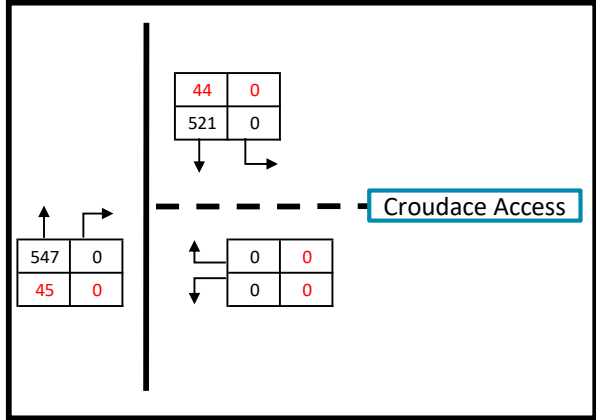
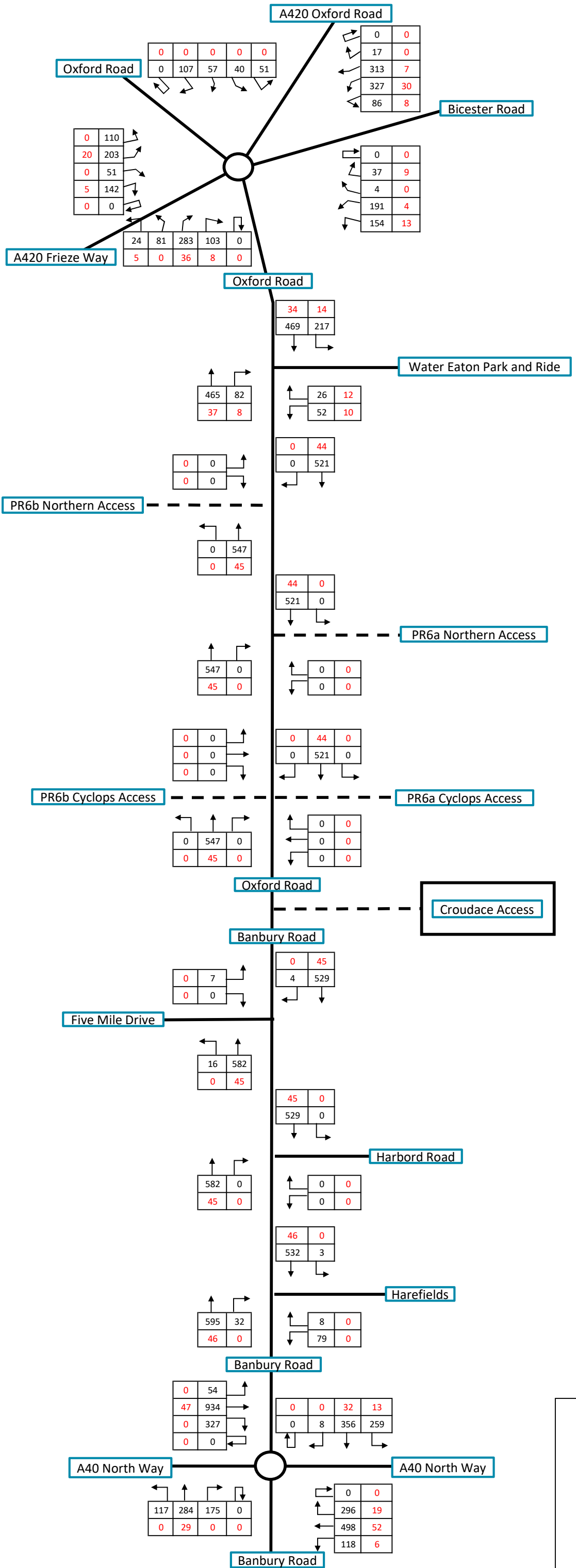
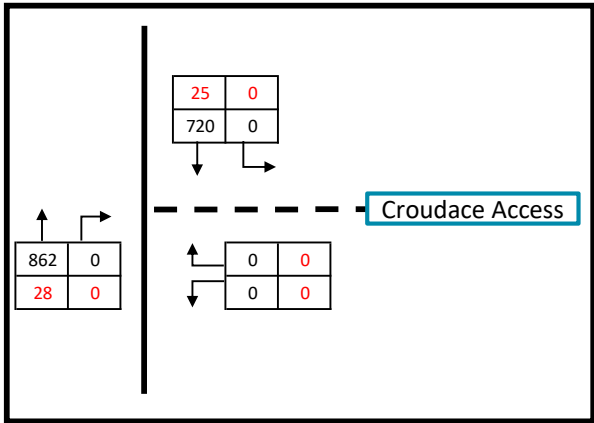
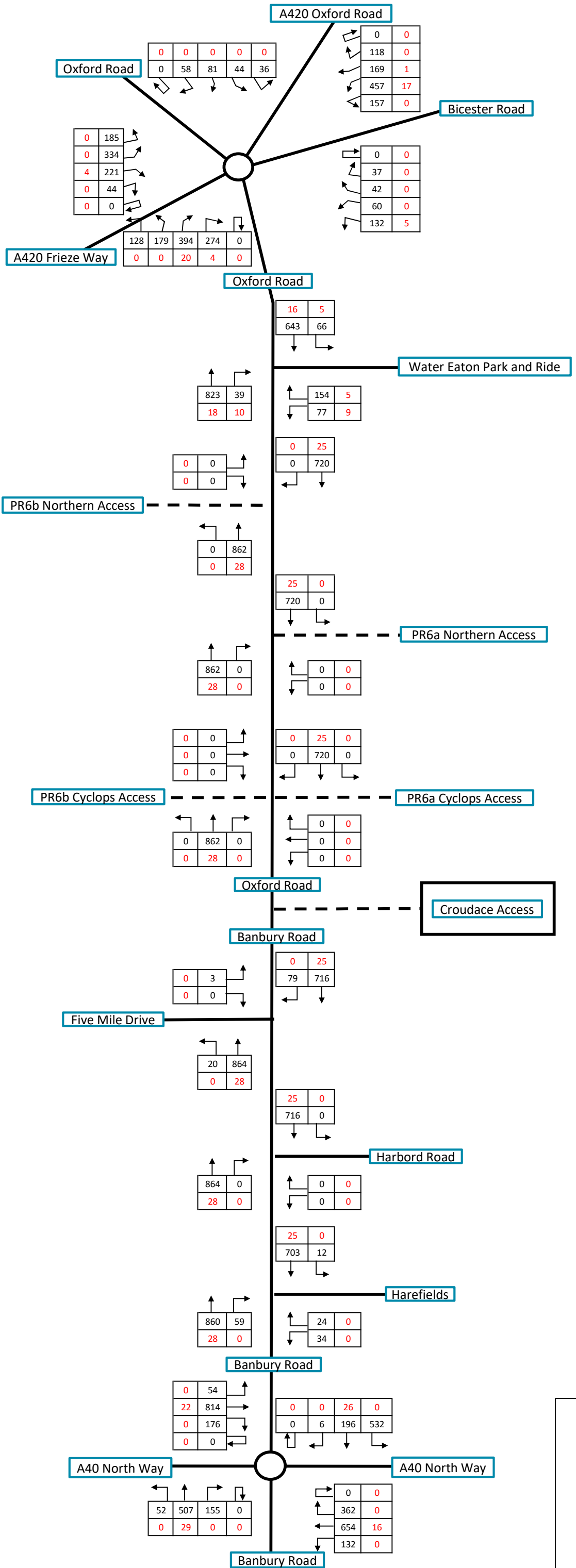


APPENDIX I. 2025 Traffic Flows



| | |
|--|---|
|  | 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 | | | |
| <table border="1"> <tr><td>500</td></tr> </table> = TOTAL VEHICLES | 500 | <table border="1"> <tr><td>25</td></tr> </table> = HGVs | 25 |
| 500 | | | |
| 25 | | | |



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

PR6a - Water Eaton, Oxford

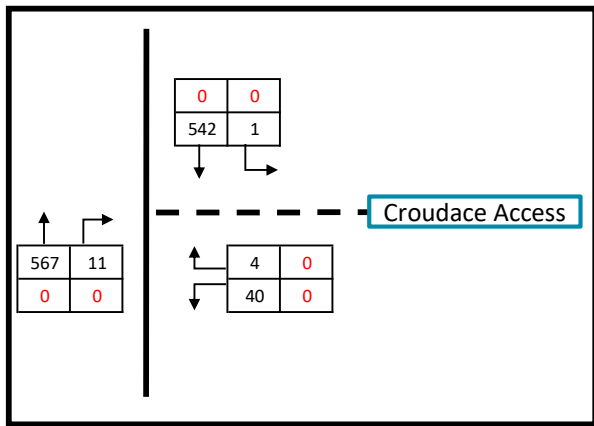
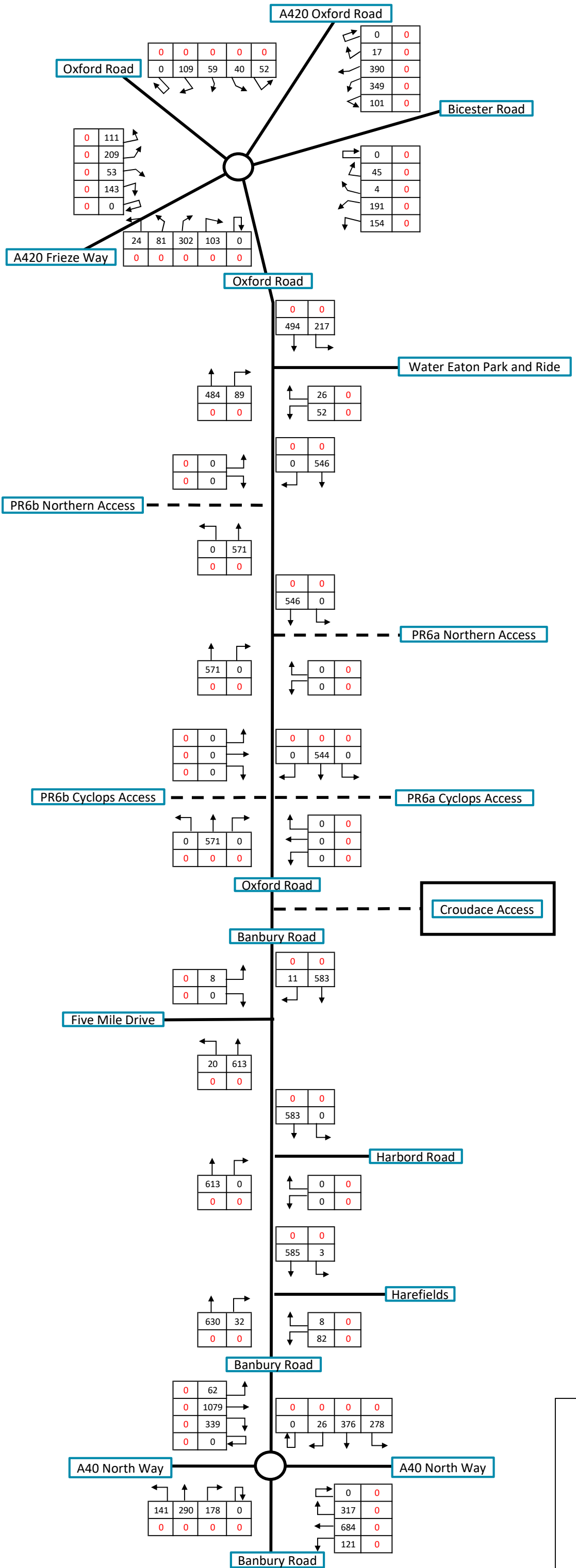
TF2

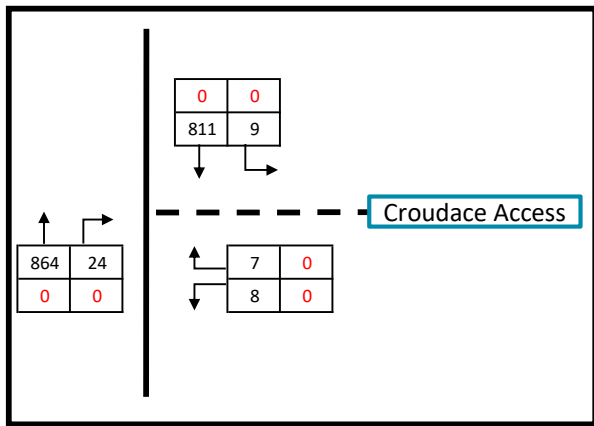
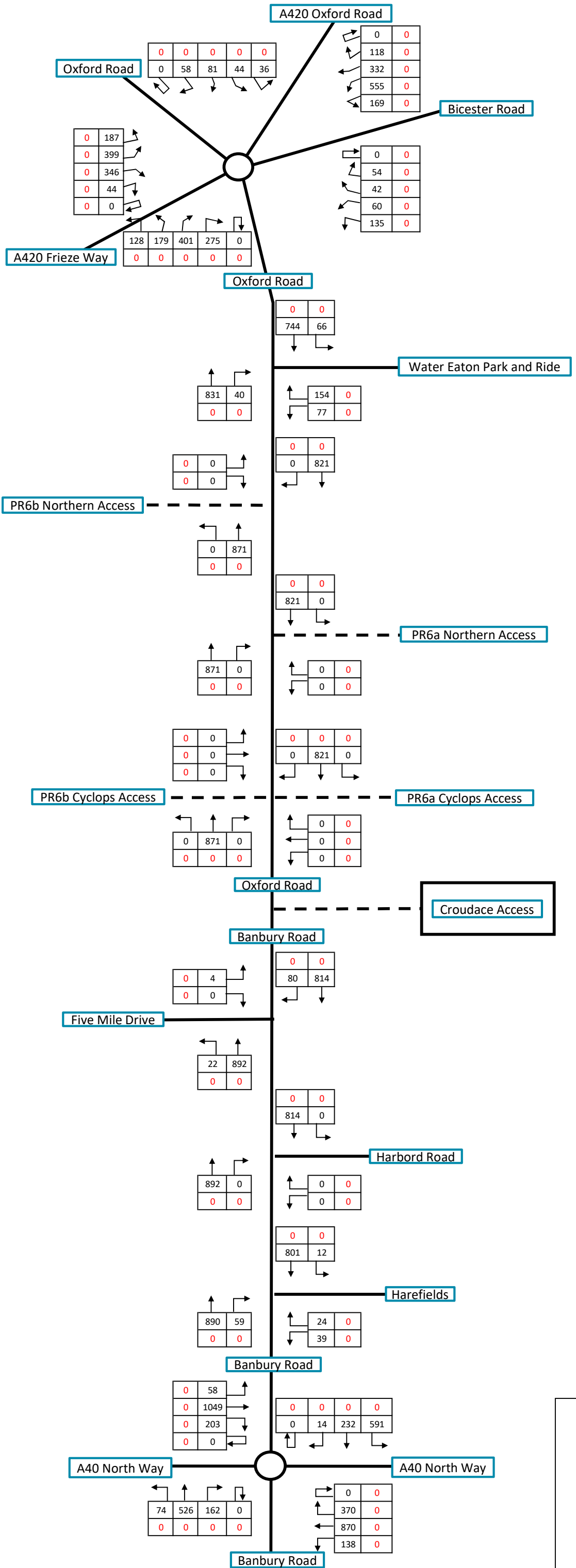
2025 Baseline (Growthed from 2023 Data) - PM Peak Hour (1700-1800)

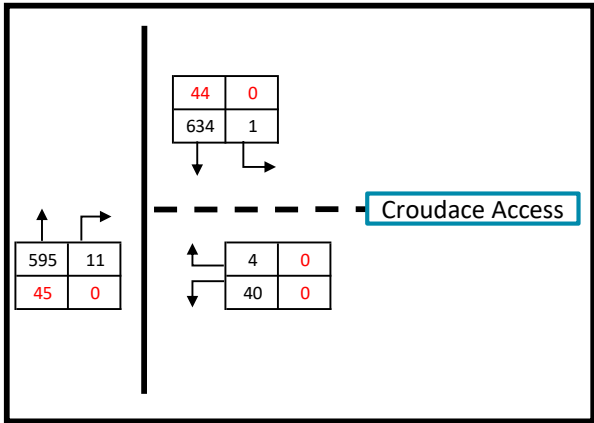
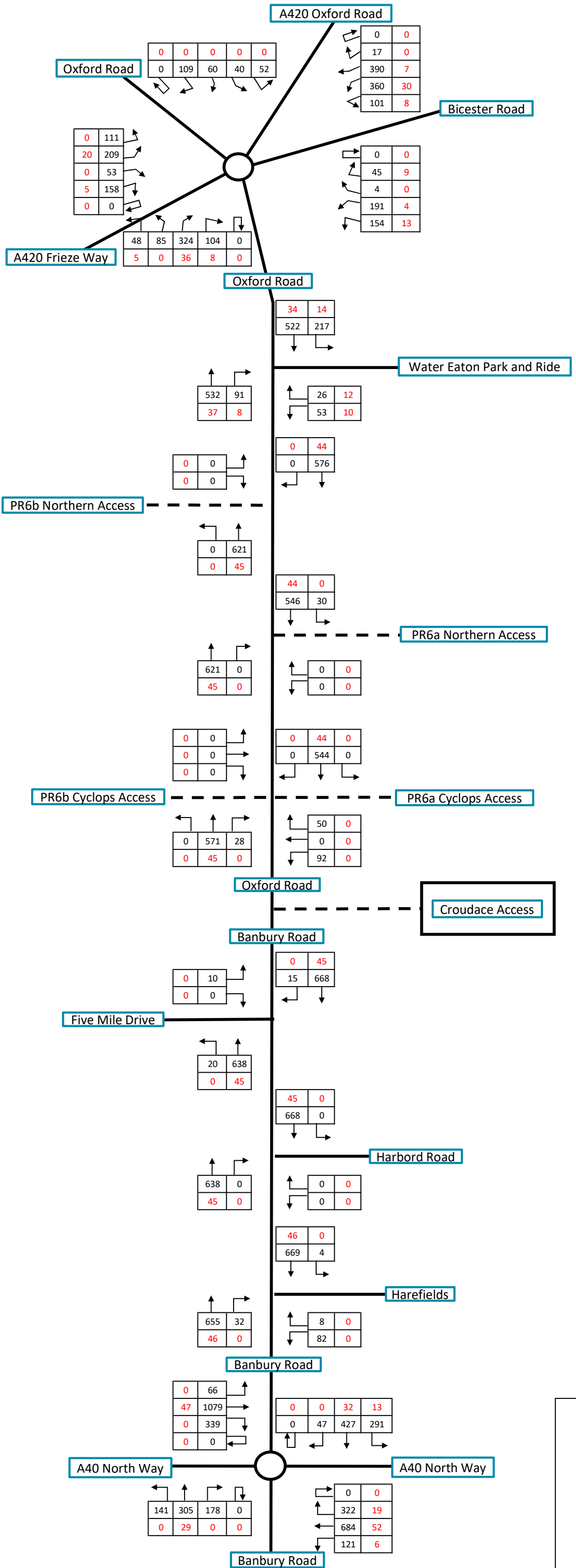
KEY

500 = TOTAL VEHICLES

25 = HGVs

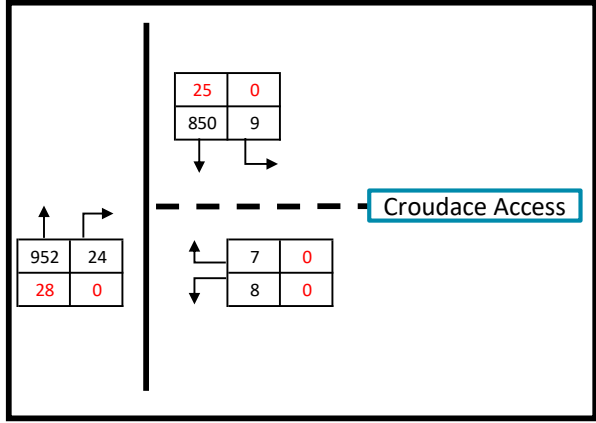
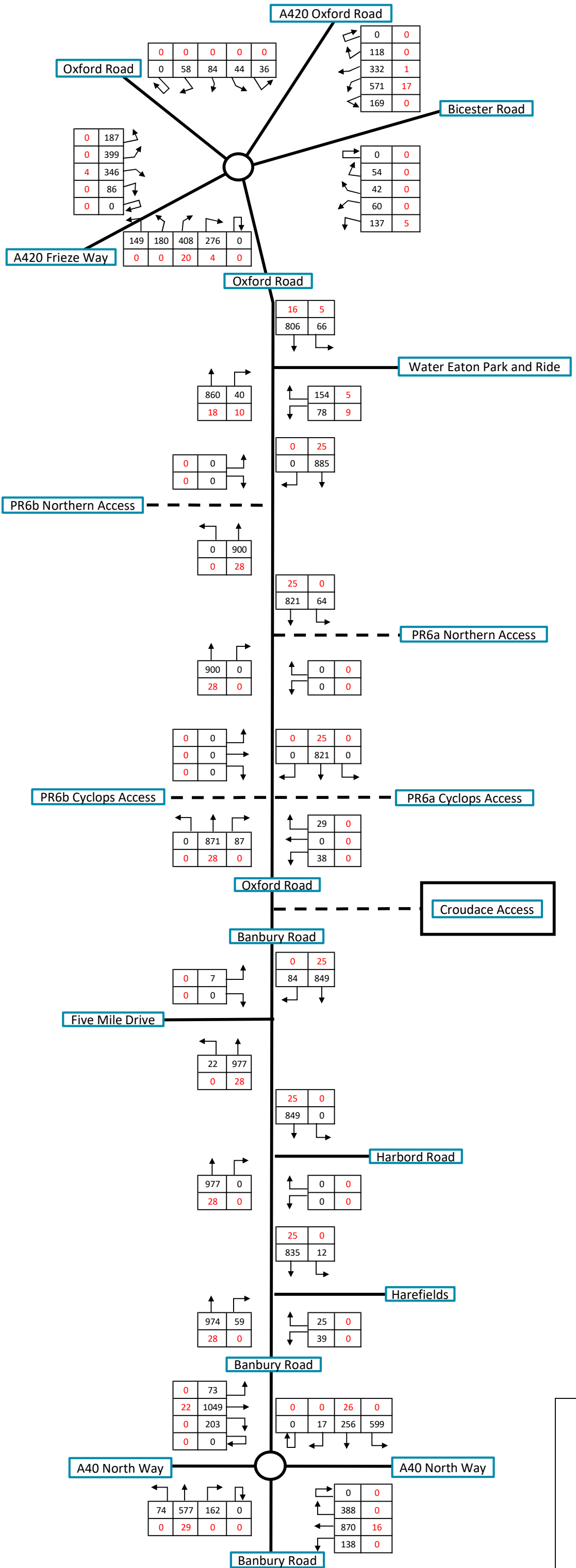






| | |
|--|---|
| | The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk |
| | PR6a - Water Eaton, Oxford |
| | TF5 |
| | 2025 + Committed Development + Development - AM Peak Hour (0800-0900) |

| | |
|---|------------------|
| KEY | |
| 500 | = TOTAL VEHICLES |
| 25 | = HGVs |

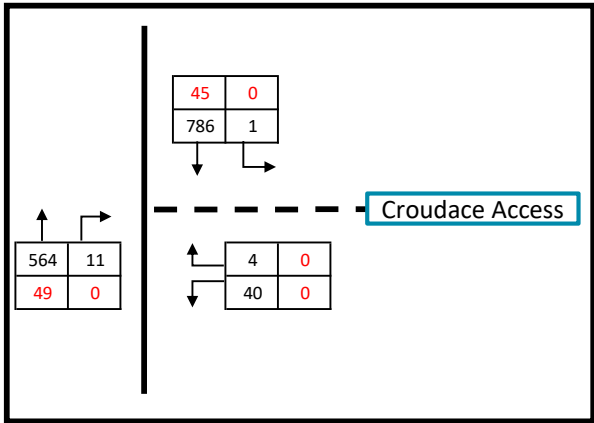
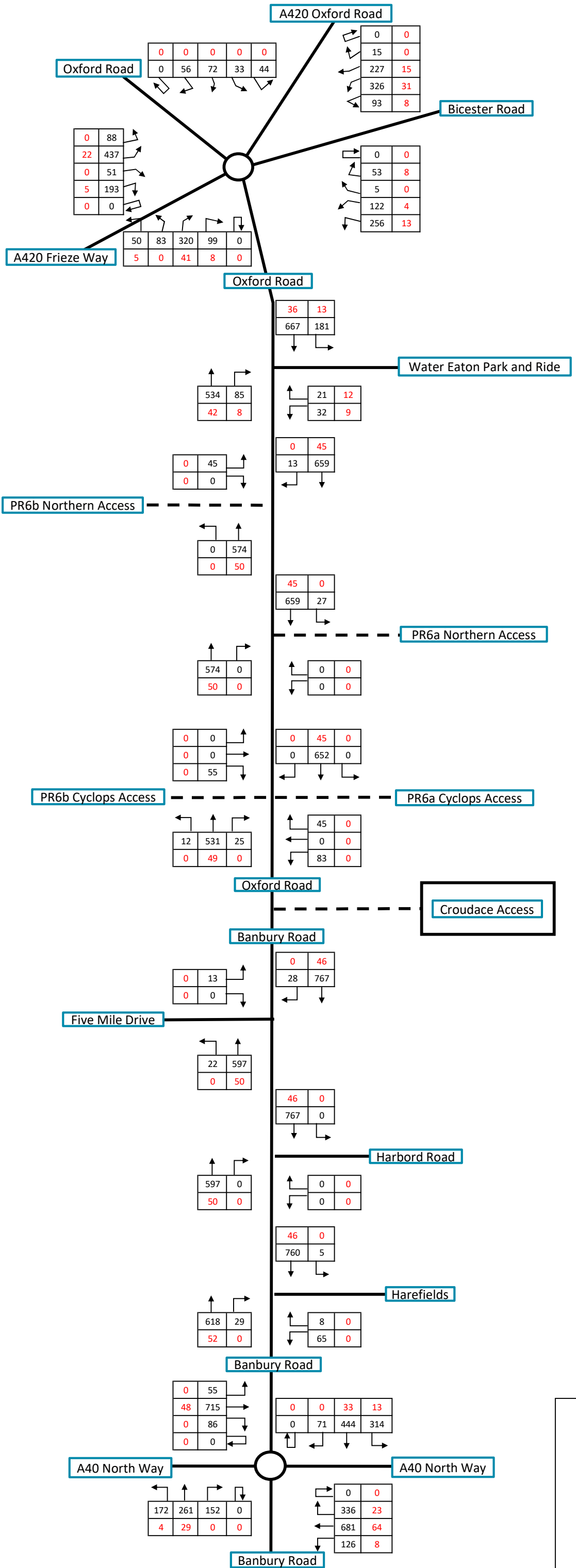


