	0	45	85
	4 - A420 Frieze Way	216	51	148	0	110
	5 - Oxford Rd (N)	52	40	59	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	9	8	2	0
	2 - Bicester Rd	24	14	8	2	0
	3 - Oxford Rd (S)	11	8	0	11	0
	4 - A420 Frieze Way	9	0	3	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.46	3.46	0.9	A	763	1145
2 - Bicester Rd	0.65	16.39	1.9	C	354	531
3 - Oxford Rd (S)	0.32	2.97	0.5	A	519	779
4 - A420 Frieze Way	0.21	1.73	0.3	A	482	723
5 - Oxford Rd (N)	0.31	5.57	0.4	A	237	355

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	626	157	382	2105	0.298	625	478	0.0	0.4	2.556	A
2 - Bicester Rd	291	73	796	792	0.367	288	211	0.0	0.6	7.549	A
3 - Oxford Rd (S)	426	107	536	2074	0.205	425	548	0.0	0.3	2.371	A
4 - A420 Frieze Way	395	99	435	2881	0.137	395	526	0.0	0.2	1.511	A
5 - Oxford Rd (N)	194	49	667	1045	0.186	193	162	0.0	0.2	4.221	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	748	187	457	2065	0.362	747	572	0.4	0.6	2.874	A
2 - Bicester Rd	347	87	952	735	0.472	346	252	0.6	0.9	9.775	A
3 - Oxford Rd (S)	509	127	642	2017	0.252	508	656	0.3	0.4	2.593	A
4 - A420 Frieze Way	472	118	520	2825	0.167	472	630	0.2	0.2	1.596	A
5 - Oxford Rd (N)	232	58	798	997	0.233	232	194	0.2	0.3	4.700	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	916	229	560	2010	0.456	915	700	0.6	0.9	3.456	A
2 - Bicester Rd	425	106	1166	658	0.646	421	309	0.9	1.8	15.898	C
3 - Oxford Rd (S)	623	156	784	1940	0.321	623	803	0.4	0.5	2.967	A
4 - A420 Frieze Way	578	145	637	2749	0.210	578	770	0.2	0.3	1.730	A
5 - Oxford Rd (N)	284	71	977	931	0.305	284	238	0.3	0.4	5.557	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	916	229	560	2010	0.456	916	701	0.9	0.9	3.462	A
2 - Bicester Rd	425	106	1167	657	0.646	425	309	1.8	1.9	16.393	C
3 - Oxford Rd (S)	623	156	787	1938	0.322	623	805	0.5	0.5	2.973	A
4 - A420 Frieze Way	578	145	637	2748	0.210	578	773	0.3	0.3	1.731	A
5 - Oxford Rd (N)	284	71	978	930	0.305	284	238	0.4	0.4	5.568	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	748	187	458	2064	0.362	749	574	0.9	0.6	2.882	A
2 - Bicester Rd	347	87	954	734	0.472	351	253	1.9	1.0	10.050	B
3 - Oxford Rd (S)	509	127	646	2015	0.253	509	659	0.5	0.4	2.600	A
4 - A420 Frieze Way	472	118	521	2824	0.167	472	634	0.3	0.2	1.597	A
5 - Oxford Rd (N)	232	58	799	996	0.233	232	194	0.4	0.3	4.717	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	626	157	384	2104	0.298	627	480	0.6	0.4	2.568	A
2 - Bicester Rd	291	73	799	791	0.367	292	212	1.0	0.6	7.681	A
3 - Oxford Rd (S)	426	107	540	2072	0.206	426	551	0.4	0.3	2.378	A
4 - A420 Frieze Way	395	99	436	2880	0.137	395	530	0.2	0.2	1.514	A
5 - Oxford Rd (N)	194	49	669	1045	0.186	195	163	0.3	0.2	4.236	A