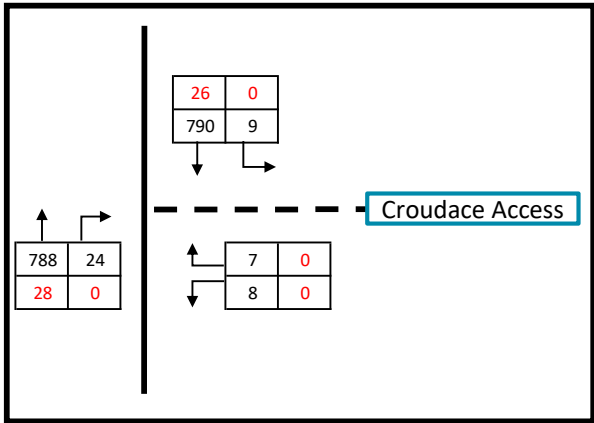
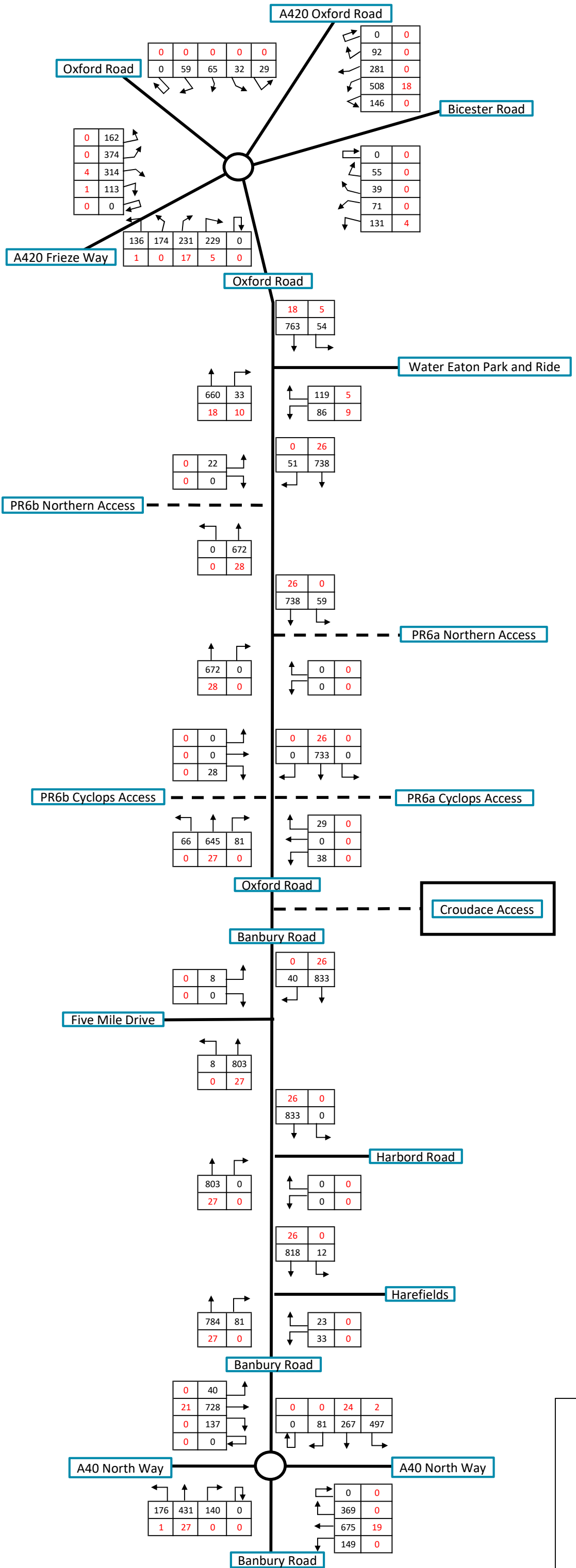
| | |
|--|---|
| | The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk |
| | PR6a - Water Eaton, Oxford |
| | TF6 |
| | 2025 + Committed Development + Development - PM Peak Hour (1700-1800) |

KEY

500 = TOTAL VEHICLES

25 = HGVs





| | |
|--|---|
| | 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) | |

| | | | |
|--|-----|---|----|
| KEY | | | |
| <table border="1"> <tr><td>500</td></tr> </table> = TOTAL VEHICLES | 500 | <table border="1"> <tr><td>25</td></tr> </table> = HGVs | 25 |
| 500 | | | |
| 25 | | | |

APPENDIX J. 2025 Operational Analysis

| |
|--|
| Junctions 10 |
| ARCADY 10 - Roundabout Module |
| Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023 |
| For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: A4260 Kidlington Rbt.j10
Path: T:\Projects\16000 Series\16565ITB - North Oxford - Policy PR6a - Land East of Oxford Road\Tech\Junction Assessments\Arcady\TAA Models
Report generation date: 01/11/2023 13:50:13

- »2023 Baseline, AM
- »2023 Baseline, PM
- »2025 Base +CD, AM
- »2025 Base +CD, PM
- »2025 Base + CD + Dev, AM
- »2025 Base + CD + Dev, PM

Summary of junction performance

| | AM | | | PM | | |
|-------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2023 Baseline | | | | | | |
| 1 - A4260 Oxford Rd (N) | 0.7 | 3.16 | 0.40 | 1.1 | 4.08 | 0.52 |
| 2 - Bicester Rd | 0.3 | 2.72 | 0.23 | 0.2 | 2.36 | 0.16 |
| 3 - Oxford Rd (S) | 0.4 | 2.76 | 0.27 | 1.1 | 3.65 | 0.51 |
| 4 - A420 Frieze Way | 0.3 | 1.69 | 0.20 | 0.6 | 2.32 | 0.36 |
| 5 - Oxford Rd (N) | 0.4 | 5.29 | 0.29 | 0.5 | 6.90 | 0.32 |
| 2025 Base +CD | | | | | | |
| 1 - A4260 Oxford Rd (N) | 0.9 | 3.54 | 0.47 | 2.5 | 7.03 | 0.71 |
| 2 - Bicester Rd | 0.3 | 2.87 | 0.25 | 0.2 | 2.68 | 0.19 |
| 3 - Oxford Rd (S) | 0.5 | 2.91 | 0.29 | 1.2 | 4.15 | 0.55 |
| 4 - A420 Frieze Way | 0.3 | 1.72 | 0.21 | 0.8 | 2.74 | 0.45 |
| 5 - Oxford Rd (N) | 0.4 | 5.47 | 0.30 | 0.6 | 8.33 | 0.36 |
| 2025 Base + CD + Dev | | | | | | |
| 1 - A4260 Oxford Rd (N) | 1.0 | 3.62 | 0.48 | 2.8 | 7.67 | 0.73 |
| 2 - Bicester Rd | 0.4 | 2.91 | 0.25 | 0.2 | 2.76 | 0.20 |
| 3 - Oxford Rd (S) | 0.5 | 3.01 | 0.32 | 1.3 | 4.31 | 0.57 |
| 4 - A420 Frieze Way | 0.3 | 1.74 | 0.21 | 0.9 | 2.85 | 0.47 |
| 5 - Oxford Rd (N) | 0.4 | 5.61 | 0.31 | 0.6 | 8.81 | 0.37 |

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.

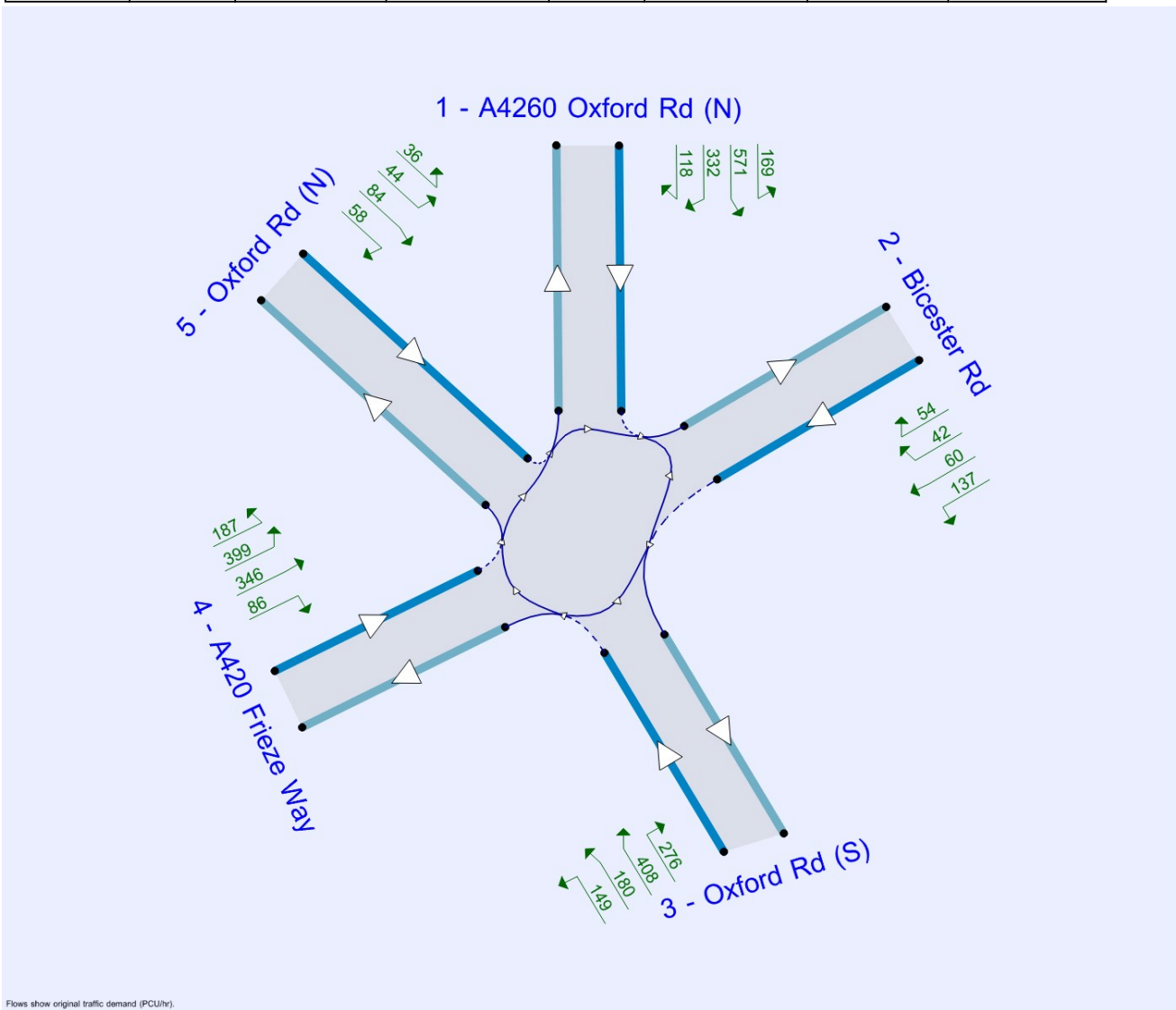
File summary

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 |



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 | 2023 Baseline | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ | | |
| D2 | 2023 Baseline | 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 | ✓ | | |

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 | 100.000 | 100.000 |

2023 Baseline, 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 | 2.92 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 2.92 | 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) | I' - 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 | 2023 Baseline | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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 | ✓ | 739 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 384 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 488 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 503 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 254 | 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 | 325 | 311 | 17 |
| | 2 - Bicester Rd | 37 | 0 | 153 | 190 | 4 |
| | 3 - Oxford Rd (S) | 281 | 102 | 0 | 24 | 81 |
| | 4 - A420 Frieze Way | 202 | 51 | 141 | 0 | 109 |
| | 5 - Oxford Rd (N) | 51 | 40 | 57 | 106 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 9 | 2 | 0 |
| | 2 - Bicester Rd | 24 | 0 | 8 | 2 | 0 |
| | 3 - Oxford Rd (S) | 13 | 8 | 0 | 21 | 0 |
| | 4 - A420 Frieze Way | 10 | 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) | 0.40 | 3.16 | 0.7 | A | 678 | 1017 |
| 2 - Bicester Rd | 0.23 | 2.72 | 0.3 | A | 352 | 529 |
| 3 - Oxford Rd (S) | 0.27 | 2.76 | 0.4 | A | 448 | 672 |
| 4 - A420 Frieze Way | 0.20 | 1.69 | 0.3 | A | 462 | 692 |
| 5 - Oxford Rd (N) | 0.29 | 5.29 | 0.4 | A | 233 | 350 |

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) | 556 | 139 | 373 | 2109 | 0.264 | 555 | 429 | 0.0 | 0.4 | 2.446 | A |
| 2 - Bicester Rd | 289 | 72 | 718 | 2013 | 0.144 | 288 | 209 | 0.0 | 0.2 | 2.214 | A |
| 3 - Oxford Rd (S) | 367 | 92 | 499 | 2094 | 0.175 | 366 | 508 | 0.0 | 0.2 | 2.289 | A |
| 4 - A420 Frieze Way | 379 | 95 | 392 | 2909 | 0.130 | 378 | 474 | 0.0 | 0.2 | 1.492 | A |
| 5 - Oxford Rd (N) | 191 | 48 | 612 | 1066 | 0.179 | 190 | 159 | 0.0 | 0.2 | 4.107 | 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) | 664 | 166 | 446 | 2070 | 0.321 | 664 | 513 | 0.4 | 0.5 | 2.706 | A |
| 2 - Bicester Rd | 345 | 86 | 860 | 1935 | 0.178 | 345 | 251 | 0.2 | 0.2 | 2.402 | A |
| 3 - Oxford Rd (S) | 439 | 110 | 597 | 2041 | 0.215 | 438 | 607 | 0.2 | 0.3 | 2.469 | A |
| 4 - A420 Frieze Way | 452 | 113 | 469 | 2858 | 0.158 | 452 | 567 | 0.2 | 0.2 | 1.569 | A |
| 5 - Oxford Rd (N) | 228 | 57 | 731 | 1022 | 0.224 | 228 | 190 | 0.2 | 0.3 | 4.536 | 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) | 814 | 203 | 547 | 2017 | 0.403 | 813 | 628 | 0.5 | 0.7 | 3.158 | A |
| 2 - Bicester Rd | 423 | 106 | 1053 | 1829 | 0.231 | 422 | 307 | 0.2 | 0.3 | 2.716 | A |
| 3 - Oxford Rd (S) | 537 | 134 | 731 | 1968 | 0.273 | 537 | 744 | 0.3 | 0.4 | 2.764 | A |
| 4 - A420 Frieze Way | 554 | 138 | 574 | 2789 | 0.199 | 554 | 694 | 0.2 | 0.3 | 1.689 | A |
| 5 - Oxford Rd (N) | 280 | 70 | 896 | 961 | 0.291 | 279 | 232 | 0.3 | 0.4 | 5.278 | 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) | 814 | 203 | 547 | 2017 | 0.403 | 814 | 629 | 0.7 | 0.7 | 3.161 | A |
| 2 - Bicester Rd | 423 | 106 | 1054 | 1829 | 0.231 | 423 | 307 | 0.3 | 0.3 | 2.717 | A |
| 3 - Oxford Rd (S) | 537 | 134 | 732 | 1968 | 0.273 | 537 | 744 | 0.4 | 0.4 | 2.765 | A |
| 4 - A420 Frieze Way | 554 | 138 | 575 | 2789 | 0.199 | 554 | 695 | 0.3 | 0.3 | 1.689 | A |
| 5 - Oxford Rd (N) | 280 | 70 | 896 | 961 | 0.291 | 280 | 232 | 0.4 | 0.4 | 5.286 | 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) | 664 | 166 | 447 | 2070 | 0.321 | 665 | 514 | 0.7 | 0.5 | 2.710 | A |
| 2 - Bicester Rd | 345 | 86 | 861 | 1934 | 0.178 | 346 | 251 | 0.3 | 0.2 | 2.405 | A |
| 3 - Oxford Rd (S) | 439 | 110 | 599 | 2040 | 0.215 | 439 | 608 | 0.4 | 0.3 | 2.471 | A |
| 4 - A420 Frieze Way | 452 | 113 | 470 | 2858 | 0.158 | 452 | 568 | 0.3 | 0.2 | 1.572 | A |
| 5 - Oxford Rd (N) | 228 | 57 | 732 | 1021 | 0.224 | 229 | 190 | 0.4 | 0.3 | 4.547 | 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) | 556 | 139 | 375 | 2109 | 0.264 | 557 | 430 | 0.5 | 0.4 | 2.455 | A |
| 2 - Bicester Rd | 289 | 72 | 721 | 2011 | 0.144 | 289 | 210 | 0.2 | 0.2 | 2.220 | A |
| 3 - Oxford Rd (S) | 367 | 92 | 501 | 2093 | 0.176 | 368 | 509 | 0.3 | 0.2 | 2.295 | A |
| 4 - A420 Frieze Way | 379 | 95 | 393 | 2908 | 0.130 | 379 | 475 | 0.2 | 0.2 | 1.493 | A |
| 5 - Oxford Rd (N) | 191 | 48 | 613 | 1065 | 0.180 | 192 | 159 | 0.3 | 0.2 | 4.121 | A |

2023 Baseline, 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 | 3.56 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 3.56 | 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 |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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 | ✓ | 896 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 270 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 970 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 781 | 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 | 156 | 455 | 168 | 117 |
| | 2 - Bicester Rd | 37 | 0 | 131 | 60 | 42 |
| | 3 - Oxford Rd (S) | 392 | 273 | 0 | 127 | 178 |
| | 4 - A420 Frieze Way | 333 | 220 | 44 | 0 | 184 |
| | 5 - Oxford Rd (N) | 36 | 44 | 81 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 4 | 1 | 0 |
| | 2 - Bicester Rd | 0 | 0 | 4 | 0 | 0 |
| | 3 - Oxford Rd (S) | 5 | 1 | 0 | 0 | 0 |
| | 4 - A420 Frieze Way | 0 | 2 | 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) | 0.52 | 4.08 | 1.1 | A | 822 | 1233 |
| 2 - Bicester Rd | 0.16 | 2.36 | 0.2 | A | 248 | 372 |
| 3 - Oxford Rd (S) | 0.51 | 3.65 | 1.1 | A | 890 | 1335 |
| 4 - A420 Frieze Way | 0.36 | 2.32 | 0.6 | A | 717 | 1075 |
| 5 - Oxford Rd (N) | 0.32 | 6.90 | 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) | 675 | 169 | 540 | 2021 | 0.334 | 673 | 599 | 0.0 | 0.5 | 2.725 | A |
| 2 - Bicester Rd | 203 | 51 | 693 | 2027 | 0.100 | 203 | 520 | 0.0 | 0.1 | 2.011 | A |
| 3 - Oxford Rd (S) | 730 | 183 | 362 | 2168 | 0.337 | 728 | 534 | 0.0 | 0.5 | 2.553 | A |
| 4 - A420 Frieze Way | 588 | 147 | 780 | 2655 | 0.221 | 587 | 310 | 0.0 | 0.3 | 1.750 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 976 | 931 | 0.177 | 164 | 391 | 0.0 | 0.2 | 4.688 | 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) | 805 | 201 | 647 | 1964 | 0.410 | 805 | 717 | 0.5 | 0.7 | 3.170 | A |
| 2 - Bicester Rd | 243 | 61 | 829 | 1952 | 0.124 | 243 | 622 | 0.1 | 0.1 | 2.145 | A |
| 3 - Oxford Rd (S) | 872 | 218 | 433 | 2130 | 0.409 | 871 | 639 | 0.5 | 0.7 | 2.924 | A |
| 4 - A420 Frieze Way | 702 | 176 | 933 | 2554 | 0.275 | 702 | 371 | 0.3 | 0.4 | 1.954 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1167 | 860 | 0.229 | 197 | 468 | 0.2 | 0.3 | 5.420 | 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) | 987 | 247 | 792 | 1888 | 0.523 | 985 | 878 | 0.7 | 1.1 | 4.067 | A |
| 2 - Bicester Rd | 297 | 74 | 1014 | 1850 | 0.161 | 297 | 762 | 0.1 | 0.2 | 2.361 | A |
| 3 - Oxford Rd (S) | 1068 | 267 | 530 | 2077 | 0.514 | 1067 | 782 | 0.7 | 1.1 | 3.637 | A |
| 4 - A420 Frieze Way | 860 | 215 | 1142 | 2417 | 0.356 | 859 | 454 | 0.4 | 0.6 | 2.321 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1429 | 764 | 0.316 | 240 | 573 | 0.3 | 0.5 | 6.872 | 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) | 987 | 247 | 793 | 1887 | 0.523 | 986 | 879 | 1.1 | 1.1 | 4.084 | A |
| 2 - Bicester Rd | 297 | 74 | 1016 | 1849 | 0.161 | 297 | 763 | 0.2 | 0.2 | 2.363 | A |
| 3 - Oxford Rd (S) | 1068 | 267 | 531 | 2077 | 0.514 | 1068 | 783 | 1.1 | 1.1 | 3.647 | A |
| 4 - A420 Frieze Way | 860 | 215 | 1144 | 2416 | 0.356 | 860 | 455 | 0.6 | 0.6 | 2.325 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1430 | 763 | 0.316 | 241 | 574 | 0.5 | 0.5 | 6.896 | 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) | 805 | 201 | 648 | 1964 | 0.410 | 807 | 718 | 1.1 | 0.7 | 3.187 | A |
| 2 - Bicester Rd | 243 | 61 | 832 | 1951 | 0.124 | 243 | 624 | 0.2 | 0.1 | 2.147 | A |
| 3 - Oxford Rd (S) | 872 | 218 | 434 | 2129 | 0.410 | 873 | 640 | 1.1 | 0.7 | 2.934 | A |
| 4 - A420 Frieze Way | 702 | 176 | 936 | 2553 | 0.275 | 703 | 372 | 0.6 | 0.4 | 1.958 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1169 | 860 | 0.229 | 198 | 469 | 0.5 | 0.3 | 5.444 | 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) | 675 | 169 | 543 | 2020 | 0.334 | 675 | 601 | 0.7 | 0.5 | 2.737 | A |
| 2 - Bicester Rd | 203 | 51 | 696 | 2025 | 0.100 | 203 | 522 | 0.1 | 0.1 | 2.014 | A |
| 3 - Oxford Rd (S) | 730 | 183 | 363 | 2167 | 0.337 | 731 | 536 | 0.7 | 0.5 | 2.565 | A |
| 4 - A420 Frieze Way | 588 | 147 | 783 | 2653 | 0.222 | 588 | 311 | 0.4 | 0.3 | 1.755 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 979 | 930 | 0.177 | 165 | 393 | 0.3 | 0.2 | 4.710 | 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 | 3.14 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 3.14 | 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 |

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 | ✓ | 857 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 394 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 510 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 516 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 260 | 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 | 101 | 349 | 390 | 17 |
| | 2 - Bicester Rd | 45 | 0 | 154 | 191 | 4 |
| | 3 - Oxford Rd (S) | 302 | 103 | 0 | 24 | 81 |
| | 4 - A420 Frieze Way | 209 | 53 | 143 | 0 | 111 |
| | 5 - Oxford Rd (N) | 52 | 40 | 59 | 109 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 8 | 8 | 2 | 0 |
| | 2 - Bicester Rd | 19 | 0 | 8 | 2 | 0 |
| | 3 - Oxford Rd (S) | 12 | 8 | 0 | 21 | 0 |
| | 4 - A420 Frieze Way | 10 | 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) | 0.47 | 3.54 | 0.9 | A | 786 | 1180 |
| 2 - Bicester Rd | 0.25 | 2.87 | 0.3 | A | 362 | 542 |
| 3 - Oxford Rd (S) | 0.29 | 2.91 | 0.5 | A | 468 | 702 |
| 4 - A420 Frieze Way | 0.21 | 1.72 | 0.3 | A | 473 | 710 |
| 5 - Oxford Rd (N) | 0.30 | 5.47 | 0.4 | A | 239 | 358 |

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) | 645 | 161 | 381 | 2105 | 0.306 | 643 | 457 | 0.0 | 0.5 | 2.580 | A |
| 2 - Bicester Rd | 297 | 74 | 801 | 1968 | 0.151 | 296 | 223 | 0.0 | 0.2 | 2.281 | A |
| 3 - Oxford Rd (S) | 384 | 96 | 567 | 2057 | 0.187 | 383 | 529 | 0.0 | 0.3 | 2.354 | A |
| 4 - A420 Frieze Way | 388 | 97 | 414 | 2894 | 0.134 | 388 | 536 | 0.0 | 0.2 | 1.506 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 642 | 1054 | 0.186 | 195 | 160 | 0.0 | 0.2 | 4.183 | 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) | 770 | 193 | 455 | 2066 | 0.373 | 770 | 546 | 0.5 | 0.6 | 2.913 | A |
| 2 - Bicester Rd | 354 | 89 | 958 | 1881 | 0.188 | 354 | 267 | 0.2 | 0.2 | 2.498 | A |
| 3 - Oxford Rd (S) | 458 | 115 | 679 | 1997 | 0.230 | 458 | 633 | 0.3 | 0.3 | 2.562 | A |
| 4 - A420 Frieze Way | 464 | 116 | 496 | 2841 | 0.163 | 464 | 641 | 0.2 | 0.2 | 1.587 | A |
| 5 - Oxford Rd (N) | 234 | 58 | 768 | 1008 | 0.232 | 233 | 191 | 0.2 | 0.3 | 4.648 | 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) | 944 | 236 | 558 | 2012 | 0.469 | 942 | 669 | 0.6 | 0.9 | 3.530 | A |
| 2 - Bicester Rd | 434 | 108 | 1173 | 1763 | 0.246 | 433 | 327 | 0.2 | 0.3 | 2.870 | A |
| 3 - Oxford Rd (S) | 562 | 140 | 831 | 1914 | 0.293 | 561 | 775 | 0.3 | 0.5 | 2.913 | A |
| 4 - A420 Frieze Way | 568 | 142 | 607 | 2768 | 0.205 | 568 | 785 | 0.2 | 0.3 | 1.715 | A |
| 5 - Oxford Rd (N) | 286 | 72 | 941 | 944 | 0.303 | 286 | 234 | 0.3 | 0.4 | 5.463 | 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) | 944 | 236 | 558 | 2011 | 0.469 | 944 | 669 | 0.9 | 0.9 | 3.536 | A |
| 2 - Bicester Rd | 434 | 108 | 1175 | 1762 | 0.246 | 434 | 327 | 0.3 | 0.3 | 2.872 | A |
| 3 - Oxford Rd (S) | 562 | 140 | 832 | 1914 | 0.293 | 562 | 776 | 0.5 | 0.5 | 2.914 | A |
| 4 - A420 Frieze Way | 568 | 142 | 608 | 2767 | 0.205 | 568 | 786 | 0.3 | 0.3 | 1.715 | A |
| 5 - Oxford Rd (N) | 286 | 72 | 941 | 944 | 0.303 | 286 | 235 | 0.4 | 0.4 | 5.473 | 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) | 770 | 193 | 456 | 2065 | 0.373 | 772 | 547 | 0.9 | 0.6 | 2.924 | A |
| 2 - Bicester Rd | 354 | 89 | 961 | 1880 | 0.188 | 355 | 267 | 0.3 | 0.2 | 2.504 | A |
| 3 - Oxford Rd (S) | 458 | 115 | 681 | 1996 | 0.230 | 459 | 635 | 0.5 | 0.3 | 2.565 | A |
| 4 - A420 Frieze Way | 464 | 116 | 497 | 2840 | 0.163 | 464 | 643 | 0.3 | 0.2 | 1.590 | A |
| 5 - Oxford Rd (N) | 234 | 58 | 769 | 1008 | 0.232 | 234 | 192 | 0.4 | 0.3 | 4.658 | 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) | 645 | 161 | 382 | 2105 | 0.307 | 646 | 458 | 0.6 | 0.5 | 2.590 | A |
| 2 - Bicester Rd | 297 | 74 | 804 | 1966 | 0.151 | 297 | 224 | 0.2 | 0.2 | 2.288 | A |
| 3 - Oxford Rd (S) | 384 | 96 | 570 | 2056 | 0.187 | 384 | 531 | 0.3 | 0.3 | 2.358 | A |
| 4 - A420 Frieze Way | 388 | 97 | 416 | 2893 | 0.134 | 389 | 538 | 0.2 | 0.2 | 1.506 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 644 | 1054 | 0.186 | 196 | 160 | 0.3 | 0.2 | 4.199 | 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 | 4.83 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.83 | 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 |

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 | ✓ | 1174 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 291 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 983 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 976 | 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 | 169 | 555 | 332 | 118 |
| | 2 - Bicester Rd | 54 | 0 | 135 | 60 | 42 |
| | 3 - Oxford Rd (S) | 401 | 275 | 0 | 128 | 179 |
| | 4 - A420 Frieze Way | 399 | 346 | 44 | 0 | 187 |
| | 5 - Oxford Rd (N) | 36 | 44 | 81 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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) | 0.71 | 7.03 | 2.5 | A | 1077 | 1616 |
| 2 - Bicester Rd | 0.19 | 2.68 | 0.2 | A | 267 | 401 |
| 3 - Oxford Rd (S) | 0.55 | 4.15 | 1.2 | A | 902 | 1353 |
| 4 - A420 Frieze Way | 0.45 | 2.74 | 0.8 | A | 896 | 1343 |
| 5 - Oxford Rd (N) | 0.36 | 8.33 | 0.6 | 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) | 884 | 221 | 636 | 1970 | 0.449 | 881 | 668 | 0.0 | 0.8 | 3.350 | A |
| 2 - Bicester Rd | 219 | 55 | 891 | 1918 | 0.114 | 219 | 626 | 0.0 | 0.1 | 2.156 | A |
| 3 - Oxford Rd (S) | 740 | 185 | 498 | 2094 | 0.353 | 738 | 611 | 0.0 | 0.6 | 2.708 | A |
| 4 - A420 Frieze Way | 735 | 184 | 802 | 2640 | 0.278 | 733 | 434 | 0.0 | 0.4 | 1.894 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 1141 | 870 | 0.189 | 164 | 395 | 0.0 | 0.2 | 5.092 | 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) | 1055 | 264 | 762 | 1904 | 0.554 | 1054 | 799 | 0.8 | 1.3 | 4.297 | A |
| 2 - Bicester Rd | 262 | 65 | 1066 | 1822 | 0.144 | 261 | 749 | 0.1 | 0.2 | 2.348 | A |
| 3 - Oxford Rd (S) | 884 | 221 | 596 | 2042 | 0.433 | 883 | 732 | 0.6 | 0.8 | 3.175 | A |
| 4 - A420 Frieze Way | 877 | 219 | 960 | 2537 | 0.346 | 877 | 519 | 0.4 | 0.5 | 2.178 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1364 | 787 | 0.250 | 196 | 472 | 0.2 | 0.3 | 6.088 | 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) | 1293 | 323 | 932 | 1813 | 0.713 | 1288 | 979 | 1.3 | 2.5 | 6.900 | A |
| 2 - Bicester Rd | 320 | 80 | 1303 | 1691 | 0.189 | 320 | 916 | 0.2 | 0.2 | 2.671 | A |
| 3 - Oxford Rd (S) | 1082 | 271 | 729 | 1970 | 0.549 | 1080 | 895 | 0.8 | 1.2 | 4.130 | A |
| 4 - A420 Frieze Way | 1075 | 269 | 1175 | 2396 | 0.448 | 1073 | 634 | 0.5 | 0.8 | 2.731 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1670 | 674 | 0.358 | 240 | 578 | 0.3 | 0.5 | 8.278 | 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) | 1293 | 323 | 934 | 1812 | 0.713 | 1292 | 980 | 2.5 | 2.5 | 7.033 | A |
| 2 - Bicester Rd | 320 | 80 | 1308 | 1689 | 0.190 | 320 | 918 | 0.2 | 0.2 | 2.676 | A |
| 3 - Oxford Rd (S) | 1082 | 271 | 731 | 1969 | 0.550 | 1082 | 897 | 1.2 | 1.2 | 4.152 | A |
| 4 - A420 Frieze Way | 1075 | 269 | 1177 | 2395 | 0.449 | 1075 | 636 | 0.8 | 0.8 | 2.738 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1672 | 673 | 0.358 | 241 | 579 | 0.5 | 0.6 | 8.326 | 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) | 1055 | 264 | 764 | 1902 | 0.555 | 1060 | 801 | 2.5 | 1.3 | 4.370 | A |
| 2 - Bicester Rd | 262 | 65 | 1073 | 1818 | 0.144 | 262 | 752 | 0.2 | 0.2 | 2.354 | A |
| 3 - Oxford Rd (S) | 884 | 221 | 599 | 2040 | 0.433 | 886 | 735 | 1.2 | 0.8 | 3.192 | A |
| 4 - A420 Frieze Way | 877 | 219 | 963 | 2535 | 0.346 | 879 | 522 | 0.8 | 0.5 | 2.186 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1368 | 786 | 0.250 | 198 | 474 | 0.6 | 0.3 | 6.126 | 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) | 884 | 221 | 639 | 1968 | 0.449 | 886 | 671 | 1.3 | 0.8 | 3.387 | A |
| 2 - Bicester Rd | 219 | 55 | 896 | 1915 | 0.114 | 219 | 629 | 0.2 | 0.1 | 2.160 | A |
| 3 - Oxford Rd (S) | 740 | 185 | 501 | 2093 | 0.354 | 741 | 615 | 0.8 | 0.6 | 2.723 | A |
| 4 - A420 Frieze Way | 735 | 184 | 806 | 2638 | 0.279 | 735 | 436 | 0.5 | 0.4 | 1.903 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 1145 | 869 | 0.190 | 165 | 396 | 0.3 | 0.2 | 5.120 | 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 | 3.20 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 3.20 | 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 | ✓ |

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 | ✓ | 868 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 394 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 561 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 531 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 261 | 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 | 101 | 360 | 390 | 17 |
| | 2 - Bicester Rd | 45 | 0 | 154 | 191 | 4 |
| | 3 - Oxford Rd (S) | 324 | 104 | 0 | 48 | 85 |
| | 4 - A420 Frieze Way | 209 | 53 | 158 | 0 | 111 |
| | 5 - Oxford Rd (N) | 52 | 40 | 60 | 109 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| From | To | | | | | |
|-------------------------|-------------------------|-----------------|-------------------|---------------------|-------------------|--|
| | 1 - A4260 Oxford Rd (N) | 2 - Bicester Rd | 3 - Oxford Rd (S) | 4 - A420 Frieze Way | 5 - Oxford Rd (N) | |
| 1 - A4260 Oxford Rd (N) | 0 | 8 | 8 | 2 | 0 | |
| 2 - Bicester Rd | 20 | 0 | 8 | 2 | 0 | |
| 3 - Oxford Rd (S) | 11 | 8 | 0 | 10 | 0 | |
| 4 - A420 Frieze Way | 10 | 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) | 0.48 | 3.62 | 1.0 | A | 796 | 1195 |
| 2 - Bicester Rd | 0.25 | 2.91 | 0.4 | A | 362 | 542 |
| 3 - Oxford Rd (S) | 0.32 | 3.01 | 0.5 | A | 515 | 772 |
| 4 - A420 Frieze Way | 0.21 | 1.74 | 0.3 | A | 487 | 731 |
| 5 - Oxford Rd (N) | 0.31 | 5.61 | 0.4 | A | 239 | 359 |

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) | 653 | 163 | 393 | 2099 | 0.311 | 652 | 473 | 0.0 | 0.5 | 2.610 | A |
| 2 - Bicester Rd | 297 | 74 | 821 | 1956 | 0.152 | 296 | 224 | 0.0 | 0.2 | 2.298 | A |
| 3 - Oxford Rd (S) | 422 | 106 | 567 | 2057 | 0.205 | 421 | 550 | 0.0 | 0.3 | 2.388 | A |
| 4 - A420 Frieze Way | 400 | 100 | 435 | 2881 | 0.139 | 399 | 554 | 0.0 | 0.2 | 1.517 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 671 | 1044 | 0.188 | 196 | 163 | 0.0 | 0.2 | 4.239 | 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) | 780 | 195 | 471 | 2058 | 0.379 | 780 | 566 | 0.5 | 0.6 | 2.957 | A |
| 2 - Bicester Rd | 354 | 89 | 983 | 1868 | 0.190 | 354 | 268 | 0.2 | 0.2 | 2.523 | A |
| 3 - Oxford Rd (S) | 504 | 126 | 679 | 1997 | 0.253 | 504 | 658 | 0.3 | 0.4 | 2.617 | A |
| 4 - A420 Frieze Way | 477 | 119 | 520 | 2825 | 0.169 | 477 | 663 | 0.2 | 0.2 | 1.604 | A |
| 5 - Oxford Rd (N) | 235 | 59 | 802 | 995 | 0.236 | 234 | 195 | 0.2 | 0.3 | 4.728 | 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) | 956 | 239 | 576 | 2002 | 0.477 | 954 | 693 | 0.6 | 1.0 | 3.606 | A |
| 2 - Bicester Rd | 434 | 108 | 1203 | 1747 | 0.248 | 433 | 328 | 0.2 | 0.3 | 2.909 | A |
| 3 - Oxford Rd (S) | 618 | 154 | 831 | 1914 | 0.323 | 617 | 805 | 0.4 | 0.5 | 3.010 | A |
| 4 - A420 Frieze Way | 585 | 146 | 637 | 2748 | 0.213 | 584 | 812 | 0.2 | 0.3 | 1.740 | A |
| 5 - Oxford Rd (N) | 287 | 72 | 982 | 929 | 0.309 | 287 | 239 | 0.3 | 0.4 | 5.604 | 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) | 956 | 239 | 577 | 2001 | 0.478 | 956 | 694 | 1.0 | 1.0 | 3.615 | A |
| 2 - Bicester Rd | 434 | 108 | 1204 | 1746 | 0.249 | 434 | 328 | 0.3 | 0.4 | 2.910 | A |
| 3 - Oxford Rd (S) | 618 | 154 | 832 | 1914 | 0.323 | 618 | 806 | 0.5 | 0.5 | 3.014 | A |
| 4 - A420 Frieze Way | 585 | 146 | 637 | 2748 | 0.213 | 585 | 813 | 0.3 | 0.3 | 1.740 | A |
| 5 - Oxford Rd (N) | 287 | 72 | 983 | 928 | 0.310 | 287 | 239 | 0.4 | 0.4 | 5.615 | 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) | 780 | 195 | 472 | 2057 | 0.379 | 782 | 567 | 1.0 | 0.6 | 2.967 | A |
| 2 - Bicester Rd | 354 | 89 | 985 | 1866 | 0.190 | 355 | 268 | 0.4 | 0.2 | 2.528 | A |
| 3 - Oxford Rd (S) | 504 | 126 | 681 | 1996 | 0.253 | 505 | 659 | 0.5 | 0.4 | 2.621 | A |
| 4 - A420 Frieze Way | 477 | 119 | 521 | 2824 | 0.169 | 478 | 664 | 0.3 | 0.2 | 1.607 | A |
| 5 - Oxford Rd (N) | 235 | 59 | 804 | 995 | 0.236 | 235 | 195 | 0.4 | 0.3 | 4.743 | 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) | 653 | 163 | 395 | 2098 | 0.312 | 654 | 475 | 0.6 | 0.5 | 2.622 | A |
| 2 - Bicester Rd | 297 | 74 | 824 | 1955 | 0.152 | 297 | 225 | 0.2 | 0.2 | 2.305 | A |
| 3 - Oxford Rd (S) | 422 | 106 | 570 | 2056 | 0.205 | 423 | 552 | 0.4 | 0.3 | 2.394 | A |
| 4 - A420 Frieze Way | 400 | 100 | 436 | 2880 | 0.139 | 400 | 556 | 0.2 | 0.2 | 1.518 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 673 | 1043 | 0.188 | 197 | 163 | 0.3 | 0.2 | 4.254 | 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 | 5.13 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.13 | 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 | ✓ |

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 | ✓ | 1190 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 293 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 1013 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 1018 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 222 | 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 | 169 | 571 | 332 | 118 |
| | 2 - Bicester Rd | 54 | 0 | 137 | 60 | 42 |
| | 3 - Oxford Rd (S) | 408 | 276 | 0 | 149 | 180 |
| | 4 - A420 Frieze Way | 399 | 346 | 86 | 0 | 187 |
| | 5 - Oxford Rd (N) | 36 | 44 | 84 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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) | 0.73 | 7.67 | 2.8 | A | 1092 | 1638 |
| 2 - Bicester Rd | 0.20 | 2.76 | 0.2 | A | 269 | 403 |
| 3 - Oxford Rd (S) | 0.57 | 4.31 | 1.3 | A | 930 | 1394 |
| 4 - A420 Frieze Way | 0.47 | 2.85 | 0.9 | A | 934 | 1401 |
| 5 - Oxford Rd (N) | 0.37 | 8.81 | 0.6 | A | 204 | 306 |

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) | 896 | 224 | 671 | 1952 | 0.459 | 892 | 673 | 0.0 | 0.9 | 3.435 | A |
| 2 - Bicester Rd | 221 | 55 | 937 | 1893 | 0.117 | 220 | 627 | 0.0 | 0.1 | 2.191 | A |
| 3 - Oxford Rd (S) | 763 | 191 | 498 | 2094 | 0.364 | 760 | 659 | 0.0 | 0.6 | 2.754 | A |
| 4 - A420 Frieze Way | 766 | 192 | 809 | 2636 | 0.291 | 765 | 449 | 0.0 | 0.4 | 1.929 | A |
| 5 - Oxford Rd (N) | 167 | 42 | 1178 | 856 | 0.195 | 166 | 396 | 0.0 | 0.2 | 5.209 | 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) | 1070 | 267 | 803 | 1882 | 0.569 | 1068 | 806 | 0.9 | 1.3 | 4.476 | A |
| 2 - Bicester Rd | 263 | 66 | 1121 | 1792 | 0.147 | 263 | 750 | 0.1 | 0.2 | 2.398 | A |
| 3 - Oxford Rd (S) | 911 | 228 | 596 | 2042 | 0.446 | 910 | 788 | 0.6 | 0.8 | 3.248 | A |
| 4 - A420 Frieze Way | 915 | 229 | 968 | 2532 | 0.362 | 915 | 538 | 0.4 | 0.6 | 2.234 | A |
| 5 - Oxford Rd (N) | 200 | 50 | 1409 | 771 | 0.259 | 199 | 473 | 0.2 | 0.3 | 6.294 | 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) | 1310 | 328 | 982 | 1787 | 0.733 | 1305 | 986 | 1.3 | 2.7 | 7.488 | A |
| 2 - Bicester Rd | 323 | 81 | 1370 | 1655 | 0.195 | 322 | 917 | 0.2 | 0.2 | 2.751 | A |
| 3 - Oxford Rd (S) | 1115 | 279 | 729 | 1970 | 0.566 | 1113 | 963 | 0.8 | 1.3 | 4.286 | A |
| 4 - A420 Frieze Way | 1121 | 280 | 1185 | 2390 | 0.469 | 1120 | 657 | 0.6 | 0.9 | 2.841 | A |
| 5 - Oxford Rd (N) | 244 | 61 | 1725 | 654 | 0.374 | 243 | 579 | 0.3 | 0.6 | 8.747 | 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) | 1310 | 328 | 984 | 1786 | 0.734 | 1310 | 988 | 2.7 | 2.8 | 7.668 | A |
| 2 - Bicester Rd | 323 | 81 | 1375 | 1652 | 0.195 | 323 | 919 | 0.2 | 0.2 | 2.757 | A |
| 3 - Oxford Rd (S) | 1115 | 279 | 731 | 1969 | 0.567 | 1115 | 967 | 1.3 | 1.3 | 4.312 | A |
| 4 - A420 Frieze Way | 1121 | 280 | 1187 | 2388 | 0.469 | 1121 | 659 | 0.9 | 0.9 | 2.849 | A |
| 5 - Oxford Rd (N) | 244 | 61 | 1727 | 653 | 0.374 | 244 | 580 | 0.6 | 0.6 | 8.808 | 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) | 1070 | 267 | 806 | 1880 | 0.569 | 1075 | 808 | 2.8 | 1.4 | 4.568 | A |
| 2 - Bicester Rd | 263 | 66 | 1128 | 1788 | 0.147 | 264 | 753 | 0.2 | 0.2 | 2.407 | A |
| 3 - Oxford Rd (S) | 911 | 228 | 599 | 2040 | 0.446 | 913 | 793 | 1.3 | 0.8 | 3.273 | A |
| 4 - A420 Frieze Way | 915 | 229 | 971 | 2529 | 0.362 | 916 | 541 | 0.9 | 0.6 | 2.242 | A |
| 5 - Oxford Rd (N) | 200 | 50 | 1413 | 769 | 0.259 | 201 | 475 | 0.6 | 0.4 | 6.340 | 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) | 896 | 224 | 674 | 1950 | 0.459 | 898 | 676 | 1.4 | 0.9 | 3.475 | A |
| 2 - Bicester Rd | 221 | 55 | 942 | 1890 | 0.117 | 221 | 629 | 0.2 | 0.1 | 2.197 | A |
| 3 - Oxford Rd (S) | 763 | 191 | 501 | 2093 | 0.364 | 764 | 662 | 0.8 | 0.6 | 2.770 | A |
| 4 - A420 Frieze Way | 766 | 192 | 813 | 2633 | 0.291 | 767 | 452 | 0.6 | 0.4 | 1.937 | A |
| 5 - Oxford Rd (N) | 167 | 42 | 1182 | 855 | 0.196 | 168 | 397 | 0.4 | 0.2 | 5.243 | A |

| |
|--|
| Junctions 10 |
| ARCADY 10 - Roundabout Module |
| Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023 |
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Filename: A4260 Kidlington Rbt proposed.j10
Path: T:\Projects\16000 Series\16565ITB - North Oxford - Policy PR6a - Land East of Oxford Road\Tech\Junction Assessments\Arcady\TAA Models
Report generation date: 01/11/2023 13:41:40

- »2023 Baseline, AM
- »2023 Baseline , PM
- »2025 Base +CD, AM
- »2025 Base +CD, PM
- »2025 Base + CD + Dev, AM
- »2025 Base + CD + Dev, PM

Summary of junction performance

| | AM | | | PM | | |
|-------------------------|-------------|-----------|------|-------------|-----------|------|
| | Queue (PCU) | Delay (s) | RFC | Queue (PCU) | Delay (s) | RFC |
| 2023 Baseline | | | | | | |
| 1 - A4260 Oxford Rd (N) | 0.7 | 3.16 | 0.40 | 1.1 | 4.08 | 0.52 |
| 2 - Bicester Rd | 1.6 | 13.84 | 0.61 | 0.7 | 8.84 | 0.42 |
| 3 - Oxford Rd (S) | 0.4 | 2.76 | 0.27 | 1.1 | 3.65 | 0.51 |
| 4 - A420 Frieze Way | 0.3 | 1.69 | 0.20 | 0.6 | 2.32 | 0.36 |
| 5 - Oxford Rd (N) | 0.4 | 5.29 | 0.29 | 0.5 | 6.90 | 0.32 |
| 2025 Base +CD | | | | | | |
| 1 - A4260 Oxford Rd (N) | 0.9 | 3.54 | 0.47 | 2.5 | 7.03 | 0.71 |
| 2 - Bicester Rd | 2.0 | 17.22 | 0.66 | 1.1 | 12.80 | 0.53 |
| 3 - Oxford Rd (S) | 0.5 | 2.91 | 0.29 | 1.2 | 4.15 | 0.55 |
| 4 - A420 Frieze Way | 0.3 | 1.72 | 0.21 | 0.8 | 2.74 | 0.45 |
| 5 - Oxford Rd (N) | 0.4 | 5.47 | 0.30 | 0.6 | 8.33 | 0.36 |
| 2025 Base + CD + Dev | | | | | | |
| 1 - A4260 Oxford Rd (N) | 1.0 | 3.62 | 0.48 | 2.8 | 7.67 | 0.73 |
| 2 - Bicester Rd | 2.1 | 18.11 | 0.67 | 1.2 | 14.11 | 0.55 |
| 3 - Oxford Rd (S) | 0.5 | 3.01 | 0.32 | 1.3 | 4.31 | 0.57 |
| 4 - A420 Frieze Way | 0.3 | 1.74 | 0.21 | 0.9 | 2.85 | 0.47 |
| 5 - Oxford Rd (N) | 0.4 | 5.61 | 0.31 | 0.6 | 8.81 | 0.37 |

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.

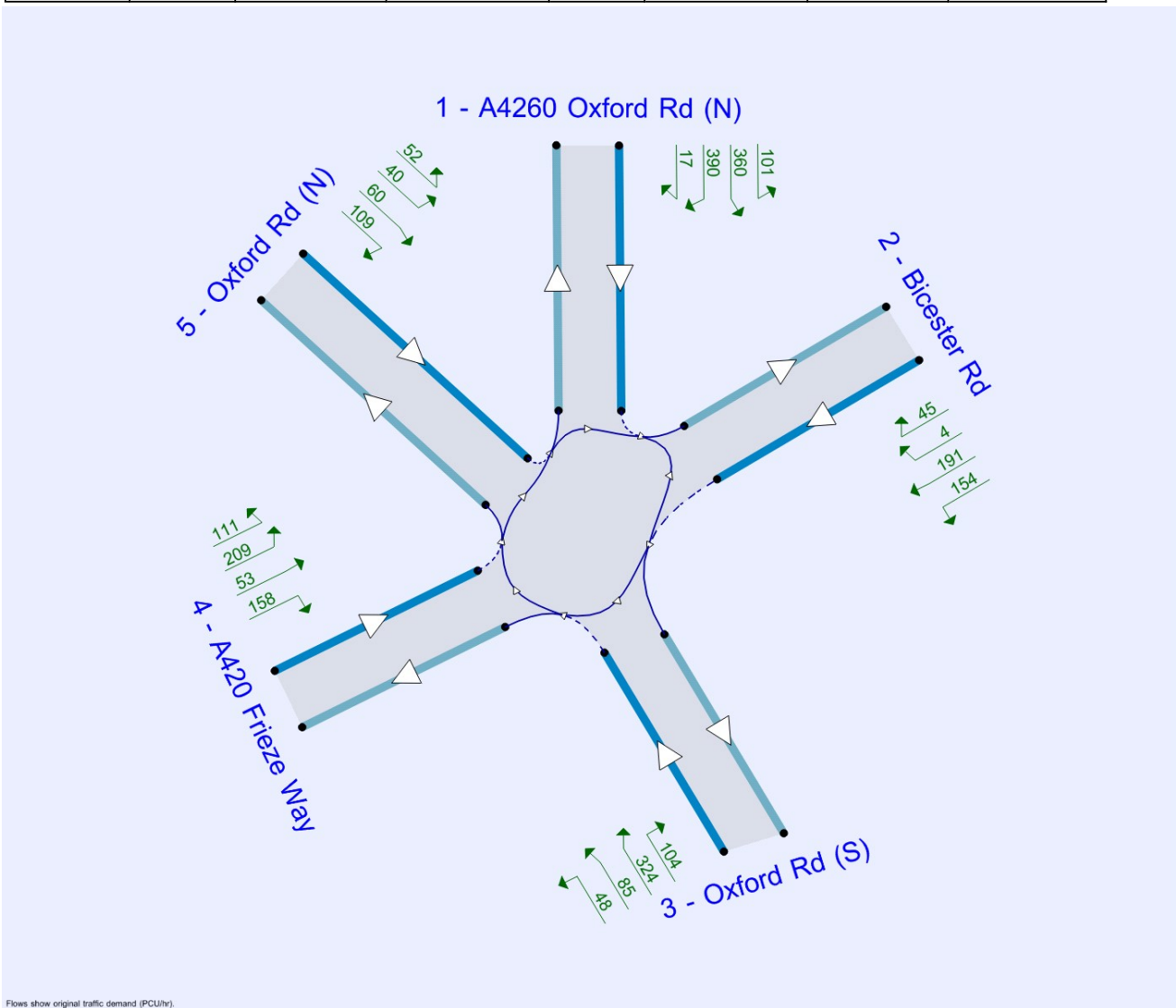
File summary

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 |



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 period length (min) | Time segment length (min) | Run automatically | Relationship type | Relationship |
|-----|----------------------|------------------|----------------------|--------------------|---------------------|--------------------------|---------------------------|-------------------|-------------------|--------------|
| D1 | 2023 Baseline | AM | ONE HOUR | 08:00 | 09:30 | | 15 | ✓ | | |
| D2 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | | 15 | ✓ | | |
| D3 | 2025 Base | AM | DIRECT | 08:00 | 09:30 | 90 | 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 | ✓ | | |

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 | 100.000 | 100.000 |

2023 Baseline, 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 | 4.73 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.73 | 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) | I' - 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 | 2023 Baseline | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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 | ✓ | 739 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 384 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 488 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 503 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 254 | 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 | 325 | 311 | 17 |
| | 2 - Bicester Rd | 37 | 0 | 153 | 190 | 4 |
| | 3 - Oxford Rd (S) | 281 | 102 | 0 | 24 | 81 |
| | 4 - A420 Frieze Way | 202 | 51 | 141 | 0 | 109 |
| | 5 - Oxford Rd (N) | 51 | 40 | 57 | 106 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 9 | 2 | 0 |
| | 2 - Bicester Rd | 24 | 0 | 8 | 2 | 0 |
| | 3 - Oxford Rd (S) | 13 | 8 | 0 | 21 | 0 |
| | 4 - A420 Frieze Way | 10 | 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) | 0.40 | 3.16 | 0.7 | A | 678 | 1017 |
| 2 - Bicester Rd | 0.61 | 13.84 | 1.6 | B | 352 | 529 |
| 3 - Oxford Rd (S) | 0.27 | 2.76 | 0.4 | A | 448 | 672 |
| 4 - A420 Frieze Way | 0.20 | 1.69 | 0.3 | A | 462 | 692 |
| 5 - Oxford Rd (N) | 0.29 | 5.29 | 0.4 | A | 233 | 350 |