2025 Base + CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	5.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2025 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1133	100.000
2 - Bicester Rd		ONE HOUR	✓	276	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	1008	100.000
4 - A420 Frieze Way		ONE HOUR	✓	971	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	158	554	304	117
	2 - Bicester Rd	37	0	137	60	42
	3 - Oxford Rd (S)	405	275	0	149	179
	4 - A420 Frieze Way	375	324	85	0	187
	5 - Oxford Rd (N)	36	44	82	58	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	3	0	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	5	1	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.69	6.60	2.3	A	1040	1559
2 - Bicester Rd	0.51	12.32	1.0	B	253	380
3 - Oxford Rd (S)	0.56	4.15	1.3	A	925	1387
4 - A420 Frieze Way	0.44	2.70	0.8	A	891	1337
5 - Oxford Rd (N)	0.36	8.21	0.5	A	202	303

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	651	1962	0.435	850	640	0.0	0.8	3.274	A
2 - Bicester Rd	208	52	900	754	0.276	206	601	0.0	0.4	6.680	A
3 - Oxford Rd (S)	759	190	463	2113	0.359	757	643	0.0	0.6	2.708	A
4 - A420 Frieze Way	731	183	792	2647	0.276	729	428	0.0	0.4	1.881	A
5 - Oxford Rd (N)	166	41	1127	875	0.189	165	394	0.0	0.2	5.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1019	255	780	1894	0.538	1017	766	0.8	1.2	4.156	A
2 - Bicester Rd	248	62	1077	690	0.360	247	719	0.4	0.6	8.279	A
3 - Oxford Rd (S)	906	227	555	2064	0.439	905	770	0.6	0.8	3.171	A
4 - A420 Frieze Way	873	218	947	2545	0.343	872	513	0.4	0.5	2.159	A
5 - Oxford Rd (N)	198	49	1348	793	0.249	197	471	0.2	0.3	6.036	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1247	312	954	1802	0.692	1243	938	1.2	2.2	6.490	A
2 - Bicester Rd	304	76	1317	603	0.504	302	880	0.6	1.0	12.119	B
3 - Oxford Rd (S)	1110	277	678	1997	0.556	1108	941	0.8	1.3	4.129	A
4 - A420 Frieze Way	1069	267	1159	2407	0.444	1068	627	0.5	0.8	2.695	A
5 - Oxford Rd (N)	242	61	1650	682	0.355	241	577	0.3	0.5	8.157	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1247	312	956	1801	0.693	1247	939	2.2	2.3	6.596	A
2 - Bicester Rd	304	76	1321	602	0.505	304	882	1.0	1.0	12.316	B
3 - Oxford Rd (S)	1110	277	680	1996	0.556	1110	945	1.3	1.3	4.152	A
4 - A420 Frieze Way	1069	267	1162	2405	0.445	1069	629	0.8	0.8	2.703	A
5 - Oxford Rd (N)	242	61	1653	681	0.356	242	578	0.5	0.5	8.207	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1019	255	782	1893	0.538	1023	768	2.3	1.2	4.217	A
2 - Bicester Rd	248	62	1083	688	0.361	250	722	1.0	0.6	8.414	A
3 - Oxford Rd (S)	906	227	558	2062	0.439	908	775	1.3	0.8	3.193	A
4 - A420 Frieze Way	873	218	951	2543	0.343	874	515	0.8	0.5	2.167	A
5 - Oxford Rd (N)	198	49	1352	792	0.250	199	473	0.5	0.3	6.076	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	853	213	654	1960	0.435	855	643	1.2	0.8	3.309	A
2 - Bicester Rd	208	52	905	752	0.276	209	604	0.6	0.4	6.758	A
3 - Oxford Rd (S)	759	190	466	2112	0.359	760	647	0.8	0.6	2.726	A
4 - A420 Frieze Way	731	183	795	2645	0.276	732	431	0.5	0.4	1.887	A
5 - Oxford Rd (N)	166	41	1131	874	0.190	166	396	0.3	0.2	5.089	A

2031 Base + CD + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	5.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.09	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 Base + CD + Dev	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	700	100.000
2 - Bicester Rd		ONE HOUR	✓	434	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	561	100.000
4 - A420 Frieze Way		ONE HOUR	✓	597	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	249	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	83	417	184	16
	2 - Bicester Rd	50	0	302	77	5
	3 - Oxford Rd (S)	331	99	0	44	87
	4 - A420 Frieze Way	322	60	123	0	92
	5 - Oxford Rd (N)	48	39	84	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	10	12	5	0
	2 - Bicester Rd	16	14	4	5	0
	3 - Oxford Rd (S)	12	7	0	7	0
	4 - A420 Frieze Way	2	0	3	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.38	3.14	0.7	A	642	963
2 - Bicester Rd	0.66	15.59	2.0	C	398	597
3 - Oxford Rd (S)	0.29	2.60	0.4	A	515	772
4 - A420 Frieze Way	0.24	1.76	0.3	A	548	822
5 - Oxford Rd (N)	0.31	5.84	0.4	A	228	343