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) | 556 | 139 | 373 | 2109 | 0.264 | 555 | 429 | 0.0 | 0.4 | 2.446 | A |
| 2 - Bicester Rd | 289 | 72 | 718 | 820 | 0.353 | 287 | 209 | 0.0 | 0.6 | 7.138 | A |
| 3 - Oxford Rd (S) | 367 | 92 | 498 | 2094 | 0.175 | 366 | 507 | 0.0 | 0.2 | 2.289 | A |
| 4 - A420 Frieze Way | 379 | 95 | 392 | 2909 | 0.130 | 378 | 473 | 0.0 | 0.2 | 1.492 | A |
| 5 - Oxford Rd (N) | 191 | 48 | 611 | 1066 | 0.179 | 190 | 159 | 0.0 | 0.2 | 4.107 | 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) | 664 | 166 | 446 | 2070 | 0.321 | 664 | 513 | 0.4 | 0.5 | 2.706 | A |
| 2 - Bicester Rd | 345 | 86 | 860 | 769 | 0.449 | 344 | 251 | 0.6 | 0.9 | 8.974 | A |
| 3 - Oxford Rd (S) | 439 | 110 | 597 | 2041 | 0.215 | 438 | 607 | 0.2 | 0.3 | 2.469 | A |
| 4 - A420 Frieze Way | 452 | 113 | 469 | 2858 | 0.158 | 452 | 566 | 0.2 | 0.2 | 1.569 | A |
| 5 - Oxford Rd (N) | 228 | 57 | 731 | 1022 | 0.224 | 228 | 190 | 0.2 | 0.3 | 4.536 | 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) | 814 | 203 | 547 | 2017 | 0.403 | 813 | 628 | 0.5 | 0.7 | 3.158 | A |
| 2 - Bicester Rd | 423 | 106 | 1053 | 699 | 0.605 | 420 | 307 | 0.9 | 1.6 | 13.558 | B |
| 3 - Oxford Rd (S) | 537 | 134 | 730 | 1969 | 0.273 | 537 | 743 | 0.3 | 0.4 | 2.762 | A |
| 4 - A420 Frieze Way | 554 | 138 | 574 | 2790 | 0.199 | 554 | 693 | 0.2 | 0.3 | 1.689 | A |
| 5 - Oxford Rd (N) | 280 | 70 | 895 | 961 | 0.291 | 279 | 232 | 0.3 | 0.4 | 5.278 | 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) | 814 | 203 | 547 | 2017 | 0.403 | 814 | 629 | 0.7 | 0.7 | 3.161 | A |
| 2 - Bicester Rd | 423 | 106 | 1054 | 698 | 0.605 | 423 | 307 | 1.6 | 1.6 | 13.838 | B |
| 3 - Oxford Rd (S) | 537 | 134 | 732 | 1968 | 0.273 | 537 | 744 | 0.4 | 0.4 | 2.765 | A |
| 4 - A420 Frieze Way | 554 | 138 | 575 | 2789 | 0.199 | 554 | 695 | 0.3 | 0.3 | 1.689 | A |
| 5 - Oxford Rd (N) | 280 | 70 | 896 | 961 | 0.291 | 280 | 232 | 0.4 | 0.4 | 5.286 | 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) | 664 | 166 | 447 | 2070 | 0.321 | 665 | 514 | 0.7 | 0.5 | 2.710 | A |
| 2 - Bicester Rd | 345 | 86 | 861 | 768 | 0.449 | 348 | 251 | 1.6 | 0.9 | 9.157 | A |
| 3 - Oxford Rd (S) | 439 | 110 | 600 | 2039 | 0.215 | 439 | 609 | 0.4 | 0.3 | 2.473 | A |
| 4 - A420 Frieze Way | 452 | 113 | 470 | 2858 | 0.158 | 452 | 569 | 0.3 | 0.2 | 1.570 | A |
| 5 - Oxford Rd (N) | 228 | 57 | 733 | 1021 | 0.224 | 229 | 190 | 0.4 | 0.3 | 4.548 | 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) | 556 | 139 | 375 | 2109 | 0.264 | 557 | 430 | 0.5 | 0.4 | 2.455 | A |
| 2 - Bicester Rd | 289 | 72 | 721 | 819 | 0.353 | 290 | 210 | 0.9 | 0.6 | 7.243 | A |
| 3 - Oxford Rd (S) | 367 | 92 | 502 | 2092 | 0.176 | 368 | 510 | 0.3 | 0.2 | 2.296 | A |
| 4 - A420 Frieze Way | 379 | 95 | 393 | 2908 | 0.130 | 379 | 476 | 0.2 | 0.2 | 1.493 | A |
| 5 - Oxford Rd (N) | 191 | 48 | 613 | 1065 | 0.180 | 192 | 159 | 0.3 | 0.2 | 4.121 | A |

2023 Baseline , 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 | 4.12 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 4.12 | 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 |
|----|---------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2023 Baseline | PM | ONE HOUR | 16:45 | 18:15 | 15 | ✓ |

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 | ✓ | 896 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 270 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 970 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 781 | 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 | 156 | 455 | 168 | 117 |
| | 2 - Bicester Rd | 37 | 0 | 131 | 60 | 42 |
| | 3 - Oxford Rd (S) | 392 | 273 | 0 | 127 | 178 |
| | 4 - A420 Frieze Way | 333 | 220 | 44 | 0 | 184 |
| | 5 - Oxford Rd (N) | 36 | 44 | 81 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 4 | 1 | 0 |
| | 2 - Bicester Rd | 0 | 0 | 4 | 0 | 0 |
| | 3 - Oxford Rd (S) | 5 | 1 | 0 | 0 | 0 |
| | 4 - A420 Frieze Way | 0 | 2 | 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) | 0.52 | 4.08 | 1.1 | A | 822 | 1233 |
| 2 - Bicester Rd | 0.42 | 8.84 | 0.7 | A | 248 | 372 |
| 3 - Oxford Rd (S) | 0.51 | 3.65 | 1.1 | A | 890 | 1335 |
| 4 - A420 Frieze Way | 0.36 | 2.32 | 0.6 | A | 717 | 1075 |
| 5 - Oxford Rd (N) | 0.32 | 6.90 | 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) | 675 | 169 | 540 | 2021 | 0.334 | 673 | 599 | 0.0 | 0.5 | 2.725 | A |
| 2 - Bicester Rd | 203 | 51 | 693 | 829 | 0.245 | 202 | 520 | 0.0 | 0.3 | 5.836 | A |
| 3 - Oxford Rd (S) | 730 | 183 | 361 | 2168 | 0.337 | 728 | 533 | 0.0 | 0.5 | 2.553 | A |
| 4 - A420 Frieze Way | 588 | 147 | 780 | 2655 | 0.221 | 587 | 310 | 0.0 | 0.3 | 1.750 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 975 | 931 | 0.177 | 164 | 391 | 0.0 | 0.2 | 4.687 | 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) | 805 | 201 | 647 | 1964 | 0.410 | 805 | 717 | 0.5 | 0.7 | 3.170 | A |
| 2 - Bicester Rd | 243 | 61 | 829 | 780 | 0.311 | 242 | 622 | 0.3 | 0.5 | 6.817 | A |
| 3 - Oxford Rd (S) | 872 | 218 | 433 | 2130 | 0.409 | 871 | 638 | 0.5 | 0.7 | 2.923 | A |
| 4 - A420 Frieze Way | 702 | 176 | 933 | 2554 | 0.275 | 702 | 371 | 0.3 | 0.4 | 1.954 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1167 | 860 | 0.229 | 197 | 468 | 0.2 | 0.3 | 5.420 | 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) | 987 | 247 | 792 | 1888 | 0.523 | 985 | 877 | 0.7 | 1.1 | 4.067 | A |
| 2 - Bicester Rd | 297 | 74 | 1014 | 713 | 0.417 | 296 | 762 | 0.5 | 0.7 | 8.788 | A |
| 3 - Oxford Rd (S) | 1068 | 267 | 529 | 2077 | 0.514 | 1067 | 781 | 0.7 | 1.1 | 3.636 | A |
| 4 - A420 Frieze Way | 860 | 215 | 1142 | 2418 | 0.356 | 859 | 454 | 0.4 | 0.6 | 2.321 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1429 | 764 | 0.316 | 240 | 573 | 0.3 | 0.5 | 6.872 | 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) | 987 | 247 | 793 | 1887 | 0.523 | 986 | 879 | 1.1 | 1.1 | 4.084 | A |
| 2 - Bicester Rd | 297 | 74 | 1016 | 712 | 0.418 | 297 | 763 | 0.7 | 0.7 | 8.842 | A |
| 3 - Oxford Rd (S) | 1068 | 267 | 531 | 2077 | 0.514 | 1068 | 783 | 1.1 | 1.1 | 3.647 | A |
| 4 - A420 Frieze Way | 860 | 215 | 1144 | 2416 | 0.356 | 860 | 455 | 0.6 | 0.6 | 2.325 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1430 | 763 | 0.316 | 241 | 574 | 0.5 | 0.5 | 6.896 | 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) | 805 | 201 | 648 | 1964 | 0.410 | 807 | 719 | 1.1 | 0.7 | 3.187 | A |
| 2 - Bicester Rd | 243 | 61 | 832 | 779 | 0.312 | 244 | 624 | 0.7 | 0.5 | 6.869 | A |
| 3 - Oxford Rd (S) | 872 | 218 | 435 | 2129 | 0.410 | 873 | 641 | 1.1 | 0.7 | 2.937 | A |
| 4 - A420 Frieze Way | 702 | 176 | 936 | 2553 | 0.275 | 703 | 372 | 0.6 | 0.4 | 1.958 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1169 | 860 | 0.229 | 198 | 469 | 0.5 | 0.3 | 5.442 | 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) | 675 | 169 | 543 | 2020 | 0.334 | 675 | 601 | 0.7 | 0.5 | 2.739 | A |
| 2 - Bicester Rd | 203 | 51 | 696 | 828 | 0.245 | 204 | 522 | 0.5 | 0.3 | 5.880 | A |
| 3 - Oxford Rd (S) | 730 | 183 | 363 | 2167 | 0.337 | 731 | 536 | 0.7 | 0.5 | 2.564 | A |
| 4 - A420 Frieze Way | 588 | 147 | 783 | 2653 | 0.222 | 588 | 311 | 0.4 | 0.3 | 1.755 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 979 | 930 | 0.177 | 165 | 393 | 0.3 | 0.2 | 4.710 | 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 | 5.36 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.36 | 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 |

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 | ✓ | 857 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 394 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 510 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 516 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 260 | 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 | 101 | 349 | 390 | 17 |
| | 2 - Bicester Rd | 45 | 0 | 154 | 191 | 4 |
| | 3 - Oxford Rd (S) | 302 | 103 | 0 | 24 | 81 |
| | 4 - A420 Frieze Way | 209 | 53 | 143 | 0 | 111 |
| | 5 - Oxford Rd (N) | 52 | 40 | 59 | 109 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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 | 8 | 8 | 2 | 0 |
| | 2 - Bicester Rd | 19 | 0 | 8 | 2 | 0 |
| | 3 - Oxford Rd (S) | 12 | 8 | 0 | 21 | 0 |
| | 4 - A420 Frieze Way | 10 | 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) | 0.47 | 3.54 | 0.9 | A | 786 | 1180 |
| 2 - Bicester Rd | 0.66 | 17.22 | 2.0 | C | 362 | 542 |
| 3 - Oxford Rd (S) | 0.29 | 2.91 | 0.5 | A | 468 | 702 |
| 4 - A420 Frieze Way | 0.21 | 1.72 | 0.3 | A | 473 | 710 |
| 5 - Oxford Rd (N) | 0.30 | 5.47 | 0.4 | A | 239 | 358 |

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) | 645 | 161 | 381 | 2105 | 0.306 | 643 | 456 | 0.0 | 0.5 | 2.580 | A |
| 2 - Bicester Rd | 297 | 74 | 801 | 790 | 0.375 | 294 | 223 | 0.0 | 0.6 | 7.658 | A |
| 3 - Oxford Rd (S) | 384 | 96 | 566 | 2058 | 0.187 | 383 | 529 | 0.0 | 0.3 | 2.353 | A |
| 4 - A420 Frieze Way | 388 | 97 | 414 | 2894 | 0.134 | 388 | 535 | 0.0 | 0.2 | 1.505 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 642 | 1055 | 0.186 | 195 | 160 | 0.0 | 0.2 | 4.183 | 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) | 770 | 193 | 455 | 2066 | 0.373 | 770 | 546 | 0.5 | 0.6 | 2.913 | A |
| 2 - Bicester Rd | 354 | 89 | 958 | 733 | 0.483 | 353 | 267 | 0.6 | 1.0 | 10.001 | B |
| 3 - Oxford Rd (S) | 458 | 115 | 678 | 1997 | 0.230 | 458 | 633 | 0.3 | 0.3 | 2.562 | A |
| 4 - A420 Frieze Way | 464 | 116 | 496 | 2841 | 0.163 | 464 | 641 | 0.2 | 0.2 | 1.587 | A |
| 5 - Oxford Rd (N) | 234 | 58 | 768 | 1008 | 0.232 | 233 | 191 | 0.2 | 0.3 | 4.648 | 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) | 944 | 236 | 558 | 2012 | 0.469 | 942 | 668 | 0.6 | 0.9 | 3.530 | A |
| 2 - Bicester Rd | 434 | 108 | 1173 | 655 | 0.662 | 430 | 327 | 1.0 | 2.0 | 16.641 | C |
| 3 - Oxford Rd (S) | 562 | 140 | 829 | 1916 | 0.293 | 561 | 774 | 0.3 | 0.5 | 2.911 | A |
| 4 - A420 Frieze Way | 568 | 142 | 607 | 2768 | 0.205 | 568 | 783 | 0.2 | 0.3 | 1.715 | A |
| 5 - Oxford Rd (N) | 286 | 72 | 940 | 944 | 0.303 | 286 | 234 | 0.3 | 0.4 | 5.462 | 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) | 944 | 236 | 558 | 2011 | 0.469 | 944 | 669 | 0.9 | 0.9 | 3.536 | A |
| 2 - Bicester Rd | 434 | 108 | 1175 | 655 | 0.663 | 434 | 327 | 2.0 | 2.0 | 17.221 | C |
| 3 - Oxford Rd (S) | 562 | 140 | 832 | 1914 | 0.293 | 562 | 776 | 0.5 | 0.5 | 2.914 | A |
| 4 - A420 Frieze Way | 568 | 142 | 608 | 2767 | 0.205 | 568 | 786 | 0.3 | 0.3 | 1.715 | A |
| 5 - Oxford Rd (N) | 286 | 72 | 941 | 944 | 0.303 | 286 | 235 | 0.4 | 0.4 | 5.473 | 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) | 770 | 193 | 456 | 2065 | 0.373 | 772 | 548 | 0.9 | 0.6 | 2.922 | A |
| 2 - Bicester Rd | 354 | 89 | 961 | 732 | 0.484 | 358 | 267 | 2.0 | 1.0 | 10.313 | B |
| 3 - Oxford Rd (S) | 458 | 115 | 683 | 1995 | 0.230 | 459 | 636 | 0.5 | 0.3 | 2.567 | A |
| 4 - A420 Frieze Way | 464 | 116 | 497 | 2840 | 0.163 | 464 | 645 | 0.3 | 0.2 | 1.588 | A |
| 5 - Oxford Rd (N) | 234 | 58 | 770 | 1007 | 0.232 | 234 | 192 | 0.4 | 0.3 | 4.661 | 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) | 645 | 161 | 382 | 2105 | 0.307 | 646 | 458 | 0.6 | 0.5 | 2.590 | A |
| 2 - Bicester Rd | 297 | 74 | 804 | 789 | 0.376 | 298 | 224 | 1.0 | 0.6 | 7.800 | A |
| 3 - Oxford Rd (S) | 384 | 96 | 570 | 2055 | 0.187 | 384 | 532 | 0.3 | 0.3 | 2.361 | A |
| 4 - A420 Frieze Way | 388 | 97 | 416 | 2893 | 0.134 | 389 | 539 | 0.2 | 0.2 | 1.506 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 644 | 1054 | 0.186 | 196 | 160 | 0.3 | 0.2 | 4.199 | 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 | 5.64 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.64 | 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 |

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 | ✓ | 1174 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 291 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 983 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 976 | 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 | 169 | 555 | 332 | 118 |
| | 2 - Bicester Rd | 54 | 0 | 135 | 60 | 42 |
| | 3 - Oxford Rd (S) | 401 | 275 | 0 | 128 | 179 |
| | 4 - A420 Frieze Way | 399 | 346 | 44 | 0 | 187 |
| | 5 - Oxford Rd (N) | 36 | 44 | 81 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| From | To | | | | | |
|-------------------------|-------------------------|-----------------|-------------------|---------------------|-------------------|--|
| | 1 - A4260 Oxford Rd (N) | 2 - Bicester Rd | 3 - Oxford Rd (S) | 4 - A420 Frieze Way | 5 - Oxford Rd (N) | |
| 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) | 0.71 | 7.03 | 2.5 | A | 1077 | 1616 |
| 2 - Bicester Rd | 0.53 | 12.80 | 1.1 | B | 267 | 401 |
| 3 - Oxford Rd (S) | 0.55 | 4.15 | 1.2 | A | 902 | 1353 |
| 4 - A420 Frieze Way | 0.45 | 2.74 | 0.8 | A | 896 | 1343 |
| 5 - Oxford Rd (N) | 0.36 | 8.33 | 0.6 | 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) | 884 | 221 | 636 | 1970 | 0.449 | 881 | 668 | 0.0 | 0.8 | 3.350 | A |
| 2 - Bicester Rd | 219 | 55 | 891 | 757 | 0.289 | 217 | 626 | 0.0 | 0.4 | 6.765 | A |
| 3 - Oxford Rd (S) | 740 | 185 | 498 | 2095 | 0.353 | 738 | 611 | 0.0 | 0.6 | 2.707 | A |
| 4 - A420 Frieze Way | 735 | 184 | 802 | 2640 | 0.278 | 733 | 433 | 0.0 | 0.4 | 1.893 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 1141 | 870 | 0.189 | 164 | 395 | 0.0 | 0.2 | 5.091 | 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) | 1055 | 264 | 762 | 1904 | 0.554 | 1054 | 799 | 0.8 | 1.3 | 4.297 | A |
| 2 - Bicester Rd | 262 | 65 | 1066 | 694 | 0.377 | 261 | 749 | 0.4 | 0.6 | 8.444 | A |
| 3 - Oxford Rd (S) | 884 | 221 | 596 | 2042 | 0.433 | 883 | 731 | 0.6 | 0.8 | 3.175 | A |
| 4 - A420 Frieze Way | 877 | 219 | 960 | 2537 | 0.346 | 877 | 519 | 0.4 | 0.5 | 2.178 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1364 | 787 | 0.250 | 196 | 472 | 0.2 | 0.3 | 6.088 | 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) | 1293 | 323 | 932 | 1813 | 0.713 | 1288 | 978 | 1.3 | 2.5 | 6.900 | A |
| 2 - Bicester Rd | 320 | 80 | 1303 | 608 | 0.527 | 318 | 916 | 0.6 | 1.1 | 12.563 | B |
| 3 - Oxford Rd (S) | 1082 | 271 | 728 | 1970 | 0.549 | 1080 | 894 | 0.8 | 1.2 | 4.128 | A |
| 4 - A420 Frieze Way | 1075 | 269 | 1174 | 2397 | 0.448 | 1073 | 634 | 0.5 | 0.8 | 2.730 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1670 | 674 | 0.358 | 240 | 578 | 0.3 | 0.5 | 8.275 | 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) | 1293 | 323 | 934 | 1812 | 0.713 | 1292 | 980 | 2.5 | 2.5 | 7.033 | A |
| 2 - Bicester Rd | 320 | 80 | 1308 | 606 | 0.528 | 320 | 918 | 1.1 | 1.1 | 12.797 | B |
| 3 - Oxford Rd (S) | 1082 | 271 | 731 | 1969 | 0.550 | 1082 | 897 | 1.2 | 1.2 | 4.152 | A |
| 4 - A420 Frieze Way | 1075 | 269 | 1177 | 2395 | 0.449 | 1075 | 636 | 0.8 | 0.8 | 2.738 | A |
| 5 - Oxford Rd (N) | 241 | 60 | 1672 | 673 | 0.358 | 241 | 579 | 0.5 | 0.6 | 8.326 | 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) | 1055 | 264 | 764 | 1902 | 0.555 | 1060 | 802 | 2.5 | 1.3 | 4.372 | A |
| 2 - Bicester Rd | 262 | 65 | 1073 | 692 | 0.378 | 264 | 752 | 1.1 | 0.6 | 8.599 | A |
| 3 - Oxford Rd (S) | 884 | 221 | 600 | 2039 | 0.433 | 886 | 736 | 1.2 | 0.8 | 3.196 | A |
| 4 - A420 Frieze Way | 877 | 219 | 964 | 2534 | 0.346 | 879 | 522 | 0.8 | 0.5 | 2.186 | A |
| 5 - Oxford Rd (N) | 197 | 49 | 1368 | 786 | 0.250 | 198 | 474 | 0.6 | 0.3 | 6.127 | 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) | 884 | 221 | 639 | 1968 | 0.449 | 886 | 671 | 1.3 | 0.8 | 3.387 | A |
| 2 - Bicester Rd | 219 | 55 | 896 | 756 | 0.290 | 220 | 629 | 0.6 | 0.4 | 6.850 | A |
| 3 - Oxford Rd (S) | 740 | 185 | 501 | 2093 | 0.354 | 741 | 615 | 0.8 | 0.6 | 2.723 | A |
| 4 - A420 Frieze Way | 735 | 184 | 806 | 2638 | 0.279 | 735 | 436 | 0.5 | 0.4 | 1.900 | A |
| 5 - Oxford Rd (N) | 165 | 41 | 1145 | 869 | 0.190 | 165 | 397 | 0.3 | 0.2 | 5.122 | 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 | 5.49 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 5.49 | 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 |
|----|----------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D9 | 2025 Base + CD + Dev | AM | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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 | ✓ | 868 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 394 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 561 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 531 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 261 | 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 | 101 | 360 | 390 | 17 |
| | 2 - Bicester Rd | 45 | 0 | 154 | 191 | 4 |
| | 3 - Oxford Rd (S) | 324 | 104 | 0 | 48 | 85 |
| | 4 - A420 Frieze Way | 209 | 53 | 158 | 0 | 111 |
| | 5 - Oxford Rd (N) | 52 | 40 | 60 | 109 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| From | To | | | | | |
|-------------------------|-------------------------|-----------------|-------------------|---------------------|-------------------|--|
| | 1 - A4260 Oxford Rd (N) | 2 - Bicester Rd | 3 - Oxford Rd (S) | 4 - A420 Frieze Way | 5 - Oxford Rd (N) | |
| 1 - A4260 Oxford Rd (N) | 0 | 8 | 8 | 2 | 0 | |
| 2 - Bicester Rd | 20 | 0 | 8 | 2 | 0 | |
| 3 - Oxford Rd (S) | 11 | 8 | 0 | 10 | 0 | |
| 4 - A420 Frieze Way | 10 | 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) | 0.48 | 3.62 | 1.0 | A | 796 | 1195 |
| 2 - Bicester Rd | 0.67 | 18.11 | 2.1 | C | 362 | 542 |
| 3 - Oxford Rd (S) | 0.32 | 3.01 | 0.5 | A | 515 | 772 |
| 4 - A420 Frieze Way | 0.21 | 1.74 | 0.3 | A | 487 | 731 |
| 5 - Oxford Rd (N) | 0.31 | 5.61 | 0.4 | A | 239 | 359 |

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) | 653 | 163 | 393 | 2099 | 0.311 | 652 | 473 | 0.0 | 0.5 | 2.610 | A |
| 2 - Bicester Rd | 297 | 74 | 821 | 783 | 0.379 | 294 | 224 | 0.0 | 0.6 | 7.778 | A |
| 3 - Oxford Rd (S) | 422 | 106 | 566 | 2058 | 0.205 | 421 | 549 | 0.0 | 0.3 | 2.387 | A |
| 4 - A420 Frieze Way | 400 | 100 | 435 | 2881 | 0.139 | 399 | 553 | 0.0 | 0.2 | 1.517 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 671 | 1044 | 0.188 | 196 | 163 | 0.0 | 0.2 | 4.239 | 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) | 780 | 195 | 471 | 2058 | 0.379 | 780 | 566 | 0.5 | 0.6 | 2.957 | A |
| 2 - Bicester Rd | 354 | 89 | 983 | 724 | 0.489 | 353 | 268 | 0.6 | 1.0 | 10.244 | B |
| 3 - Oxford Rd (S) | 504 | 126 | 678 | 1997 | 0.253 | 504 | 657 | 0.3 | 0.4 | 2.617 | A |
| 4 - A420 Frieze Way | 477 | 119 | 520 | 2825 | 0.169 | 477 | 662 | 0.2 | 0.2 | 1.604 | A |
| 5 - Oxford Rd (N) | 235 | 59 | 802 | 995 | 0.236 | 234 | 195 | 0.2 | 0.3 | 4.728 | 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) | 956 | 239 | 576 | 2002 | 0.477 | 954 | 693 | 0.6 | 1.0 | 3.606 | A |
| 2 - Bicester Rd | 434 | 108 | 1203 | 644 | 0.673 | 430 | 328 | 1.0 | 2.1 | 17.431 | C |
| 3 - Oxford Rd (S) | 618 | 154 | 829 | 1916 | 0.322 | 617 | 804 | 0.4 | 0.5 | 3.007 | A |
| 4 - A420 Frieze Way | 585 | 146 | 636 | 2749 | 0.213 | 584 | 810 | 0.2 | 0.3 | 1.740 | A |
| 5 - Oxford Rd (N) | 287 | 72 | 982 | 929 | 0.309 | 287 | 239 | 0.3 | 0.4 | 5.602 | 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) | 956 | 239 | 577 | 2001 | 0.478 | 956 | 694 | 1.0 | 1.0 | 3.615 | A |
| 2 - Bicester Rd | 434 | 108 | 1204 | 644 | 0.674 | 434 | 328 | 2.1 | 2.1 | 18.107 | C |
| 3 - Oxford Rd (S) | 618 | 154 | 832 | 1914 | 0.323 | 618 | 806 | 0.5 | 0.5 | 3.013 | A |
| 4 - A420 Frieze Way | 585 | 146 | 637 | 2748 | 0.213 | 585 | 812 | 0.3 | 0.3 | 1.740 | A |
| 5 - Oxford Rd (N) | 287 | 72 | 983 | 928 | 0.310 | 287 | 239 | 0.4 | 0.4 | 5.615 | 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) | 780 | 195 | 472 | 2057 | 0.379 | 782 | 567 | 1.0 | 0.6 | 2.967 | A |
| 2 - Bicester Rd | 354 | 89 | 985 | 723 | 0.490 | 359 | 268 | 2.1 | 1.0 | 10.592 | B |
| 3 - Oxford Rd (S) | 504 | 126 | 683 | 1995 | 0.253 | 505 | 660 | 0.5 | 0.4 | 2.625 | A |
| 4 - A420 Frieze Way | 477 | 119 | 522 | 2824 | 0.169 | 478 | 666 | 0.3 | 0.2 | 1.605 | A |
| 5 - Oxford Rd (N) | 235 | 59 | 804 | 995 | 0.236 | 235 | 195 | 0.4 | 0.3 | 4.742 | 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) | 653 | 163 | 395 | 2098 | 0.312 | 654 | 475 | 0.6 | 0.5 | 2.622 | A |
| 2 - Bicester Rd | 297 | 74 | 824 | 781 | 0.380 | 298 | 225 | 1.0 | 0.7 | 7.928 | A |
| 3 - Oxford Rd (S) | 422 | 106 | 571 | 2055 | 0.205 | 423 | 552 | 0.4 | 0.3 | 2.395 | A |
| 4 - A420 Frieze Way | 400 | 100 | 436 | 2880 | 0.139 | 400 | 557 | 0.2 | 0.2 | 1.521 | A |
| 5 - Oxford Rd (N) | 196 | 49 | 673 | 1043 | 0.188 | 197 | 163 | 0.3 | 0.2 | 4.254 | 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 | 6.02 | A |

Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left | Normal/unknown | 6.02 | 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 | ✓ |

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 | ✓ | 1190 | 100.000 |
| 2 - Bicester Rd | | ONE HOUR | ✓ | 293 | 100.000 |
| 3 - Oxford Rd (S) | | ONE HOUR | ✓ | 1013 | 100.000 |
| 4 - A420 Frieze Way | | ONE HOUR | ✓ | 1018 | 100.000 |
| 5 - Oxford Rd (N) | | ONE HOUR | ✓ | 222 | 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 | 169 | 571 | 332 | 118 |
| | 2 - Bicester Rd | 54 | 0 | 137 | 60 | 42 |
| | 3 - Oxford Rd (S) | 408 | 276 | 0 | 149 | 180 |
| | 4 - A420 Frieze Way | 399 | 346 | 86 | 0 | 187 |
| | 5 - Oxford Rd (N) | 36 | 44 | 84 | 58 | 0 |

Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Heavy Vehicle %

| | | 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) | 0.73 | 7.67 | 2.8 | A | 1092 | 1638 |
| 2 - Bicester Rd | 0.55 | 14.11 | 1.2 | B | 269 | 403 |
| 3 - Oxford Rd (S) | 0.57 | 4.31 | 1.3 | A | 930 | 1394 |
| 4 - A420 Frieze Way | 0.47 | 2.85 | 0.9 | A | 934 | 1401 |
| 5 - Oxford Rd (N) | 0.37 | 8.81 | 0.6 | A | 204 | 306 |

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) | 896 | 224 | 671 | 1952 | 0.459 | 892 | 673 | 0.0 | 0.9 | 3.435 | A |
| 2 - Bicester Rd | 221 | 55 | 937 | 741 | 0.298 | 219 | 627 | 0.0 | 0.4 | 7.001 | A |
| 3 - Oxford Rd (S) | 763 | 191 | 497 | 2095 | 0.364 | 760 | 658 | 0.0 | 0.6 | 2.753 | A |
| 4 - A420 Frieze Way | 766 | 192 | 809 | 2636 | 0.291 | 765 | 449 | 0.0 | 0.4 | 1.928 | A |
| 5 - Oxford Rd (N) | 167 | 42 | 1178 | 856 | 0.195 | 166 | 395 | 0.0 | 0.2 | 5.208 | 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) | 1070 | 267 | 803 | 1882 | 0.569 | 1068 | 806 | 0.9 | 1.3 | 4.476 | A |
| 2 - Bicester Rd | 263 | 66 | 1121 | 674 | 0.391 | 263 | 750 | 0.4 | 0.6 | 8.888 | A |
| 3 - Oxford Rd (S) | 911 | 228 | 596 | 2042 | 0.446 | 910 | 788 | 0.6 | 0.8 | 3.248 | A |
| 4 - A420 Frieze Way | 915 | 229 | 968 | 2532 | 0.361 | 915 | 538 | 0.4 | 0.6 | 2.234 | A |
| 5 - Oxford Rd (N) | 200 | 50 | 1409 | 771 | 0.259 | 199 | 473 | 0.2 | 0.3 | 6.293 | 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) | 1310 | 328 | 982 | 1787 | 0.733 | 1305 | 986 | 1.3 | 2.7 | 7.488 | A |
| 2 - Bicester Rd | 323 | 81 | 1370 | 584 | 0.552 | 320 | 917 | 0.6 | 1.2 | 13.781 | B |
| 3 - Oxford Rd (S) | 1115 | 279 | 728 | 1971 | 0.566 | 1113 | 962 | 0.8 | 1.3 | 4.280 | A |
| 4 - A420 Frieze Way | 1121 | 280 | 1184 | 2390 | 0.469 | 1120 | 657 | 0.6 | 0.9 | 2.840 | A |
| 5 - Oxford Rd (N) | 244 | 61 | 1725 | 654 | 0.374 | 243 | 579 | 0.3 | 0.6 | 8.744 | 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) | 1310 | 328 | 984 | 1786 | 0.734 | 1310 | 988 | 2.7 | 2.8 | 7.668 | A |
| 2 - Bicester Rd | 323 | 81 | 1375 | 582 | 0.554 | 322 | 919 | 1.2 | 1.2 | 14.106 | B |
| 3 - Oxford Rd (S) | 1115 | 279 | 731 | 1969 | 0.567 | 1115 | 967 | 1.3 | 1.3 | 4.312 | A |
| 4 - A420 Frieze Way | 1121 | 280 | 1187 | 2388 | 0.469 | 1121 | 659 | 0.9 | 0.9 | 2.849 | A |
| 5 - Oxford Rd (N) | 244 | 61 | 1727 | 653 | 0.374 | 244 | 580 | 0.6 | 0.6 | 8.806 | 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) | 1070 | 267 | 806 | 1880 | 0.569 | 1075 | 808 | 2.8 | 1.4 | 4.566 | A |
| 2 - Bicester Rd | 263 | 66 | 1128 | 671 | 0.392 | 266 | 753 | 1.2 | 0.7 | 9.084 | A |
| 3 - Oxford Rd (S) | 911 | 228 | 601 | 2039 | 0.447 | 913 | 794 | 1.3 | 0.8 | 3.274 | A |
| 4 - A420 Frieze Way | 915 | 229 | 972 | 2529 | 0.362 | 916 | 541 | 0.9 | 0.6 | 2.243 | A |
| 5 - Oxford Rd (N) | 200 | 50 | 1413 | 769 | 0.259 | 201 | 475 | 0.6 | 0.4 | 6.341 | 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) | 896 | 224 | 674 | 1950 | 0.459 | 898 | 676 | 1.4 | 0.9 | 3.478 | A |
| 2 - Bicester Rd | 221 | 55 | 942 | 739 | 0.299 | 222 | 629 | 0.7 | 0.4 | 7.098 | A |
| 3 - Oxford Rd (S) | 763 | 191 | 501 | 2093 | 0.364 | 764 | 663 | 0.8 | 0.6 | 2.772 | A |
| 4 - A420 Frieze Way | 766 | 192 | 813 | 2633 | 0.291 | 767 | 452 | 0.6 | 0.4 | 1.937 | A |
| 5 - Oxford Rd (N) | 167 | 42 | 1183 | 855 | 0.196 | 168 | 397 | 0.4 | 0.2 | 5.242 | A |

Basic Results Summary
Basic Results Summary

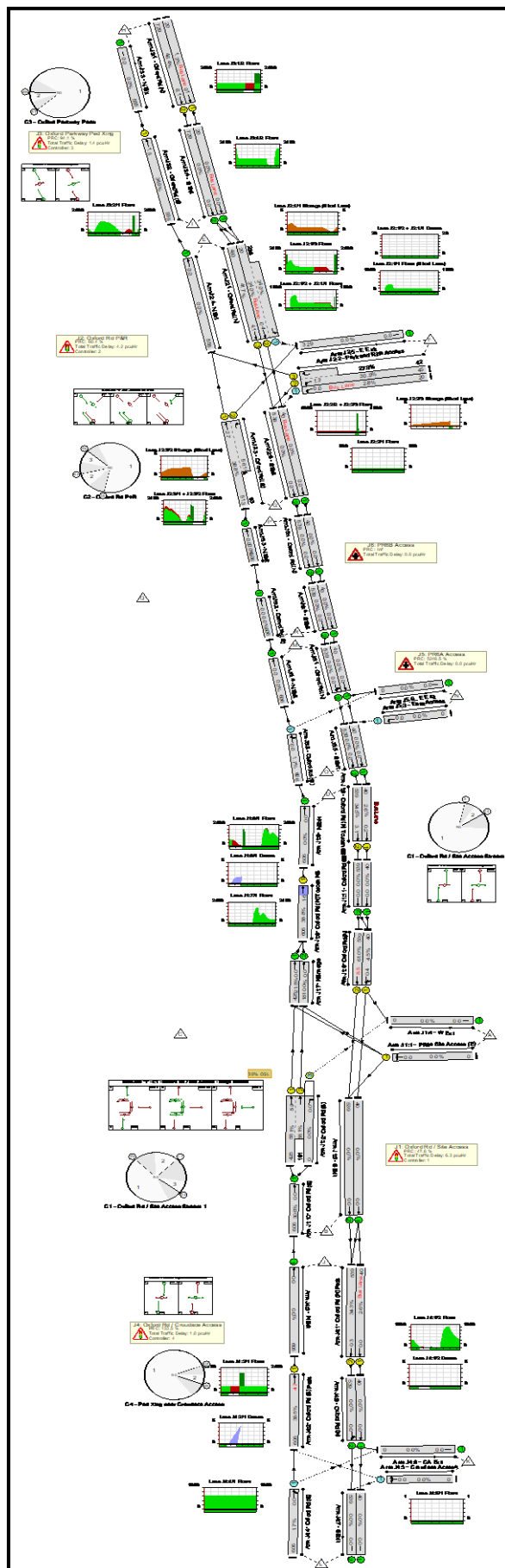
User and Project Details

| | |
|---------------------------|---|
| Project: | ITB16565 North Oxford |
| Title: | Oxford Rd / Site Access proposed |
| Location: | |
| Additional detail: | J1 Cyclops equivalent |
| File name: | Oxford Rd Corridor 2025.lsg3x |
| Author: | |
| Company: | |
| Address: | |

Basic Results Summary

Scenario 1: '1' (FG3: '2025 AM Base', 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 | - | - | - | | - | - | - | - | - | - | 61.0% | 36 | 220 | 0 | 12.9 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 61.0% | 0 | 0 | 0 | 6.3 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 0 | 1980 | 176 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 40 | - | 606 | 1940:1940 | 732+312 | 58.1 : 58.1% | - | - | - | 3.2 (2.3+0.9) | 19.3 (19.7:18.3) | 5.9 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 40 | - | 0 | 1915 | 264 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 40 | - | 40 | 1940 | 884 | 4.5% | - | - | - | 0.1 | 12.6 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 40 | - | 539 | 1940 | 884 | 61.0% | - | - | - | 2.2 | 14.6 | 8.5 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 70 | - | 606 | 1980 | 1562 | 38.8% | - | - | - | 0.3 | 1.5 | 1.6 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 425 | 1980 | 1980 | 21.5% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 40 | 1940 | 1530 | 2.6% | - | - | - | 0.0 | 2.4 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 539 | 1980 | 1562 | 34.5% | - | - | - | 0.4 | 2.8 | 3.1 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 606 | 1980 | 1980 | 30.6% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&R | - | - | - | | - | - | - | - | - | - | 56.1% | 36 | 220 | 0 | 4.2 | - | - |
| 1/2+1/1 | Oxford Rd (N) Left Ahead | U+O | C2:B - | | 1 | 54 | - | 256 | 1935:1809 | 59+695 | 34.0 : 34.0% | 24 | 212 | 0 | 0.3 (0.1+0.2) | 4.1 (10.4:3.6) | 0.4 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 54 | - | 493 | 1935 | 1182 | 41.7% | - | - | - | 1.3 | 9.5 | 4.1 |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|---|------|----|------|-----------|----------|--------------|----------|----------|----------|---------------|------------------|-----|
| 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 | - | 87 | 1638:1729 | 146+154 | 30.9 : 27.3% | - | - | - | 1.1 (0.6+0.5) | 46.8 (46.9:46.8) | 1.3 |
| 3/1+3/2 | Oxford Rd (S) Ahead Right | U | C2:A C2:D | | 1 | 70:8 | - | 606 | 1905:1657 | 1321+166 | 38.8 : 56.1% | - | - | - | 1.5 (0.3+1.2) | 8.7 (2.1:45.1) | 2.7 |
| J3: Oxford Parkway Ped Xing | - | - | - | | - | - | - | - | - | - | 46.4% | 0 | 0 | 0 | 1.4 | - | - |
| 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 | - | 729 | 1965 | 1572 | 46.4% | - | - | - | 1.0 | 5.0 | 6.1 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | | 1 | 71 | - | 555 | 2005 | 1604 | 34.6% | - | - | - | 0.4 | 2.4 | 1.5 |
| J4: Oxford Rd / Croudace Access | - | - | - | | - | - | - | - | - | - | 38.5% | 0 | 0 | 0 | 1.0 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | | 1 | 71 | - | 40 | 1940 | 1552 | 2.6% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | | 1 | 71 | - | 539 | 1965 | 1572 | 34.3% | - | - | - | 0.3 | 1.8 | 0.3 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | | 1 | 71 | - | 606 | 1965 | 1572 | 38.5% | - | - | - | 0.8 | 4.5 | 4.7 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | | - | - | - | 606 | Inf | 36000 | 1.7% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | | - | - | - | 0 | Inf | 317 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J5: PR6A Access | - | - | - | | - | - | - | - | - | - | 1.7% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | | - | - | - | 606 | Inf | 36000 | 1.7% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | | - | - | - | 0 | Inf | 588 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

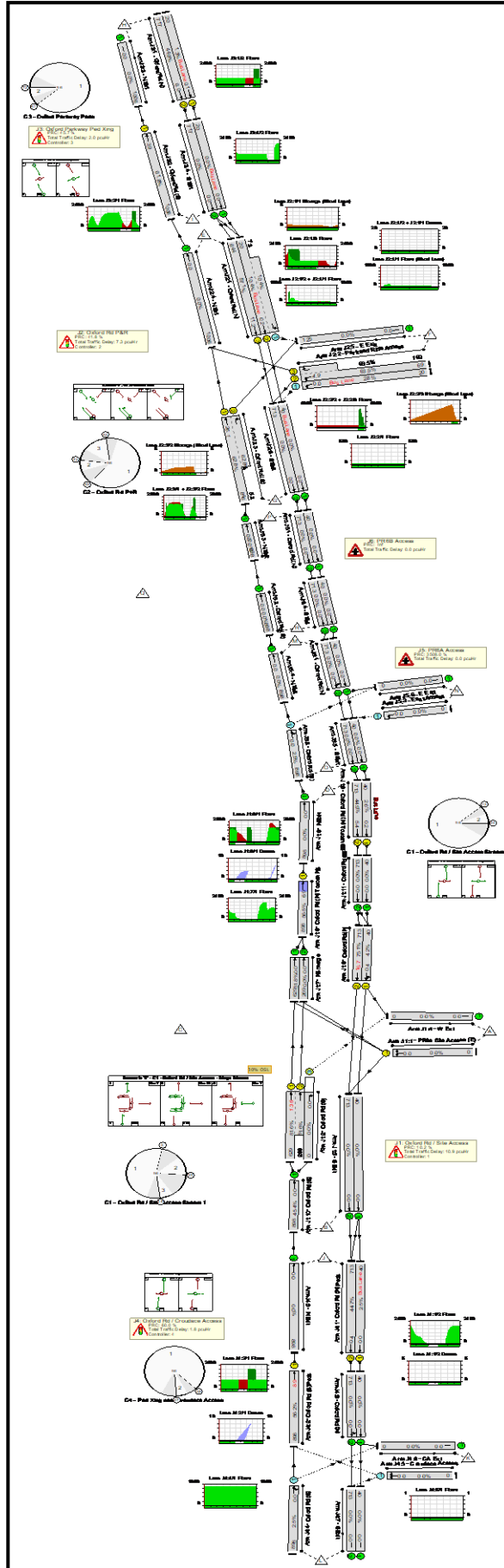
Basic Results Summary

| | | | | | | | |
|------------------------------------|-----------|-----------------------------|-------|--|-------|-----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%) | 47.6 | Total Delay for Signalled Lanes (pcuHr): | 5.58 | Cycle Time (s): | 90 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%) | 132.0 | Total Delay for Signalled Lanes (pcuHr): | 0.71 | Cycle Time (s): | 90 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%) | 60.4 | Total Delay for Signalled Lanes (pcuHr): | 4.19 | Cycle Time (s): | 90 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%) | 94.1 | Total Delay for Signalled Lanes (pcuHr): | 1.40 | Cycle Time (s): | 90 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%) | 133.5 | Total Delay for Signalled Lanes (pcuHr): | 1.03 | Cycle Time (s): | 90 |
| | | PRC Over All Lanes (%) | 47.6 | Total Delay Over All Lanes(pcuHr): | 12.93 | | |

Basic Results Summary

Scenario 2: '2' (FG4: '2025 PM Base', 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 | - | - | - | | - | - | - | - | - | - | 81.6% | 18 | 75 | 0 | 22.1 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 81.6% | 0 | 0 | 0 | 10.9 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 0 | 1980 | 165 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 46 | - | 898 | 1940:1940 | 770+329 | 81.6 : 81.6% | - | - | - | 6.1 (4.4+1.7) | 24.6 (25.3:23.0) | 13.6 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 46 | - | 0 | 1915 | 215 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 46 | - | 40 | 1940 | 950 | 4.2% | - | - | - | 0.1 | 10.1 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 46 | - | 713 | 1940 | 950 | 75.1% | - | - | - | 3.2 | 15.9 | 16.7 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 76 | - | 898 | 1980 | 1588 | 56.5% | - | - | - | 0.8 | 3.3 | 6.9 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 629 | 1980 | 1980 | 31.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 40 | 1940 | 1556 | 2.6% | - | - | - | 0.0 | 2.3 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 713 | 1980 | 1588 | 44.9% | - | - | - | 0.7 | 3.4 | 5.4 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 898 | 1980 | 1980 | 45.4% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&R | - | - | - | | - | - | - | - | - | - | 63.5% | 18 | 75 | 0 | 7.3 | - | - |
| 1/2+1/1 | Oxford Rd (N) Left Ahead | U+O | C2:B - | | 1 | 55 | - | 93 | 1935:1809 | 193+704 | 10.4 : 10.4% | 6 | 67 | 0 | 0.1 (0.1+0.0) | 3.7 (9.2:2.2) | 0.2 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 55 | - | 644 | 1935 | 1129 | 57.1% | - | - | - | 2.4 | 13.5 | 11.2 |

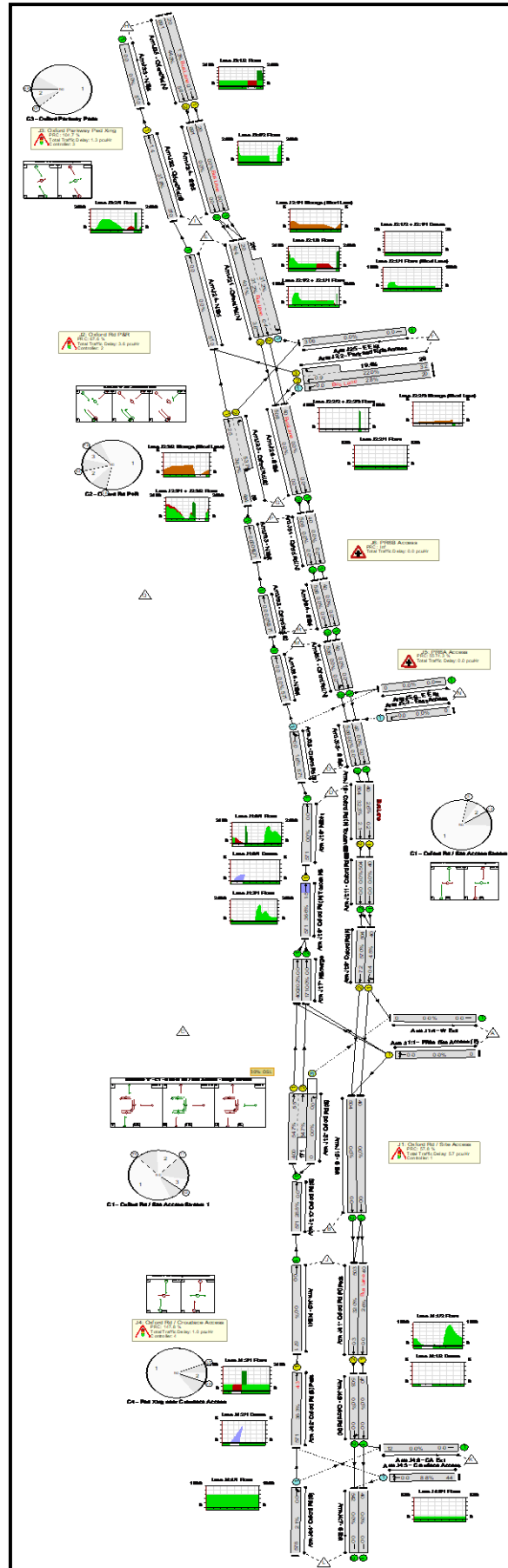
Basic Results Summary

| | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|------|---|------|-----------|---------|--------------|----------|----------|----------|---------------|------------------|------|
| 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 | - | 898 | 1905:1657 | 1347+83 | 62.8 : 62.8% | - | - | - | 1.5 (0.9+0.6) | 6.1 (3.8:42.5) | 26.1 |
| J3: Oxford Parkway Ped Xing | - | - | - | - | - | - | - | - | - | 61.8% | 0 | 0 | 0 | 2.0 | - | - |
| 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 | - | 717 | 1965 | 1597 | 44.9% | - | - | - | 0.9 | 4.7 | 6.0 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | 1 | 77 | - | 1006 | 2005 | 1629 | 61.8% | - | - | - | 1.0 | 3.6 | 3.9 |
| J4: Oxford Rd / Croudace Access | - | - | - | - | - | - | - | - | - | 56.2% | 0 | 0 | 0 | 1.8 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 40 | 1940 | 1576 | 2.5% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 713 | 1965 | 1597 | 44.7% | - | - | - | 0.4 | 2.0 | 0.4 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | 1 | 77 | - | 898 | 1965 | 1597 | 56.2% | - | - | - | 1.4 | 5.7 | 8.9 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 898 | Inf | 36000 | 2.5% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | - | - | - | 0 | Inf | 244 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J5: PR6A Access | - | - | - | - | - | - | - | - | - | 2.5% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 898 | Inf | 36000 | 2.5% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | - | - | - | 0 | Inf | 549 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

Basic Results Summary

| | | | | | | | |
|------------------------------------|-----------|------------------------------|------|--|-------|-----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%): | 10.2 | Total Delay for Signalled Lanes (pcuHr): | 9.41 | Cycle Time (s): | 96 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%): | 59.2 | Total Delay for Signalled Lanes (pcuHr): | 1.54 | Cycle Time (s): | 96 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%): | 41.8 | Total Delay for Signalled Lanes (pcuHr): | 7.30 | Cycle Time (s): | 96 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%): | 45.7 | Total Delay for Signalled Lanes (pcuHr): | 1.96 | Cycle Time (s): | 96 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%): | 60.0 | Total Delay for Signalled Lanes (pcuHr): | 1.83 | Cycle Time (s): | 96 |
| | | PRC Over All Lanes (%): | 10.2 | Total Delay Over All Lanes(pcuHr): | 22.08 | | |

Basic Results Summary
Scenario 3: '3' (FG5: '2025 AM Base + 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 | - | - | - | | - | - | - | - | - | - | 57.0% | 89 | 203 | 0 | 11.6 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 57.0% | 0 | 0 | 0 | 5.7 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 0 | 1980 | 176 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 40 | - | 571 | 1940:1940 | 731+313 | 54.7 : 54.7% | - | - | - | 3.0 (2.1+0.9) | 18.9 (19.3:18.0) | 5.5 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 40 | - | 0 | 1915 | 281 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 40 | - | 40 | 1940 | 884 | 4.5% | - | - | - | 0.1 | 12.6 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 40 | - | 504 | 1940 | 884 | 57.0% | - | - | - | 2.0 | 14.1 | 7.2 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 70 | - | 571 | 1980 | 1562 | 36.6% | - | - | - | 0.2 | 1.5 | 1.5 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 400 | 1980 | 1980 | 20.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 40 | 1940 | 1530 | 2.6% | - | - | - | 0.0 | 2.4 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 504 | 1980 | 1562 | 32.3% | - | - | - | 0.3 | 2.5 | 2.1 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 571 | 1980 | 1980 | 28.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&R | - | - | - | | - | - | - | - | - | - | 53.7% | 34 | 203 | 0 | 3.6 | - | - |
| 1/2+1/1 | Oxford Rd (N) Left Ahead | U+O | C2:B - | | 1 | 54 | - | 237 | 1935:1809 | 64+695 | 31.2 : 31.2% | 22 | 195 | 0 | 0.3 (0.1+0.2) | 4.0 (10.3:3.4) | 0.4 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 54 | - | 474 | 1935 | 1182 | 40.1% | - | - | - | 1.2 | 9.4 | 3.8 |