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	527	132	362	2115	0.249	526	564	0.0	0.4	2.479	A
2 - Bicester Rd	327	82	677	835	0.391	324	211	0.0	0.7	7.389	A
3 - Oxford Rd (S)	422	106	307	2198	0.192	421	694	0.0	0.3	2.201	A
4 - A420 Frieze Way	449	112	441	2876	0.156	449	287	0.0	0.2	1.507	A
5 - Oxford Rd (N)	187	47	740	1018	0.184	187	150	0.0	0.2	4.323	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	629	157	434	2077	0.303	629	675	0.4	0.5	2.723	A
2 - Bicester Rd	390	98	810	787	0.496	389	252	0.7	1.0	9.501	A
3 - Oxford Rd (S)	504	126	368	2165	0.233	504	831	0.3	0.3	2.355	A
4 - A420 Frieze Way	537	134	528	2820	0.190	536	344	0.2	0.2	1.602	A
5 - Oxford Rd (N)	224	56	885	965	0.232	224	180	0.2	0.3	4.854	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	771	193	531	2026	0.380	770	826	0.5	0.7	3.139	A
2 - Bicester Rd	478	119	992	721	0.663	474	309	1.0	2.0	15.137	C
3 - Oxford Rd (S)	618	154	450	2120	0.291	617	1016	0.3	0.4	2.602	A
4 - A420 Frieze Way	657	164	646	2742	0.240	657	421	0.2	0.3	1.755	A
5 - Oxford Rd (N)	274	69	1083	891	0.308	274	220	0.3	0.4	5.823	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	771	193	532	2025	0.381	771	827	0.7	0.7	3.142	A
2 - Bicester Rd	478	119	993	720	0.663	478	309	2.0	2.0	15.594	C
3 - Oxford Rd (S)	618	154	451	2120	0.291	618	1019	0.4	0.4	2.604	A
4 - A420 Frieze Way	657	164	647	2741	0.240	657	422	0.3	0.3	1.755	A
5 - Oxford Rd (N)	274	69	1084	891	0.308	274	220	0.4	0.4	5.836	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	629	157	435	2077	0.303	630	676	0.7	0.5	2.727	A
2 - Bicester Rd	390	98	812	786	0.496	394	253	2.0	1.1	9.770	A
3 - Oxford Rd (S)	504	126	370	2164	0.233	505	836	0.4	0.3	2.358	A
4 - A420 Frieze Way	537	134	530	2819	0.190	537	345	0.3	0.2	1.603	A
5 - Oxford Rd (N)	224	56	887	964	0.232	224	180	0.4	0.3	4.869	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	527	132	364	2114	0.249	527	566	0.5	0.4	2.485	A
2 - Bicester Rd	327	82	680	834	0.392	328	212	1.1	0.7	7.526	A
3 - Oxford Rd (S)	422	106	309	2196	0.192	423	699	0.3	0.3	2.205	A
4 - A420 Frieze Way	449	112	443	2875	0.156	450	289	0.2	0.2	1.511	A
5 - Oxford Rd (N)	187	47	742	1018	0.184	188	151	0.3	0.2	4.339	A