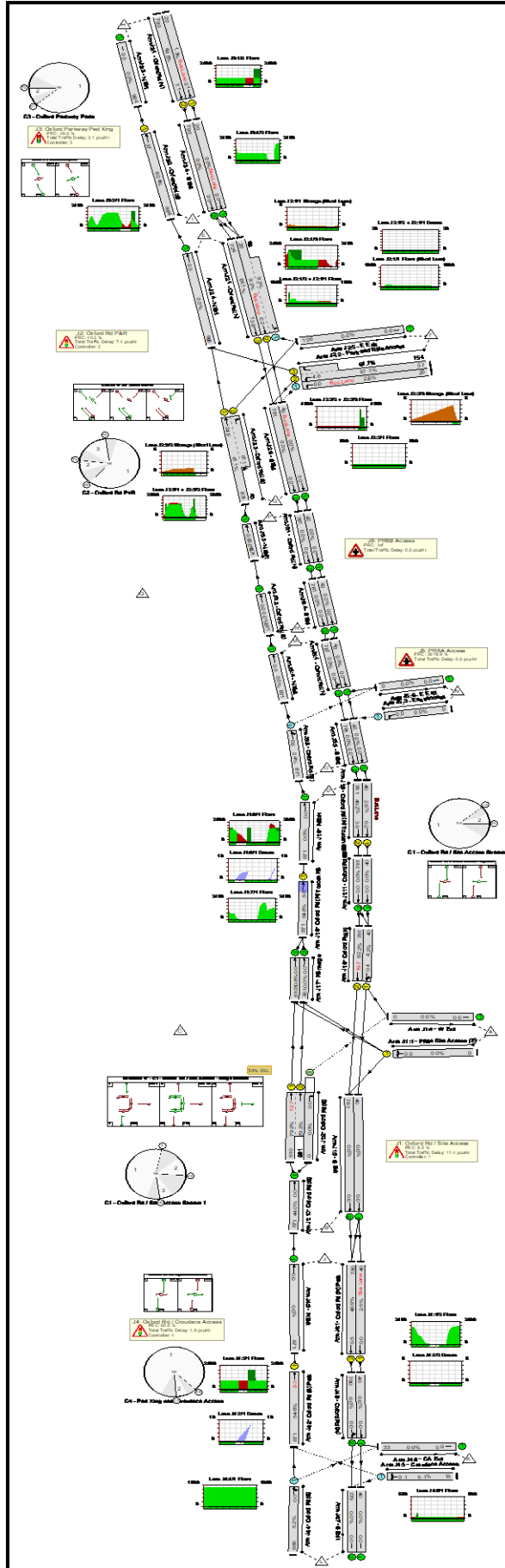
Basic Results Summary

| | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|------|---|-----|-----------|----------|--------------|-----------|----------|----------|---------------|------------------|-----|
| 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 | - | 58 | 1638:1729 | 146+134 | 22.0 : 19.4% | - | - | - | 0.7 (0.4+0.3) | 46.2 (46.3:46.1) | 0.9 |
| 3/1+3/2 | Oxford Rd (S) Ahead Right | U | C2:A C2:D | 1 | 70:8 | - | 573 | 1905:1657 | 1318+166 | 36.7 : 53.7% | - | - | - | 1.4 (0.3+1.1) | 8.7 (2.0:45.2) | 2.5 |
| J3: Oxford Parkway Ped Xing | - | - | - | - | - | - | - | - | - | 44.0% | 0 | 0 | 0 | 1.3 | - | - |
| 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 | - | 691 | 1965 | 1572 | 44.0% | - | - | - | 0.9 | 4.8 | 5.6 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | 1 | 71 | - | 510 | 2005 | 1604 | 31.8% | - | - | - | 0.3 | 2.3 | 1.4 |
| J4: Oxford Rd / Croudace Access | - | - | - | - | - | - | - | - | - | 36.3% | 55 | 0 | 0 | 1.0 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 71 | - | 40 | 1940 | 1552 | 2.6% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 71 | - | 503 | 1965 | 1572 | 32.0% | - | - | - | 0.2 | 1.7 | 0.3 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | 1 | 71 | - | 571 | 1965 | 1572 | 36.3% | - | - | - | 0.7 | 4.3 | 4.3 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 578 | Inf | 27508 | 2.1% | 11 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | - | - | - | 44 | Inf | 499 | 8.8% | 44 | 0 | 0 | 0.0 | 4.0 | 0.0 |
| J5: PR6A Access | - | - | - | - | - | - | - | - | - | 1.6% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 571 | Inf | 36000 | 1.6% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | - | - | - | 0 | Inf | 595 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

Basic Results Summary

| | | | | | | | |
|------------------------------------|-----------|-----------------------------|-------|---|-------|----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%) | 57.8 | Total Delay for Signalled Lanes (pcuHr) | 5.10 | Cycle Time (s) | 90 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%) | 146.2 | Total Delay for Signalled Lanes (pcuHr) | 0.62 | Cycle Time (s) | 90 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%) | 67.6 | Total Delay for Signalled Lanes (pcuHr) | 3.63 | Cycle Time (s) | 90 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%) | 104.7 | Total Delay for Signalled Lanes (pcuHr) | 1.27 | Cycle Time (s) | 90 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%) | 147.8 | Total Delay for Signalled Lanes (pcuHr) | 0.94 | Cycle Time (s) | 90 |
| | | PRC Over All Lanes (%) | 57.8 | Total Delay Over All Lanes(pcuHr) | 11.65 | | |

Basic Results Summary
Scenario 4: '4' (FG6: '2025 PM Base + 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 | - | - | - | | - | - | - | - | - | - | 82.2% | 56 | 69 | 0 | 22.8 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 82.2% | 0 | 0 | 0 | 11.4 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 0 | 1980 | 165 | 0.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 46 | - | 871 | 1940:1940 | 770+330 | 79.2 : 79.2% | - | - | - | 5.7 (4.1+1.6) | 23.5 (24.2:21.9) | 12.7 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 46 | - | 0 | 1915 | 176 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 46 | - | 40 | 1940 | 950 | 4.2% | - | - | - | 0.1 | 10.1 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 46 | - | 781 | 1940 | 950 | 82.2% | - | - | - | 4.1 | 19.1 | 19.7 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 76 | - | 871 | 1980 | 1588 | 54.8% | - | - | - | 0.7 | 3.1 | 5.8 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 610 | 1980 | 1980 | 30.8% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 40 | 1940 | 1556 | 2.6% | - | - | - | 0.0 | 2.3 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 781 | 1980 | 1588 | 49.2% | - | - | - | 0.7 | 3.2 | 3.9 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 871 | 1980 | 1980 | 44.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&R | - | - | - | | - | - | - | - | - | - | 64.1% | 17 | 69 | 0 | 7.4 | - | - |
| 1/2+1/1 | Oxford Rd (N) Left Ahead | U+O | C2:B - | | 1 | 55 | - | 86 | 1935:1809 | 214+706 | 9.3 : 9.3% | 5 | 61 | 0 | 0.1 (0.1+0.0) | 3.8 (9.1:2.2) | 0.2 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 55 | - | 724 | 1935 | 1129 | 64.1% | - | - | - | 3.0 | 14.9 | 13.6 |

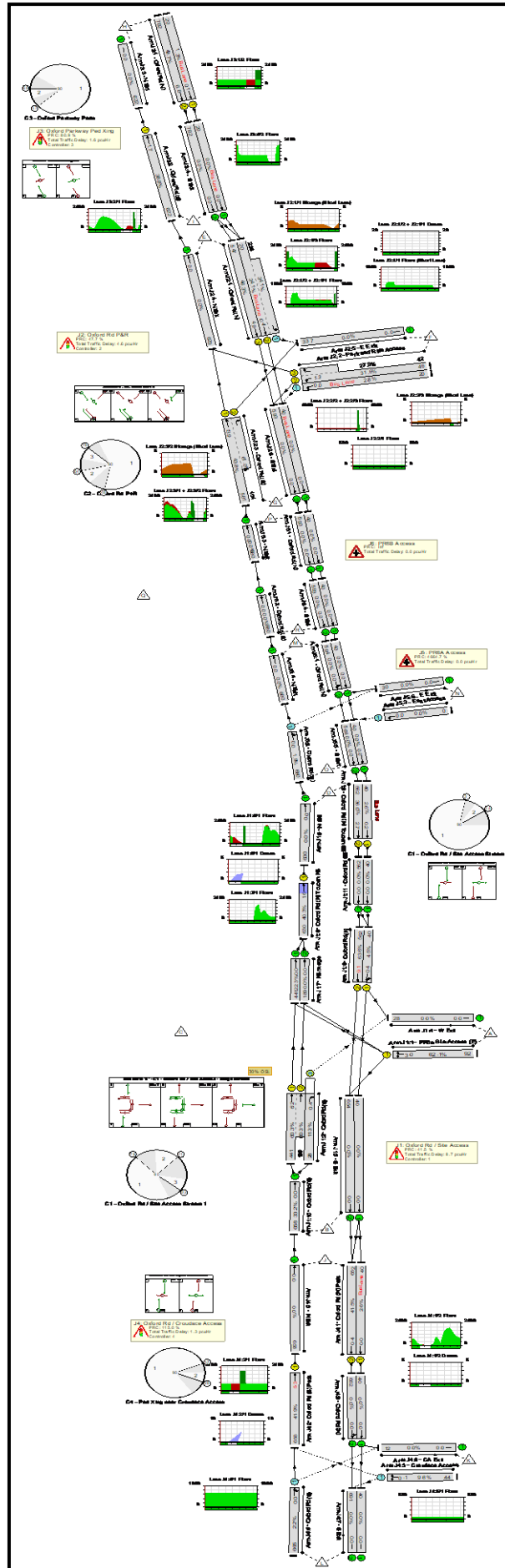
Basic Results Summary

| | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|------|---|-----|-----------|---------|--------------|-----------|----------|----------|---------------|------------------|------|
| 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 | - | 211 | 1638:1729 | 93+252 | 61.1 : 61.1% | - | - | - | 3.0 (0.8+2.2) | 51.1 (49.5:51.7) | 4.6 |
| 3/1+3/2 | Oxford Rd (S) Ahead Right | U | C2:A C2:D | 1 | 70:7 | - | 871 | 1905:1657 | 1360+65 | 61.1 : 61.1% | - | - | - | 1.3 (0.8+0.5) | 5.4 (3.6:42.5) | 24.9 |
| J3: Oxford Parkway Ped Xing | - | - | - | - | - | - | - | - | - | 60.4% | 0 | 0 | 0 | 2.1 | - | - |
| 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 | - | 790 | 1965 | 1597 | 49.5% | - | - | - | 1.1 | 5.1 | 7.1 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | 1 | 77 | - | 984 | 2005 | 1629 | 60.4% | - | - | - | 0.9 | 3.4 | 3.7 |
| J4: Oxford Rd / Croudace Access | - | - | - | - | - | - | - | - | - | 54.6% | 39 | 0 | 0 | 1.9 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 40 | 1940 | 1576 | 2.5% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 780 | 1965 | 1597 | 48.9% | - | - | - | 0.5 | 2.2 | 0.5 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | 1 | 77 | - | 871 | 1965 | 1597 | 54.6% | - | - | - | 1.3 | 5.5 | 8.3 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 888 | Inf | 17115 | 5.2% | 24 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | - | - | - | 15 | Inf | 295 | 5.1% | 15 | 0 | 0 | 0.0 | 8.4 | 0.1 |
| J5: PR6A Access | - | - | - | - | - | - | - | - | - | 2.4% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 871 | Inf | 36000 | 2.4% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | - | - | - | 0 | Inf | 534 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

Basic Results Summary

| | | | | | | | |
|------------------------------------|-----------|------------------------------|------|--|-------|-----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%): | 9.5 | Total Delay for Signalled Lanes (pcuHr): | 9.95 | Cycle Time (s): | 96 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%): | 64.1 | Total Delay for Signalled Lanes (pcuHr): | 1.46 | Cycle Time (s): | 96 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%): | 40.3 | Total Delay for Signalled Lanes (pcuHr): | 7.39 | Cycle Time (s): | 96 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%): | 49.0 | Total Delay for Signalled Lanes (pcuHr): | 2.06 | Cycle Time (s): | 96 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%): | 65.0 | Total Delay for Signalled Lanes (pcuHr): | 1.82 | Cycle Time (s): | 96 |
| | | PRC Over All Lanes (%): | 9.5 | Total Delay Over All Lanes(pcuHr): | 22.78 | | |

Basic Results Summary
Scenario 5: '5' (FG1: '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 | - | - | - | | - | - | - | - | - | - | 63.6% | 119 | 220 | 0 | 16.2 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 63.6% | 28 | 0 | 0 | 8.7 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 92 | 1667 | 148 | 62.1% | - | - | - | 1.8 | 70.7 | 3.0 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 40 | - | 630 | 1940:1940 | 731+313 | 60.3 : 60.3% | - | - | - | 3.4 (2.5+1.0) | 19.6 (20.0:18.6) | 6.2 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 40 | - | 28 | 1702 | 247 | 11.3% | 28 | 0 | 0 | 0.2 | 32.1 | 0.4 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 40 | - | 40 | 1940 | 884 | 4.5% | - | - | - | 0.1 | 12.6 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 40 | - | 562 | 1940 | 884 | 63.6% | - | - | - | 2.4 | 15.1 | 9.1 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 70 | - | 630 | 1980 | 1562 | 40.3% | - | - | - | 0.3 | 1.6 | 1.6 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 441 | 1980 | 1980 | 22.3% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 40 | 1940 | 1530 | 2.6% | - | - | - | 0.0 | 2.4 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 70 | - | 562 | 1980 | 1562 | 36.0% | - | - | - | 0.4 | 2.7 | 2.7 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 658 | 1980 | 1980 | 33.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&R | - | - | - | | - | - | - | - | - | - | 61.0% | 36 | 220 | 0 | 4.6 | - | - |
| 1/2+1/1 | Oxford Rd (N) Left Ahead | U+O | C2:B - | | 1 | 54 | - | 256 | 1935:1809 | 59+693 | 34.1 : 34.1% | 24 | 212 | 0 | 0.3 (0.1+0.2) | 4.2 (10.5:3.6) | 0.4 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 54 | - | 547 | 1935 | 1182 | 46.3% | - | - | - | 1.5 | 9.8 | 4.9 |

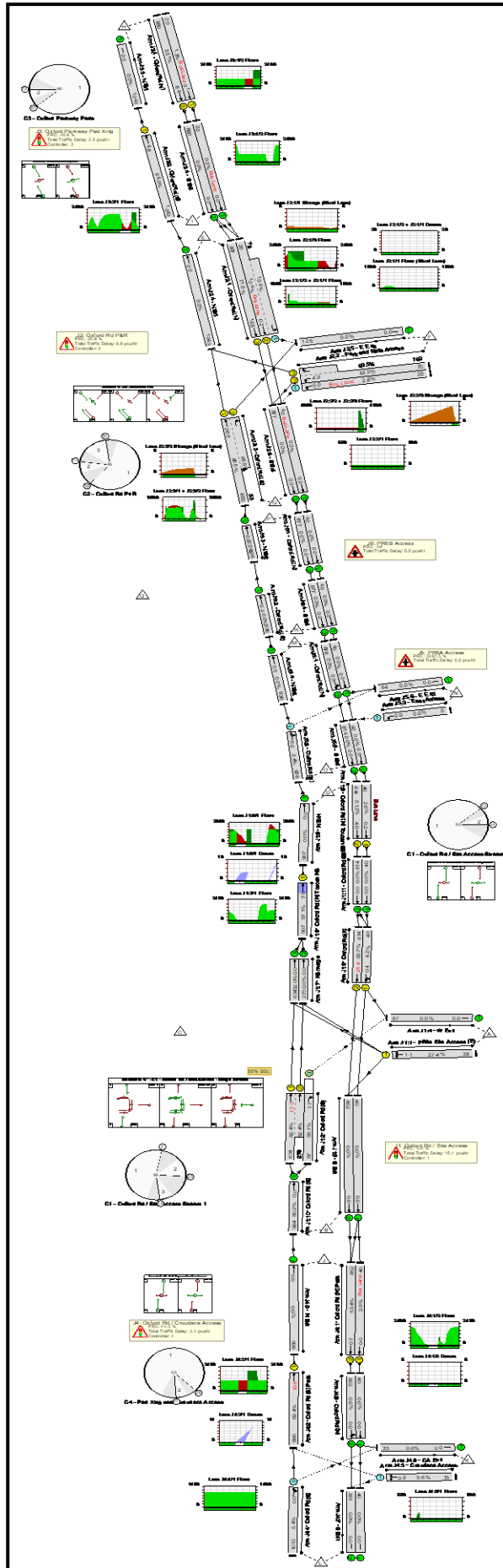
Basic Results Summary

| | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|------|---|-----|-----------|----------|--------------|-----------|----------|----------|---------------|------------------|------|
| 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 | - | 682 | 1905:1657 | 1327+166 | 43.8 : 61.0% | - | - | - | 1.6 (0.4+1.3) | 8.6 (2.3:45.3) | 13.9 |
| J3: Oxford Parkway Ped Xing | - | - | - | - | - | - | - | - | - | 49.7% | 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 | - | 782 | 1965 | 1572 | 49.7% | - | - | - | 1.1 | 5.3 | 6.8 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | 1 | 71 | - | 622 | 2005 | 1604 | 38.8% | - | - | - | 0.4 | 2.5 | 1.7 |
| J4: Oxford Rd / Croudace Access | - | - | - | - | - | - | - | - | - | 41.9% | 55 | 0 | 0 | 1.3 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 71 | - | 40 | 1940 | 1552 | 2.6% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 71 | - | 652 | 1965 | 1572 | 41.5% | - | - | - | 0.4 | 2.0 | 0.4 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | 1 | 71 | - | 658 | 1965 | 1572 | 41.9% | - | - | - | 0.9 | 4.7 | 5.3 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 665 | Inf | 29666 | 2.2% | 11 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | - | - | - | 44 | Inf | 460 | 9.6% | 44 | 0 | 0 | 0.1 | 4.3 | 0.1 |
| J5: PR6A Access | - | - | - | - | - | - | - | - | - | 1.9% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 680 | Inf | 36000 | 1.9% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | - | - | - | 0 | Inf | 575 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

Basic Results Summary

| | | | | | | | |
|------------------------------------|-----------|-----------------------------|-------|--|-------|-----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%) | 41.5 | Total Delay for Signalled Lanes (pcuHr): | 7.99 | Cycle Time (s): | 90 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%) | 123.1 | Total Delay for Signalled Lanes (pcuHr): | 0.73 | Cycle Time (s): | 90 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%) | 47.7 | Total Delay for Signalled Lanes (pcuHr): | 4.57 | Cycle Time (s): | 90 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%) | 80.9 | Total Delay for Signalled Lanes (pcuHr): | 1.60 | Cycle Time (s): | 90 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%) | 115.0 | Total Delay for Signalled Lanes (pcuHr): | 1.23 | Cycle Time (s): | 90 |
| | | PRC Over All Lanes (%) | 41.5 | Total Delay Over All Lanes(pcuHr): | 16.21 | | |

Basic Results Summary
Scenario 6: '6' (FG2: '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 | - | - | - | | - | - | - | - | - | - | 85.7% | 113 | 75 | 30 | 28.9 | - | - |
| J1: Oxford Rd / Site Access | - | - | - | | - | - | - | - | - | - | 85.7% | 57 | 0 | 30 | 15.1 | - | - |
| 1/1 | PR6a Site Access (E) Left Right | U | C1:C | | 1 | 7 | - | 38 | 1667 | 139 | 27.4% | - | - | - | 0.6 | 59.1 | 1.1 |
| 2/1+2/2 | Oxford Rd (S) Ahead | U | C1:B | | 1 | 46 | - | 907 | 1940:1940 | 770+331 | 82.4 : 82.4% | - | - | - | 6.3 (4.5+1.8) | 25.0 (25.7:23.3) | 11.0 |
| 2/3 | Oxford Rd (S) Right | O | C1:B | | 1 | 46 | - | 87 | 1702 | 158 | 55.1% | 57 | 0 | 30 | 1.6 | 65.3 | 1.7 |
| 3/1 | Oxford Rd (N) Left Ahead | U | C1:A | | 1 | 46 | - | 40 | 1940 | 950 | 4.2% | - | - | - | 0.1 | 10.1 | 0.4 |
| 3/2 | Oxford Rd (N) Ahead | U | C1:A | | 1 | 46 | - | 814 | 1940 | 950 | 85.7% | - | - | - | 4.8 | 21.4 | 21.4 |
| 6/1 | Oxford Rd (N) Toucan NB Ahead | U | C1:J | | 1 | 76 | - | 907 | 1980 | 1588 | 57.1% | - | - | - | 0.9 | 3.6 | 7.9 |
| 7/1 | NB merge Ahead | U | - | | - | - | - | 634 | 1980 | 1980 | 32.0% | - | - | - | 0.0 | 0.0 | 0.0 |
| 8/1 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 40 | 1940 | 1556 | 2.6% | - | - | - | 0.0 | 2.3 | 0.2 |
| 8/2 | Oxford Rd (N) Toucan SB Ahead | U | C1:K | | 1 | 76 | - | 814 | 1980 | 1588 | 51.3% | - | - | - | 0.8 | 3.4 | 4.0 |
| 10/1 | Oxford Rd (S) Ahead | U | - | | - | - | - | 994 | 1980 | 1980 | 50.2% | - | - | - | 0.0 | 0.0 | 0.0 |
| J2: Oxford Rd P&&R | - | - | - | | - | - | - | - | - | - | 71.5% | 18 | 75 | 0 | 8.9 | - | - |
| 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) | 3.7 (9.2:2.2) | 0.2 |
| 1/3 | Oxford Rd (N) Ahead | U | C2:B | | 1 | 55 | - | 807 | 1935 | 1129 | 71.5% | - | - | - | 3.8 | 16.8 | 16.5 |

Basic Results Summary

| | | | | | | | | | | | | | | | | |
|--|---------------------------------|---|--------------|---|------|---|------|-----------|---------|--------------|-----------|----------|----------|---------------|------------------|------|
| 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 | - | 936 | 1905:1657 | 1348+81 | 65.5 : 65.5% | - | - | - | 1.7 (1.1+0.6) | 6.5 (4.4:42.3) | 26.8 |
| J3: Oxford Parkway Ped Xing | - | - | - | - | - | - | - | - | - | 64.0% | 0 | 0 | 0 | 2.5 | - | - |
| 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 | - | 880 | 1965 | 1597 | 55.1% | - | - | - | 1.4 | 5.6 | 8.4 |
| 2/1 | Oxford Rd (S) Ahead | U | C3:B | 1 | 77 | - | 1043 | 2005 | 1629 | 64.0% | - | - | - | 1.1 | 3.9 | 4.8 |
| J4: Oxford Rd / Croudace Access | - | - | - | - | - | - | - | - | - | 62.4% | 39 | 0 | 0 | 2.4 | - | - |
| 1/1 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 40 | 1940 | 1576 | 2.5% | - | - | - | 0.0 | 1.2 | 0.0 |
| 1/2 | Oxford Rd (N) Peds Ahead | U | C4:A | 1 | 77 | - | 852 | 1965 | 1597 | 53.4% | - | - | - | 0.6 | 2.4 | 0.7 |
| 2/1 | Oxford Rd (S) Peds Ahead | U | C4:B | 1 | 77 | - | 996 | 1965 | 1597 | 62.4% | - | - | - | 1.8 | 6.4 | 10.8 |
| 4/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 1013 | Inf | 18855 | 5.4% | 24 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 5/1 | Croudace Access Right Left | O | - | - | - | - | 15 | Inf | 266 | 5.6% | 15 | 0 | 0 | 0.0 | 11.5 | 0.2 |
| J5: PR6A Access | - | - | - | - | - | - | - | - | - | 2.6% | 0 | 0 | 0 | 0.0 | - | - |
| 2/1 | Oxford Rd (S) Ahead Right | O | - | - | - | - | 936 | Inf | 36000 | 2.6% | 0 | 0 | 0 | 0.0 | 0.1 | 0.0 |
| 3/1 | East Access Left | O | - | - | - | - | 0 | Inf | 513 | 0.0% | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 |
| J6: PR6B Access | - | - | - | - | - | - | - | - | - | 0.0% | 0 | 0 | 0 | 0.0 | - | - |

Basic Results Summary

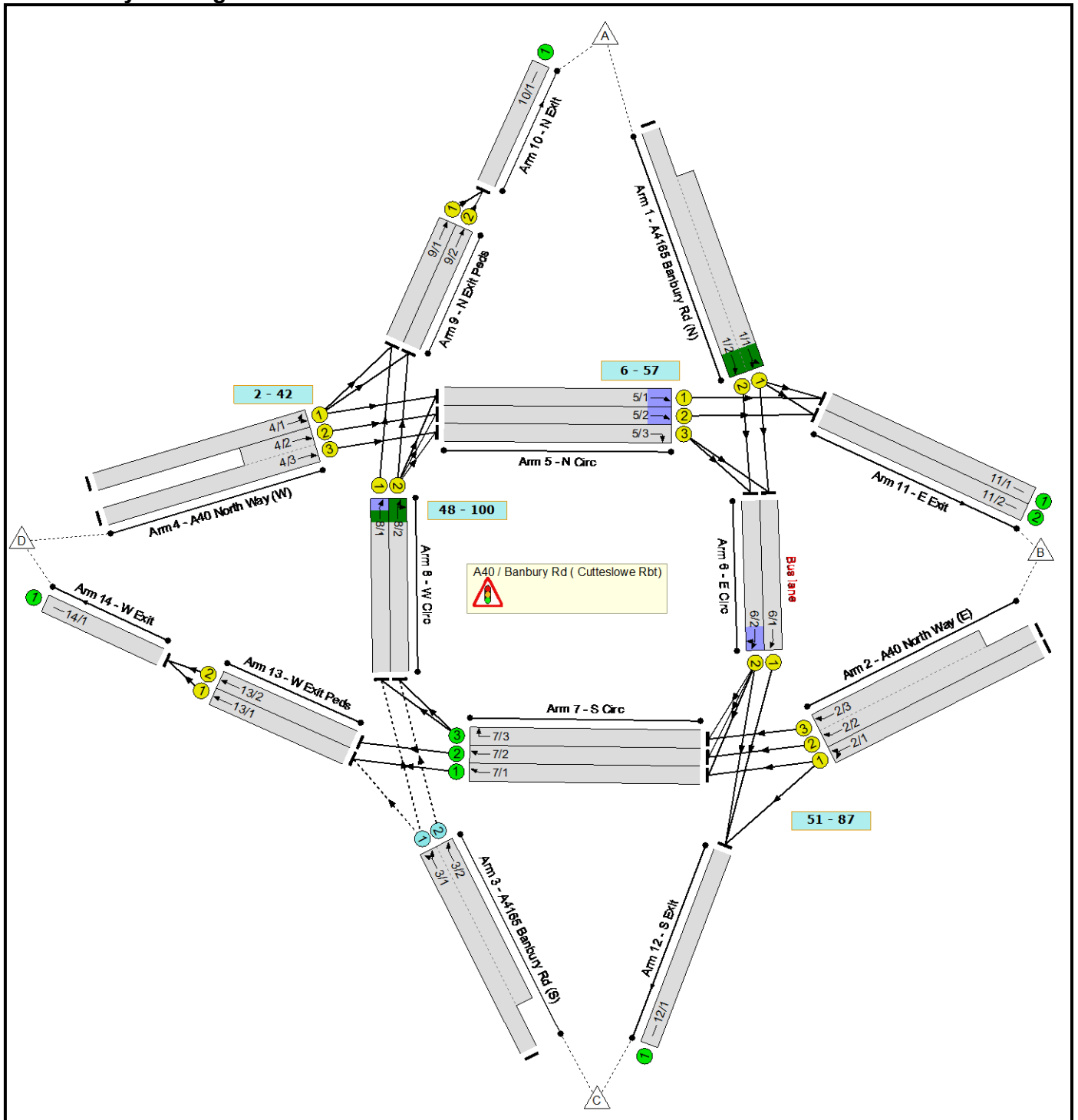
| | | | | | | | |
|------------------------------------|-----------|------------------------------|------|--|-------|-----------------|----|
| C1 - Oxford Rd / Site Access | Stream: 1 | PRC for Signalled Lanes (%): | 5.0 | Total Delay for Signalled Lanes (pcuHr): | 13.44 | Cycle Time (s): | 96 |
| C1 - Oxford Rd / Site Access | Stream: 2 | PRC for Signalled Lanes (%): | 57.6 | Total Delay for Signalled Lanes (pcuHr): | 1.70 | Cycle Time (s): | 96 |
| C2 - Oxford Rd P+R | | PRC for Signalled Lanes (%): | 25.9 | Total Delay for Signalled Lanes (pcuHr): | 8.84 | Cycle Time (s): | 96 |
| C3 - Oxford Parkway Peds | | PRC for Signalled Lanes (%): | 40.6 | Total Delay for Signalled Lanes (pcuHr): | 2.50 | Cycle Time (s): | 96 |
| C4 - Ped Xing near Croudace Access | | PRC for Signalled Lanes (%): | 44.3 | Total Delay for Signalled Lanes (pcuHr): | 2.36 | Cycle Time (s): | 96 |
| | | PRC Over All Lanes (%): | 5.0 | Total Delay Over All Lanes(pcuHr): | 28.94 | | |

Full Input Data And Results

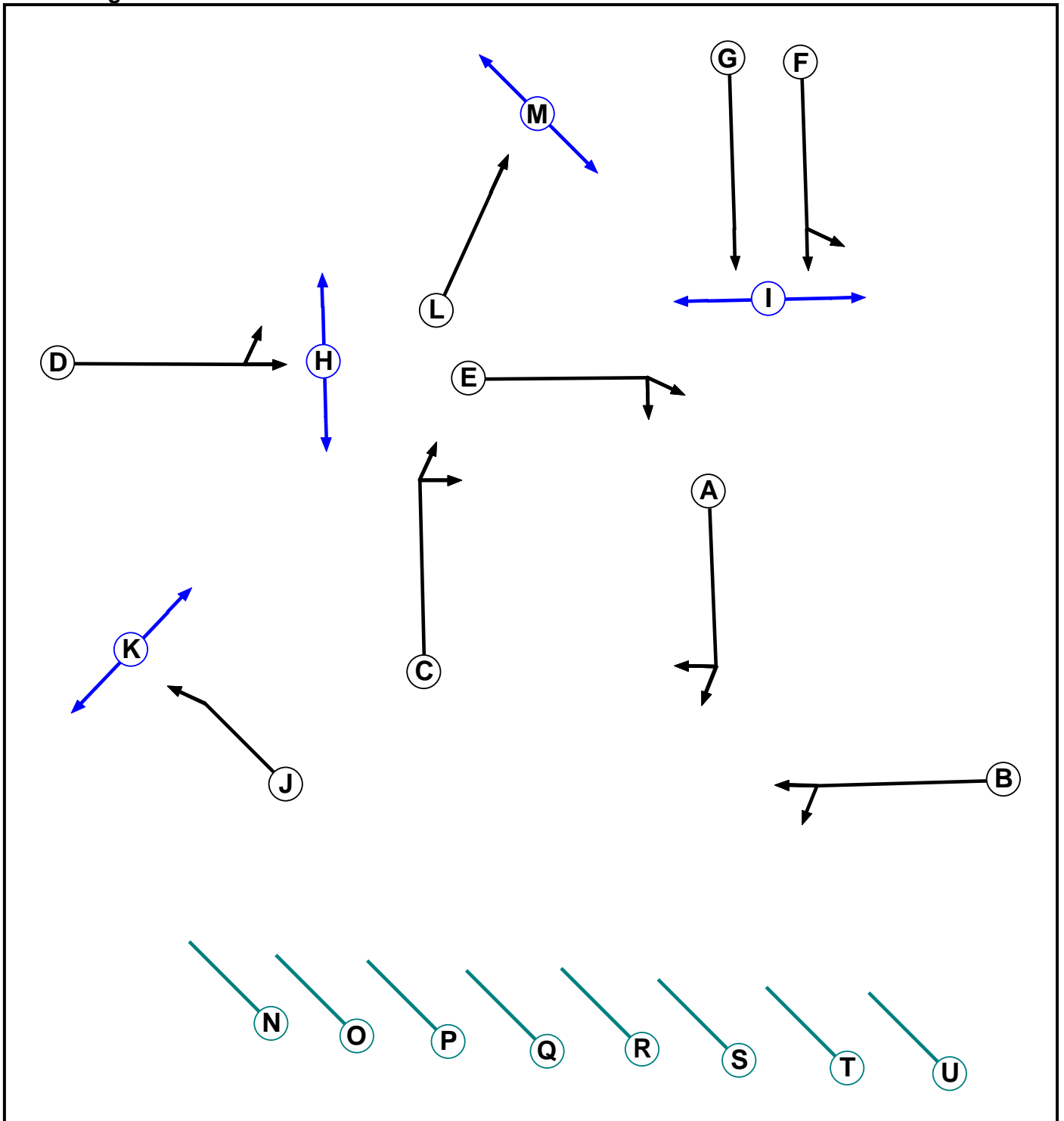
User and Project Details

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

Network Layout Diagram



Phase Diagram



Full Input Data And Results

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 Intergrens Matrix

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

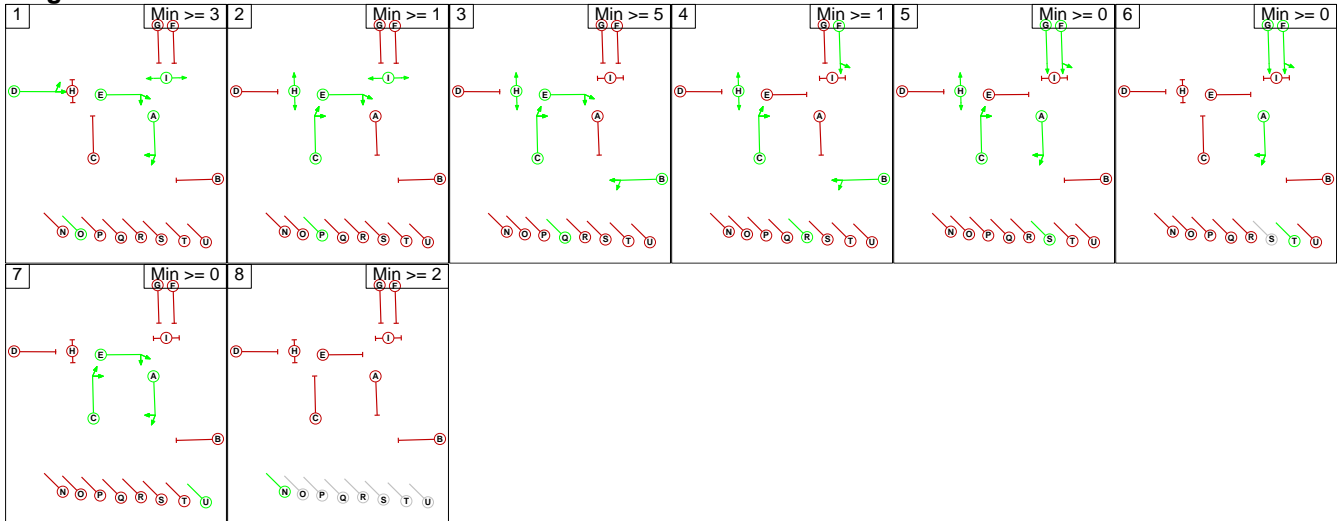
Phases in Stage

| Stream | Stage No. | Phases in Stage |
|--------|-----------|-----------------|
| 1 | 1 | ADEIO |
| 1 | 2 | CEHIP |
| 1 | 3 | BCEHQ |
| 1 | 4 | BCFHR |
| 1 | 5 | ACFGHS |
| 1 | 6 | AFGT |
| 1 | 7 | ACEU |
| 1 | 8 | N |
| 2 | 1 | J |
| 2 | 2 | K |
| 3 | 1 | L |
| 3 | 2 | M |

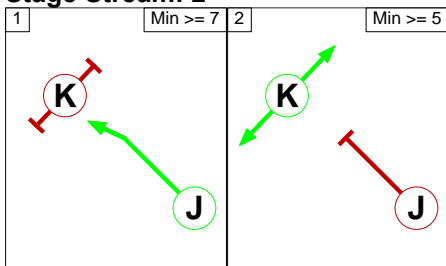
Full Input Data And Results

Stage Diagram

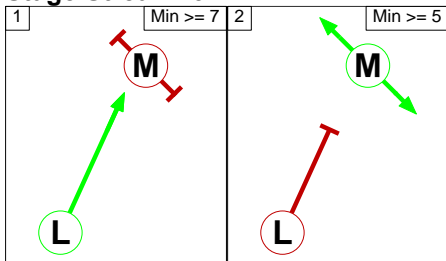
Stage Stream: 1



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

| | | To Stage | | | | | | | |
|------------|---|----------|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| From Stage | 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

| | | To Stage | |
|------------|---|----------|---|
| | | 1 | 2 |
| From Stage | 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 | | | | | |
| | | | | 7/3 | 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 |
|-------------------------------|------------|----------|----------|---------|
| 9: '2025 AM Base + CD' | 08:00 | 09:00 | 01:00 | |
| 10: '2025 PM Base + CD' | 17:00 | 18:00 | 01:00 | |
| 11: '2025 AM Base + CD + Dev' | 08:15 | 09:15 | 01:00 | |
| 12: '2025 PM Base + CD + Dev' | 17:00 | 18:00 | 01:00 | |

Scenario 3: '2025 AM Base + CD' (FG9: '2025 AM Base + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | Destination | | | | | |
|--------|-------------|-----|------|-----|------|------|
| | A | B | C | D | Tot. | |
| Origin | A | 0 | 278 | 376 | 26 | 680 |
| | B | 317 | 0 | 121 | 684 | 1122 |
| | C | 290 | 178 | 0 | 141 | 609 |
| | D | 62 | 1079 | 339 | 0 | 1480 |
| | Tot. | 669 | 1535 | 836 | 851 | 3891 |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 3: 2025 AM Base + CD |
|---|----------------------------------|
| Junction: A40 / Banbury Rd (Cutteslowe Rbt) | |
| 1/1 (short) | 318 |
| 1/2 (with short) | 680(In) 362(Out) |
| 2/1 | 342 |
| 2/2 (with short) | 780(In) 463(Out) |
| 2/3 (short) | 317 |
| 3/1 (with short) | 609(In) 316(Out) |
| 3/2 (short) | 293 |
| 4/1 | 657 |
| 4/2 (short) | 484 |
| 4/3 (with short) | 823(In) 339(Out) |
| 5/1 | 674 |
| 5/2 | 583 |
| 5/3 | 339 |
| 6/1 | 40 |
| 6/2 | 701 |
| 7/1 | 223 |
| 7/2 | 487 |
| 7/3 | 317 |
| 8/1 | 382 |
| 8/2 | 403 |
| 9/1 | 403 |
| 9/2 | 266 |
| 10/1 | 669 |
| 11/1 | 813 |
| 11/2 | 722 |
| 12/1 | 836 |
| 13/1 | 364 |
| 13/2 | 487 |
| 14/1 | 851 |

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 4: '2025 PM Base + CD' (FG10: '2025 PM Base + CD', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | Tot. |
|--------|------|-------------|------|-----|-----|------|------|
| | | A | B | C | D | | |
| Origin | A | 0 | 591 | 232 | 14 | 837 | |
| | B | 370 | 0 | 138 | 870 | 1378 | |
| | C | 526 | 162 | 0 | 74 | 762 | |
| | D | 58 | 1049 | 203 | 0 | 1310 | |
| | Tot. | 954 | 1802 | 573 | 958 | 4287 | |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 4: 2025 PM Base + CD |
|---|----------------------------------|
| Junction: A40 / Banbury Rd (Cutteslowe Rbt) | |
| 1/1 (short) | 631 |
| 1/2 (with short) | 837(In) 206(Out) |
| 2/1 | 445 |
| 2/2 (with short) | 933(In) 563(Out) |
| 2/3 (short) | 370 |
| 3/1 (with short) | 762(In) 397(Out) |
| 3/2 (short) | 365 |
| 4/1 | 604 |
| 4/2 (short) | 503 |
| 4/3 (with short) | 706(In) 203(Out) |
| 5/1 | 621 |
| 5/2 | 590 |
| 5/3 | 203 |
| 6/1 | 40 |
| 6/2 | 409 |
| 7/1 | 309 |
| 7/2 | 575 |
| 7/3 | 370 |
| 8/1 | 535 |
| 8/2 | 523 |
| 9/1 | 553 |
| 9/2 | 401 |
| 10/1 | 954 |
| 11/1 | 917 |
| 11/2 | 885 |
| 12/1 | 573 |
| 13/1 | 383 |
| 13/2 | 575 |
| 14/1 | 958 |

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 5: '2025 AM Base + CD + Dev' (FG11: '2025 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | Tot. |
|--------|------|-------------|------|-----|-----|------|------|
| | | A | B | C | D | | |
| Origin | A | 0 | 304 | 454 | 47 | 805 | |
| | B | 341 | 0 | 127 | 736 | 1204 | |
| | C | 334 | 178 | 0 | 141 | 653 | |
| | D | 66 | 1126 | 339 | 0 | 1531 | |
| | Tot. | 741 | 1608 | 920 | 924 | 4193 | |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 5: 2025 AM Base + CD + Dev |
|---|---|
| Junction: A40 / Banbury Rd (Cutteslowe Rbt) | |
| 1/1 (short) | 344 |
| 1/2 (with short) | 805(In) 461(Out) |
| 2/1 | 406 |
| 2/2 (with short) | 798(In) 457(Out) |
| 2/3 (short) | 341 |
| 3/1 (with short) | 653(In) 342(Out) |
| 3/2 (short) | 311 |
| 4/1 | 690 |
| 4/2 (short) | 502 |
| 4/3 (with short) | 841(In) 339(Out) |
| 5/1 | 713 |
| 5/2 | 591 |
| 5/3 | 339 |
| 6/1 | 40 |
| 6/2 | 800 |
| 7/1 | 280 |
| 7/2 | 503 |
| 7/3 | 341 |
| 8/1 | 414 |
| 8/2 | 439 |
| 9/1 | 435 |
| 9/2 | 306 |
| 10/1 | 741 |
| 11/1 | 865 |
| 11/2 | 743 |
| 12/1 | 920 |
| 13/1 | 421 |
| 13/2 | 503 |
| 14/1 | 924 |

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 6: '2025 PM Base + CD + Dev' (FG12: '2025 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

| | | Destination | | | | | Tot. |
|--------|------|-------------|------|-----|-----|------|------|
| | | A | B | C | D | Tot. | |
| Origin | A | 0 | 599 | 282 | 17 | 898 | |
| | B | 388 | 0 | 138 | 886 | 1412 | |
| | C | 606 | 162 | 0 | 74 | 842 | |
| | D | 73 | 1071 | 203 | 0 | 1347 | |
| | Tot. | 1067 | 1832 | 623 | 977 | 4499 | |

Full Input Data And Results

Traffic Lane Flows

| Lane | Scenario 6: 2025 PM Base + CD + Dev |
|---|---|
| Junction: A40 / Banbury Rd (Cutteslowe Rbt) | |
| 1/1 (short) | 639 |
| 1/2 (with short) | 898(In) 259(Out) |
| 2/1 | 445 |
| 2/2 (with short) | 967(In) 579(Out) |
| 2/3 (short) | 388 |
| 3/1 (with short) | 842(In) 431(Out) |
| 3/2 (short) | 411 |
| 4/1 | 626 |
| 4/2 (short) | 518 |
| 4/3 (with short) | 721(In) 203(Out) |
| 5/1 | 631 |
| 5/2 | 602 |
| 5/3 | 203 |
| 6/1 | 40 |
| 6/2 | 462 |
| 7/1 | 311 |
| 7/2 | 592 |
| 7/3 | 388 |
| 8/1 | 591 |
| 8/2 | 565 |
| 9/1 | 617 |
| 9/2 | 450 |
| 10/1 | 1067 |
| 11/1 | 931 |
| 11/2 | 901 |
| 12/1 | 623 |
| 13/1 | 385 |
| 13/2 | 592 |
| 14/1 | 977 |

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 |

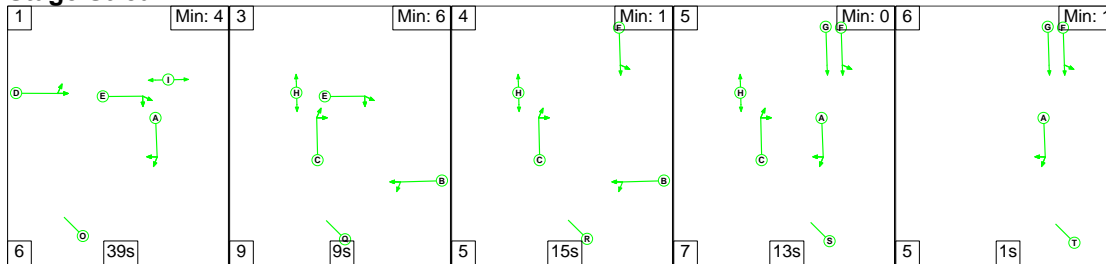
Full Input Data And Results

| | | | |
|------------------------------|---|------|------|
| 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 |

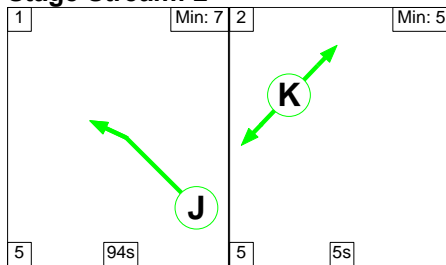
Scenario 3: '2025 AM Base + CD' (FG9: '2025 AM Base + CD', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

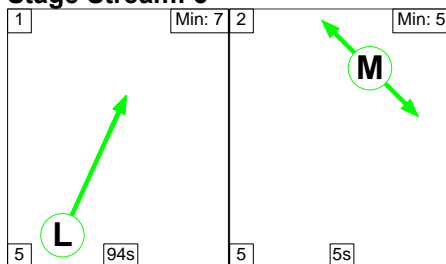
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

| Stage | 1 | 3 | 4 | 5 | 6 |
|--------------|----|----|----|----|-----|
| Duration | 39 | 9 | 15 | 13 | 1 |
| Change Point | 0 | 45 | 63 | 83 | 103 |

Stage Stream: 2

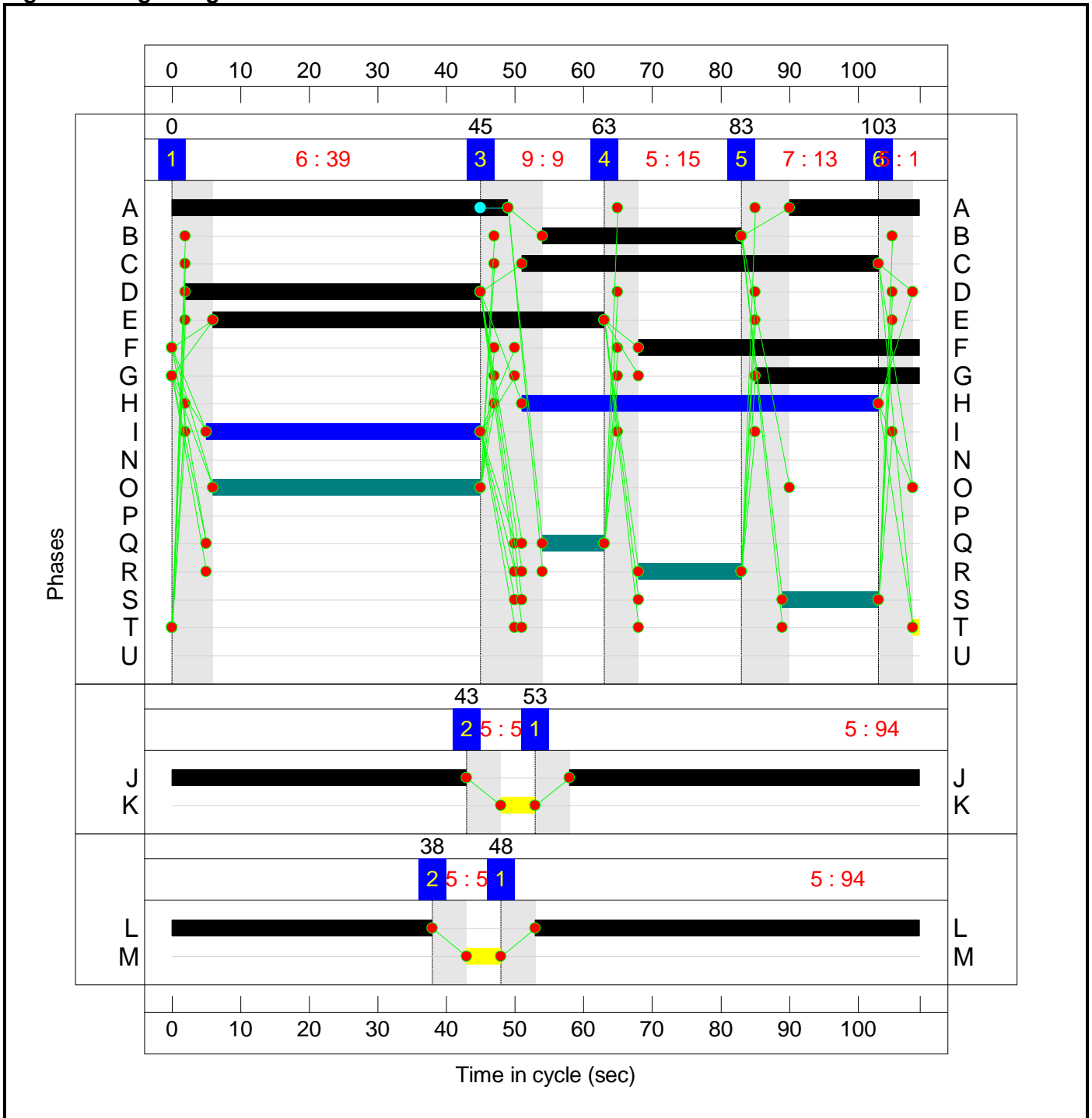
| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 94 | 5 |
| Change Point | 53 | 43 |

Full Input Data And Results

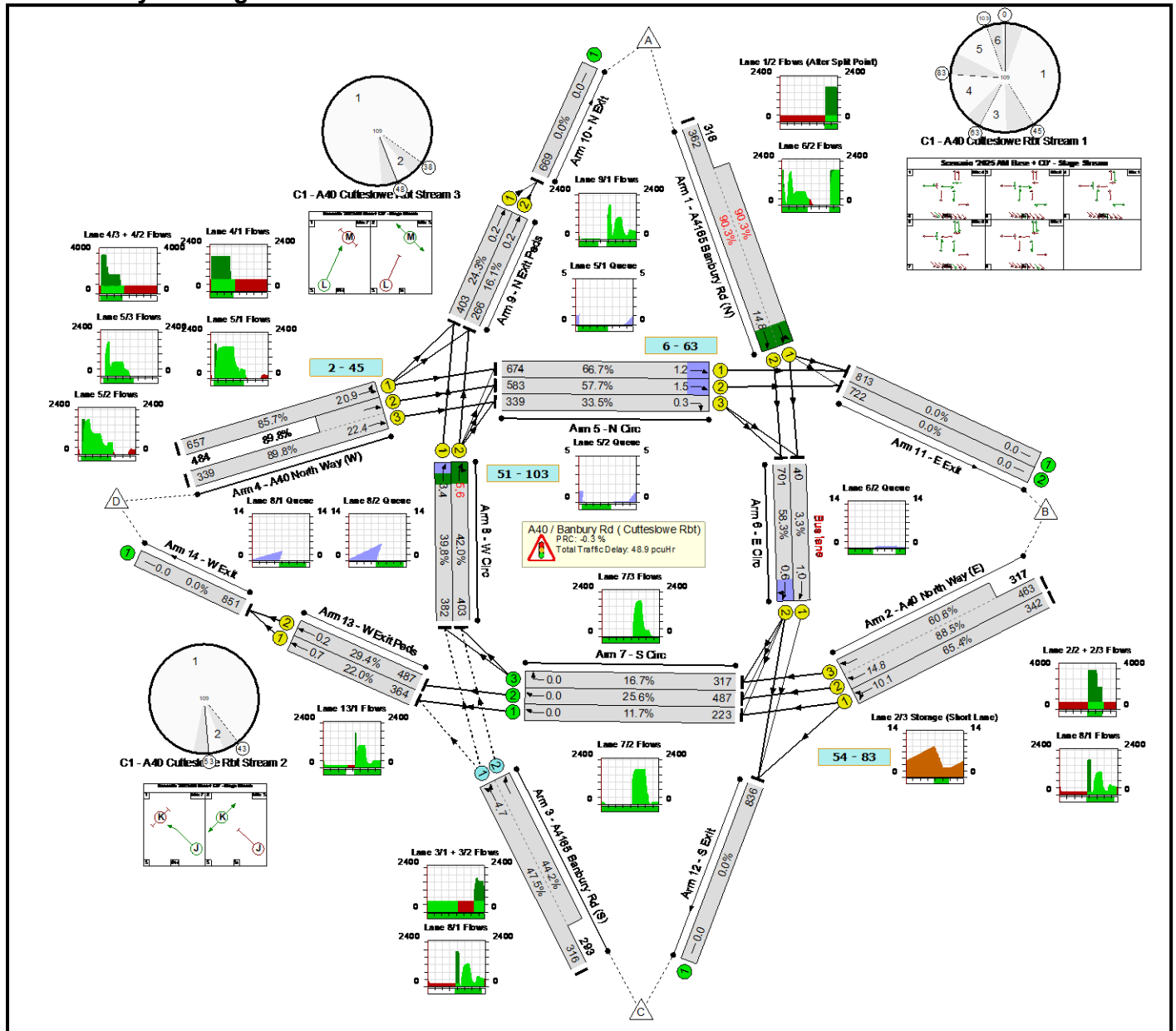
Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 94 | 5 |
| Change Point | 48 | 38 |