2031 Base + CD + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - Oxford Rd (S) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	4 - A420 Frieze Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4260 / Oxford Rd (Kidlington Rbt)	Standard Roundabout		1, 2, 3, 4, 5	4.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 Base + CD + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A4260 Oxford Rd (N)		ONE HOUR	✓	1029	100.000
2 - Bicester Rd		ONE HOUR	✓	283	100.000
3 - Oxford Rd (S)		ONE HOUR	✓	723	100.000
4 - A420 Frieze Way		ONE HOUR	✓	902	100.000
5 - Oxford Rd (N)		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	138	429	370	92
	2 - Bicester Rd	37	0	132	73	41
	3 - Oxford Rd (S)	194	247	0	107	175
	4 - A420 Frieze Way	324	287	115	0	176
	5 - Oxford Rd (N)	30	34	69	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A4260 Oxford Rd (N)	2 - Bicester Rd	3 - Oxford Rd (S)	4 - A420 Frieze Way	5 - Oxford Rd (N)
From	1 - A4260 Oxford Rd (N)	0	0	5	0	0
	2 - Bicester Rd	0	0	4	0	0
	3 - Oxford Rd (S)	10	2	0	0	0
	4 - A420 Frieze Way	0	1	0	0	0
	5 - Oxford Rd (N)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A4260 Oxford Rd (N)	0.62	5.27	1.6	A	944	1416
2 - Bicester Rd	0.50	11.68	1.0	B	260	390
3 - Oxford Rd (S)	0.41	3.19	0.7	A	663	995
4 - A420 Frieze Way	0.38	2.25	0.6	A	828	1242
5 - Oxford Rd (N)	0.27	6.18	0.4	A	183	274

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	775	194	614	1982	0.391	772	439	0.0	0.7	3.030	A
2 - Bicester Rd	213	53	856	770	0.277	212	530	0.0	0.4	6.548	A
3 - Oxford Rd (S)	544	136	509	2089	0.261	543	559	0.0	0.4	2.401	A
4 - A420 Frieze Way	679	170	590	2779	0.244	678	462	0.0	0.3	1.718	A
5 - Oxford Rd (N)	150	37	904	958	0.156	149	363	0.0	0.2	4.449	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	925	231	735	1918	0.482	924	525	0.7	0.9	3.690	A
2 - Bicester Rd	254	64	1024	709	0.359	254	634	0.4	0.6	8.037	A
3 - Oxford Rd (S)	650	162	609	2034	0.320	649	669	0.4	0.5	2.683	A
4 - A420 Frieze Way	811	203	706	2703	0.300	810	553	0.3	0.4	1.907	A
5 - Oxford Rd (N)	179	45	1082	892	0.201	179	435	0.2	0.2	5.046	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1133	283	900	1831	0.619	1130	643	0.9	1.6	5.223	A
2 - Bicester Rd	312	78	1253	626	0.498	310	776	0.6	1.0	11.531	B
3 - Oxford Rd (S)	796	199	745	1961	0.406	795	818	0.5	0.7	3.186	A
4 - A420 Frieze Way	993	248	864	2600	0.382	992	677	0.4	0.6	2.245	A
5 - Oxford Rd (N)	219	55	1324	802	0.273	219	532	0.2	0.4	6.163	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	1133	283	901	1830	0.619	1133	644	1.6	1.6	5.268	A
2 - Bicester Rd	312	78	1256	625	0.498	312	777	1.0	1.0	11.684	B
3 - Oxford Rd (S)	796	199	748	1960	0.406	796	820	0.7	0.7	3.192	A
4 - A420 Frieze Way	993	248	865	2599	0.382	993	678	0.6	0.6	2.248	A
5 - Oxford Rd (N)	219	55	1326	802	0.273	219	533	0.4	0.4	6.177	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	925	231	736	1917	0.483	928	527	1.6	1.0	3.722	A
2 - Bicester Rd	254	64	1029	708	0.360	256	636	1.0	0.6	8.148	A
3 - Oxford Rd (S)	650	162	613	2033	0.320	651	672	0.7	0.5	2.690	A
4 - A420 Frieze Way	811	203	708	2702	0.300	812	555	0.6	0.4	1.910	A
5 - Oxford Rd (N)	179	45	1084	891	0.201	179	436	0.4	0.3	5.062	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A4260 Oxford Rd (N)	775	194	616	1980	0.391	776	441	1.0	0.7	3.053	A
2 - Bicester Rd	213	53	860	769	0.277	214	532	0.6	0.4	6.619	A
3 - Oxford Rd (S)	544	136	512	2087	0.261	545	562	0.5	0.4	2.411	A
4 - A420 Frieze Way	679	170	592	2777	0.245	679	465	0.4	0.3	1.723	A
5 - Oxford Rd (N)	150	37	907	957	0.157	150	365	0.3	0.2	4.466	A

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