Signal Timings Diagram



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 | - | - | | - | - | - | - | - | - | 90.3% |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | N/A | - | - | | - | - | - | - | - | - | 90.3% |
| 1/2+1/1 | A4165 Banbury Rd (N) Ahead Left | U | 1 | N/A | G F | | 1 | 24:41 | - | 680 | 1900:1900 | 401+352 | 90.3 : 90.3% |
| 2/1 | A40 North Way (E) Ahead Ahead2 | U | 1 | N/A | B | | 1 | 29 | - | 342 | 1900 | 523 | 65.4% |
| 2/2+2/3 | A40 North Way (E) Ahead | U | 1 | N/A | B | | 1 | 29 | - | 780 | 1900:1900 | 523+523 | 88.5 : 60.6% |
| 3/1+3/2 | A4165 Banbury Rd (S) Ahead Ahead2 | O | N/A | N/A | - | | - | - | - | 609 | 1900:1900 | 665+663 | 47.5 : 44.2% |
| 4/1 | A40 North Way (W) Ahead Left | U | 1 | N/A | D | | 1 | 43 | - | 657 | 1900 | 767 | 85.7% |
| 4/3+4/2 | A40 North Way (W) Ahead | U | 1 | N/A | D | | 1 | 43 | - | 823 | 1900:1900 | 378+539 | 89.8 : 89.8% |
| 5/1 | N Circ Ahead | U | 1 | N/A | E | | 1 | 57 | - | 674 | 1900 | 1011 | 66.7% |
| 5/2 | N Circ Ahead | U | 1 | N/A | E | | 1 | 57 | - | 583 | 1900 | 1011 | 57.7% |
| 5/3 | N Circ Right | U | 1 | N/A | E | | 1 | 57 | - | 339 | 1900 | 1011 | 33.5% |
| 6/1 | E Circ Ahead | U | 1 | N/A | A | | 1 | 68 | - | 40 | 1900 | 1203 | 3.3% |
| 6/2 | E Circ Right Ahead | U | 1 | N/A | A | | 1 | 68 | - | 701 | 1900 | 1203 | 58.3% |
| 7/1 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 223 | 1900 | 1900 | 11.7% |
| 7/2 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 487 | 1900 | 1900 | 25.6% |
| 7/3 | S Circ Right | U | N/A | N/A | - | | - | - | - | 317 | 1900 | 1900 | 16.7% |
| 8/1 | W Circ Ahead | U | 1 | N/A | C | | 1 | 52 | - | 382 | 1900 | 959 | 39.8% |
| 8/2 | W Circ Right Ahead | U | 1 | N/A | C | | 1 | 52 | - | 403 | 1900 | 959 | 42.0% |
| 9/1 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 94 | - | 403 | 1900 | 1656 | 24.3% |

Full Input Data And Results

| | | | | | | | | | | | | | |
|------|-------------------|---|-----|-----|---|--|---|----|---|-----|------|------|-------|
| 9/2 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 94 | - | 266 | 1900 | 1656 | 16.1% |
| 10/1 | N Exit | U | N/A | N/A | - | | - | - | - | 669 | Inf | Inf | 0.0% |
| 11/1 | E Exit | U | N/A | N/A | - | | - | - | - | 813 | Inf | Inf | 0.0% |
| 11/2 | E Exit | U | N/A | N/A | - | | - | - | - | 722 | Inf | Inf | 0.0% |
| 12/1 | S Exit | U | N/A | N/A | - | | - | - | - | 836 | Inf | Inf | 0.0% |
| 13/1 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 94 | - | 364 | 1900 | 1656 | 22.0% |
| 13/2 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 94 | - | 487 | 1900 | 1656 | 29.4% |
| 14/1 | W Exit | U | N/A | N/A | - | | - | - | - | 851 | 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) | - | - | 1218 | 0 | 0 | 33.5 | 15.4 | 0.0 | 48.9 | - | - | - | - |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | 1218 | 0 | 0 | 33.5 | 15.4 | 0.0 | 48.9 | - | - | - | - |
| 1/2+1/1 | 680 | 680 | - | - | - | 6.5 | 4.2 | - | 10.7 (6.4+4.3) | 56.7 (64.0:48.3) | 10.7 | 4.2 | 14.8 |
| 2/1 | 342 | 342 | - | - | - | 3.3 | 0.9 | - | 4.3 | 44.8 | 9.1 | 0.9 | 10.1 |
| 2/2+2/3 | 780 | 780 | - | - | - | 7.9 | 1.5 | - | 9.3 (5.7+3.6) | 43.1 (44.6:41.1) | 13.4 | 1.5 | 14.8 |
| 3/1+3/2 | 609 | 609 | 1218 | 0 | 0 | 1.2 | 0.4 | - | 1.6 (0.8+0.8) | 9.3 (9.4:9.2) | 4.3 | 0.4 | 4.7 |
| 4/1 | 657 | 657 | - | - | - | 5.4 | 2.8 | - | 8.2 | 45.2 | 18.1 | 2.8 | 20.9 |
| 4/3+4/2 | 823 | 823 | - | - | - | 6.3 | 4.0 | - | 10.3 (4.2+6.1) | 45.0 (44.6:45.3) | 18.4 | 4.0 | 22.4 |
| 5/1 | 674 | 674 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.8 | 1.2 | 0.0 | 1.2 |
| 5/2 | 583 | 583 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.2 | 1.5 | 0.0 | 1.5 |
| 5/3 | 339 | 339 | - | - | - | 0.0 | 0.3 | - | 0.3 | 2.7 | 0.0 | 0.3 | 0.3 |
| 6/1 | 40 | 40 | - | - | - | 0.1 | 0.0 | - | 0.1 | 10.8 | 1.0 | 0.0 | 1.0 |
| 6/2 | 701 | 701 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.9 | 0.6 | 0.0 | 0.6 |
| 7/1 | 223 | 223 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 487 | 487 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 317 | 317 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 382 | 382 | - | - | - | 0.8 | 0.3 | - | 1.2 | 11.0 | 3.1 | 0.3 | 3.4 |
| 8/2 | 403 | 403 | - | - | - | 1.4 | 0.4 | - | 1.8 | 15.7 | 5.3 | 0.4 | 5.6 |
| 9/1 | 403 | 403 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.5 | 0.1 | 0.2 | 0.2 |
| 9/2 | 266 | 266 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.4 | 0.1 | 0.1 | 0.2 |
| 10/1 | 669 | 669 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 813 | 813 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

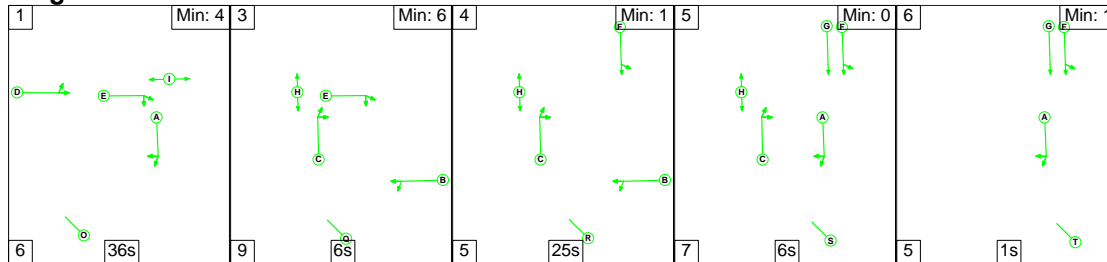
| | | | | | | | | | | | | | |
|--------------------------|-----|---------------------------------------|---|-------|---|--|-----|-------|-----|-----------------|-----|-----|-----|
| 11/2 | 722 | 722 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12/1 | 836 | 836 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 364 | 364 | - | - | - | 0.0 | 0.1 | - | 0.2 | 1.8 | 0.6 | 0.1 | 0.7 |
| 13/2 | 487 | 487 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.5 | 0.0 | 0.2 | 0.2 |
| 14/1 | 851 | 851 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 - A40 Cuttleslowe Rbt | | Stream: 1 PRC for Signalled Lanes (%) | | -0.3 | | Total Delay for Signalled Lanes (pcuHr): | | 46.67 | | Cycle Time (s): | | 109 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 2 PRC for Signalled Lanes (%) | | 206.0 | | Total Delay for Signalled Lanes (pcuHr): | | 0.39 | | Cycle Time (s): | | 109 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 3 PRC for Signalled Lanes (%) | | 269.8 | | Total Delay for Signalled Lanes (pcuHr): | | 0.27 | | Cycle Time (s): | | 109 | |
| | | PRC Over All Lanes (%) | | -0.3 | | Total Delay Over All Lanes(pcuHr): | | 48.91 | | | | | |

Full Input Data And Results

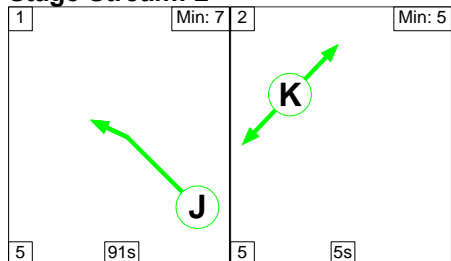
Scenario 4: '2025 PM Base + CD' (FG10: '2025 PM Base + CD', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

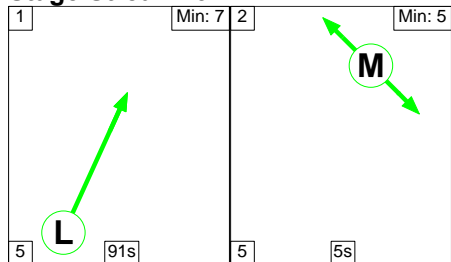
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

| Stage | 1 | 3 | 4 | 5 | 6 |
|--------------|----|----|----|----|-----|
| Duration | 36 | 6 | 25 | 6 | 1 |
| Change Point | 0 | 42 | 57 | 87 | 100 |

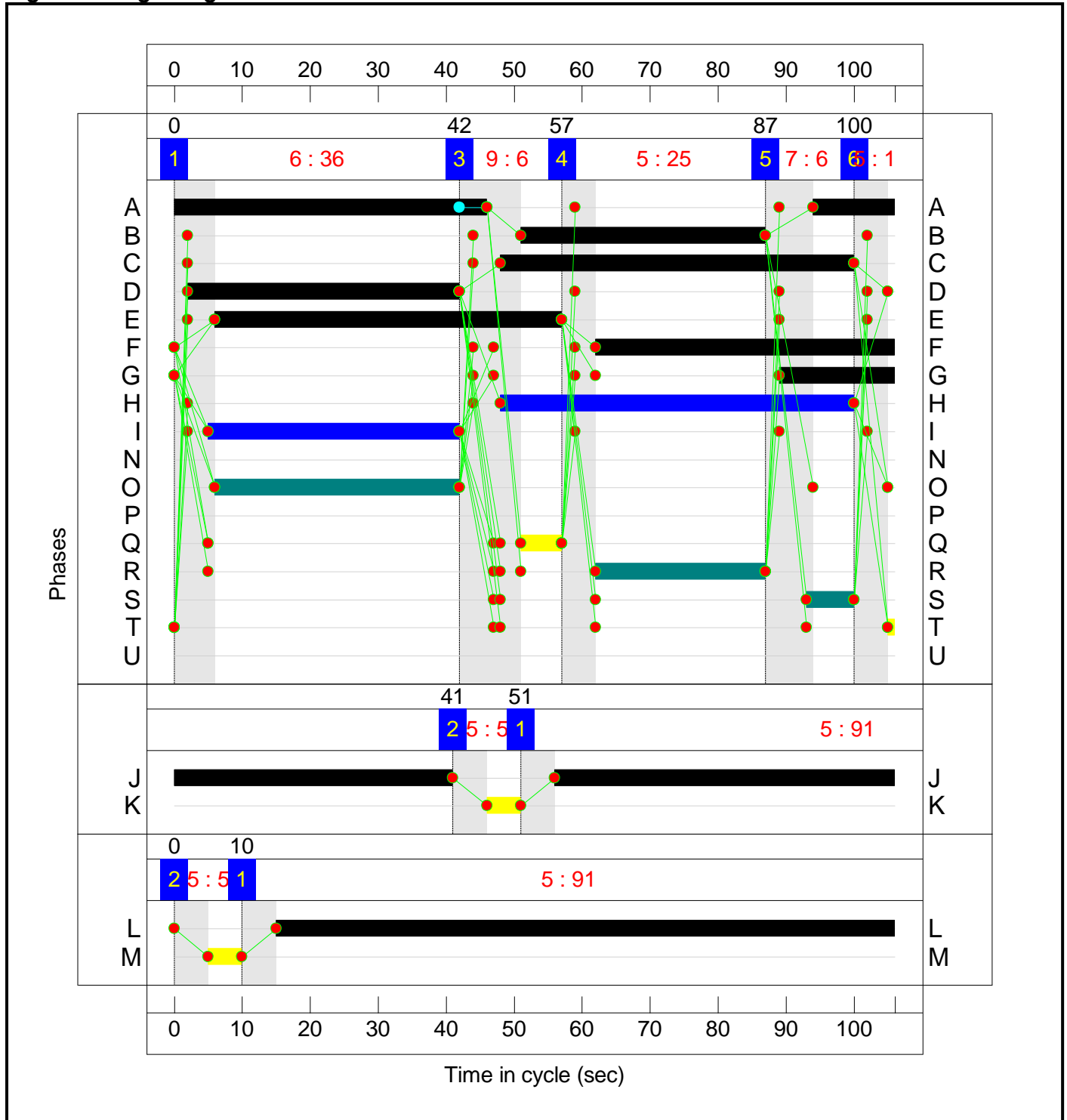
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 91 | 5 |
| Change Point | 51 | 41 |

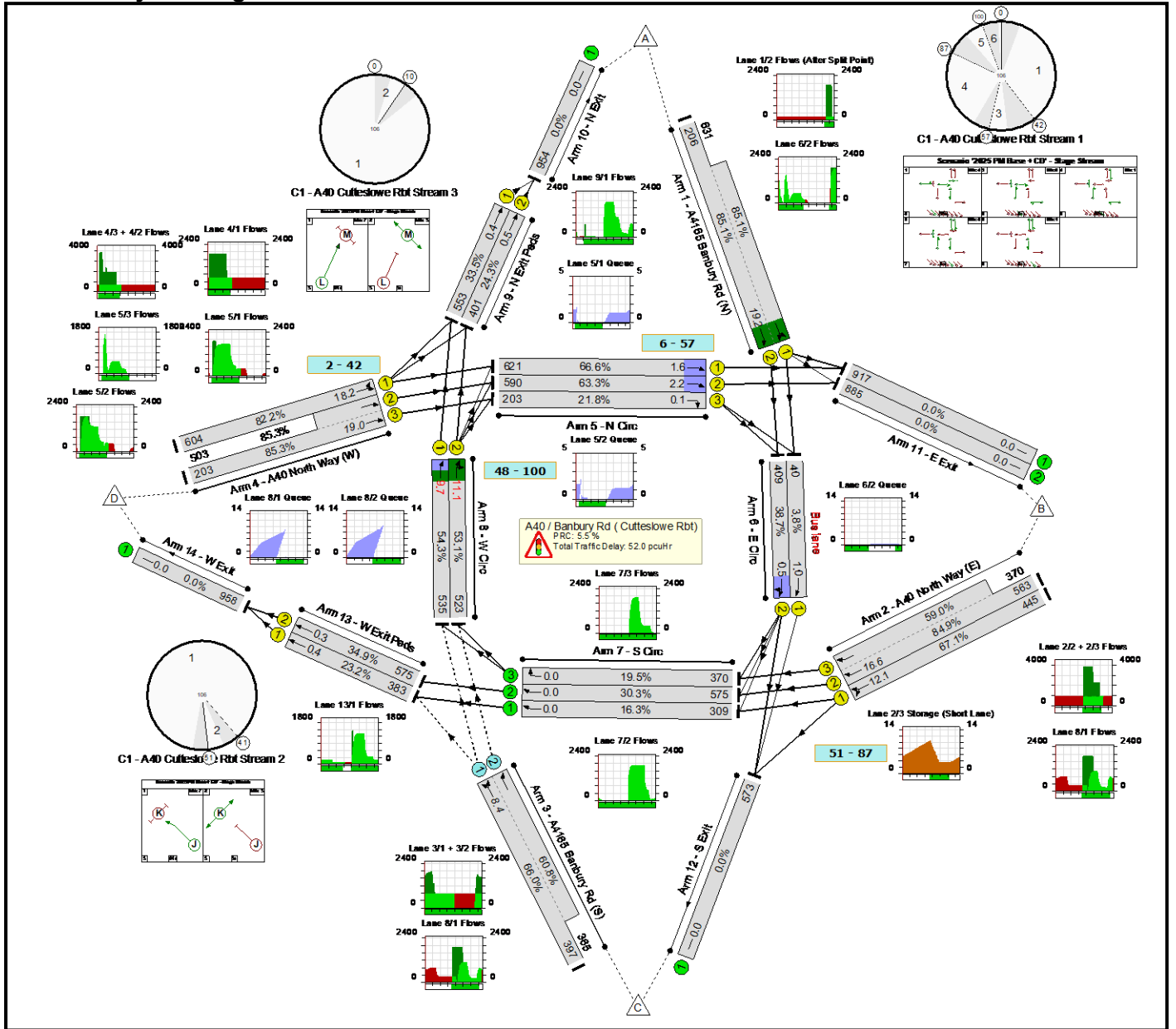
Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|---|
| Duration | 91 | 5 |
| Change Point | 10 | 0 |

Signal Timings Diagram



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 | - | - | | - | - | - | - | - | - | 85.3% |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | N/A | - | - | | - | - | - | - | - | - | 85.3% |
| 1/2+1/1 | A4165 Banbury Rd (N) Ahead Left | U | 1 | N/A | G F | | 1 | 17:44 | - | 837 | 1900:1900 | 242+741 | 85.1 : 85.1% |
| 2/1 | A40 North Way (E) Ahead Ahead2 | U | 1 | N/A | B | | 1 | 36 | - | 445 | 1900 | 663 | 67.1% |
| 2/2+2/3 | A40 North Way (E) Ahead | U | 1 | N/A | B | | 1 | 36 | - | 933 | 1900:1900 | 663+627 | 84.9 : 59.0% |
| 3/1+3/2 | A4165 Banbury Rd (S) Ahead Ahead2 | O | N/A | N/A | - | | - | - | - | 762 | 1900:1900 | 601+600 | 66.0 : 60.8% |
| 4/1 | A40 North Way (W) Ahead Left | U | 1 | N/A | D | | 1 | 40 | - | 604 | 1900 | 735 | 82.2% |
| 4/3+4/2 | A40 North Way (W) Ahead | U | 1 | N/A | D | | 1 | 40 | - | 706 | 1900:1900 | 238+589 | 85.3 : 85.3% |
| 5/1 | N Circ Ahead | U | 1 | N/A | E | | 1 | 51 | - | 621 | 1900 | 932 | 66.6% |
| 5/2 | N Circ Ahead | U | 1 | N/A | E | | 1 | 51 | - | 590 | 1900 | 932 | 63.3% |
| 5/3 | N Circ Right | U | 1 | N/A | E | | 1 | 51 | - | 203 | 1900 | 932 | 21.8% |
| 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 | - | 409 | 1900 | 1058 | 38.7% |
| 7/1 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 309 | 1900 | 1900 | 16.3% |
| 7/2 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 575 | 1900 | 1900 | 30.3% |
| 7/3 | S Circ Right | U | N/A | N/A | - | | - | - | - | 370 | 1900 | 1900 | 19.5% |
| 8/1 | W Circ Ahead | U | 1 | N/A | C | | 1 | 52 | - | 535 | 1900 | 986 | 54.3% |
| 8/2 | W Circ Right Ahead | U | 1 | N/A | C | | 1 | 52 | - | 523 | 1900 | 986 | 53.1% |
| 9/1 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 91 | - | 553 | 1900 | 1649 | 33.5% |

Full Input Data And Results

| | | | | | | | | | | | | | |
|------|-------------------|---|-----|-----|---|--|---|----|---|-----|------|------|-------|
| 9/2 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 91 | - | 401 | 1900 | 1649 | 24.3% |
| 10/1 | N Exit | U | N/A | N/A | - | | - | - | - | 954 | Inf | Inf | 0.0% |
| 11/1 | E Exit | U | N/A | N/A | - | | - | - | - | 917 | Inf | Inf | 0.0% |
| 11/2 | E Exit | U | N/A | N/A | - | | - | - | - | 885 | Inf | Inf | 0.0% |
| 12/1 | S Exit | U | N/A | N/A | - | | - | - | - | 573 | 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 | - | 575 | 1900 | 1649 | 34.9% |
| 14/1 | W Exit | U | N/A | N/A | - | | - | - | - | 958 | 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) | - | - | 1524 | 0 | 0 | 38.9 | 13.1 | 0.0 | 52.0 | - | - | - | - |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | 1524 | 0 | 0 | 38.9 | 13.1 | 0.0 | 52.0 | - | - | - | - |
| 1/2+1/1 | 837 | 837 | - | - | - | 7.4 | 2.8 | - | 10.1 (3.1+7.0) | 43.6 (54.7:39.9) | 16.5 | 2.8 | 19.2 |
| 2/1 | 445 | 445 | - | - | - | 3.6 | 1.0 | - | 4.6 | 37.5 | 11.1 | 1.0 | 12.1 |
| 2/2+2/3 | 933 | 933 | - | - | - | 7.9 | 1.3 | - | 9.2 (5.8+3.4) | 35.3 (36.9:32.9) | 15.3 | 1.3 | 16.6 |
| 3/1+3/2 | 762 | 762 | 1524 | 0 | 0 | 2.6 | 0.9 | - | 3.5 (1.8+1.6) | 16.4 (16.7:16.0) | 7.5 | 0.9 | 8.4 |
| 4/1 | 604 | 604 | - | - | - | 4.9 | 2.2 | - | 7.1 | 42.5 | 15.9 | 2.2 | 18.2 |
| 4/3+4/2 | 706 | 706 | - | - | - | 5.4 | 2.8 | - | 8.2 (2.3+5.9) | 41.9 (40.8:42.3) | 16.2 | 2.8 | 19.0 |
| 5/1 | 621 | 621 | - | - | - | 0.5 | 0.0 | - | 0.5 | 3.1 | 1.6 | 0.0 | 1.6 |
| 5/2 | 590 | 590 | - | - | - | 0.7 | 0.0 | - | 0.7 | 4.0 | 2.2 | 0.0 | 2.2 |
| 5/3 | 203 | 203 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.5 | 0.0 | 0.1 | 0.1 |
| 6/1 | 40 | 40 | - | - | - | 0.1 | 0.0 | - | 0.2 | 13.7 | 1.0 | 0.0 | 1.0 |
| 6/2 | 409 | 409 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.5 | 0.0 | 0.5 |
| 7/1 | 309 | 309 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 575 | 575 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 370 | 370 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 535 | 535 | - | - | - | 2.6 | 0.6 | - | 3.2 | 21.7 | 9.1 | 0.6 | 9.7 |
| 8/2 | 523 | 523 | - | - | - | 3.0 | 0.6 | - | 3.6 | 24.8 | 10.6 | 0.6 | 11.1 |
| 9/1 | 553 | 553 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.7 | 0.2 | 0.3 | 0.4 |
| 9/2 | 401 | 401 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.4 | 0.2 | 0.5 |
| 10/1 | 954 | 954 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 917 | 917 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

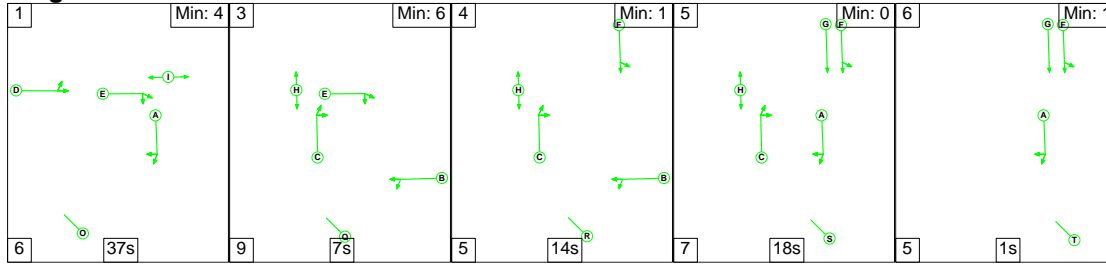
| | | | | | | | | | | | | | |
|--------------------------|-----|---------------------------------------|---|-------|---|--|-----|-------|-----|-----------------|-----|-----|-----|
| 11/2 | 885 | 885 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12/1 | 573 | 573 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 383 | 383 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.3 | 0.2 | 0.4 |
| 13/2 | 575 | 575 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.7 | 0.0 | 0.3 | 0.3 |
| 14/1 | 958 | 958 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 - A40 Cuttleslowe Rbt | | Stream: 1 PRC for Signalled Lanes (%) | | 5.5 | | Total Delay for Signalled Lanes (pcuHr): | | 47.68 | | Cycle Time (s): | | 106 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 2 PRC for Signalled Lanes (%) | | 158.1 | | Total Delay for Signalled Lanes (pcuHr): | | 0.44 | | Cycle Time (s): | | 106 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 3 PRC for Signalled Lanes (%) | | 168.4 | | Total Delay for Signalled Lanes (pcuHr): | | 0.45 | | Cycle Time (s): | | 106 | |
| | | PRC Over All Lanes (%) | | 5.5 | | Total Delay Over All Lanes(pcuHr): | | 52.03 | | | | | |

Full Input Data And Results

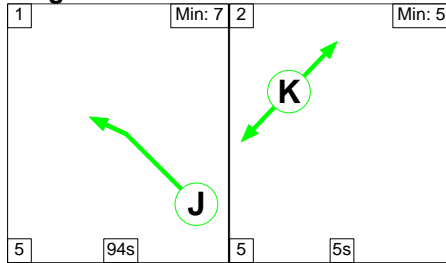
Scenario 5: '2025 AM Base + CD + Dev' (FG11: '2025 AM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

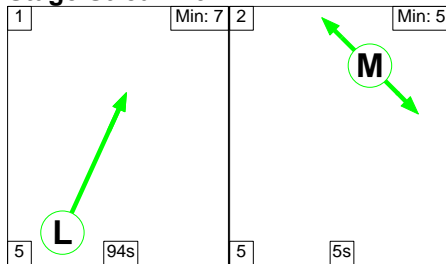
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

| Stage | 1 | 3 | 4 | 5 | 6 |
|--------------|----|----|----|----|-----|
| Duration | 37 | 7 | 14 | 18 | 1 |
| Change Point | 0 | 43 | 59 | 78 | 103 |

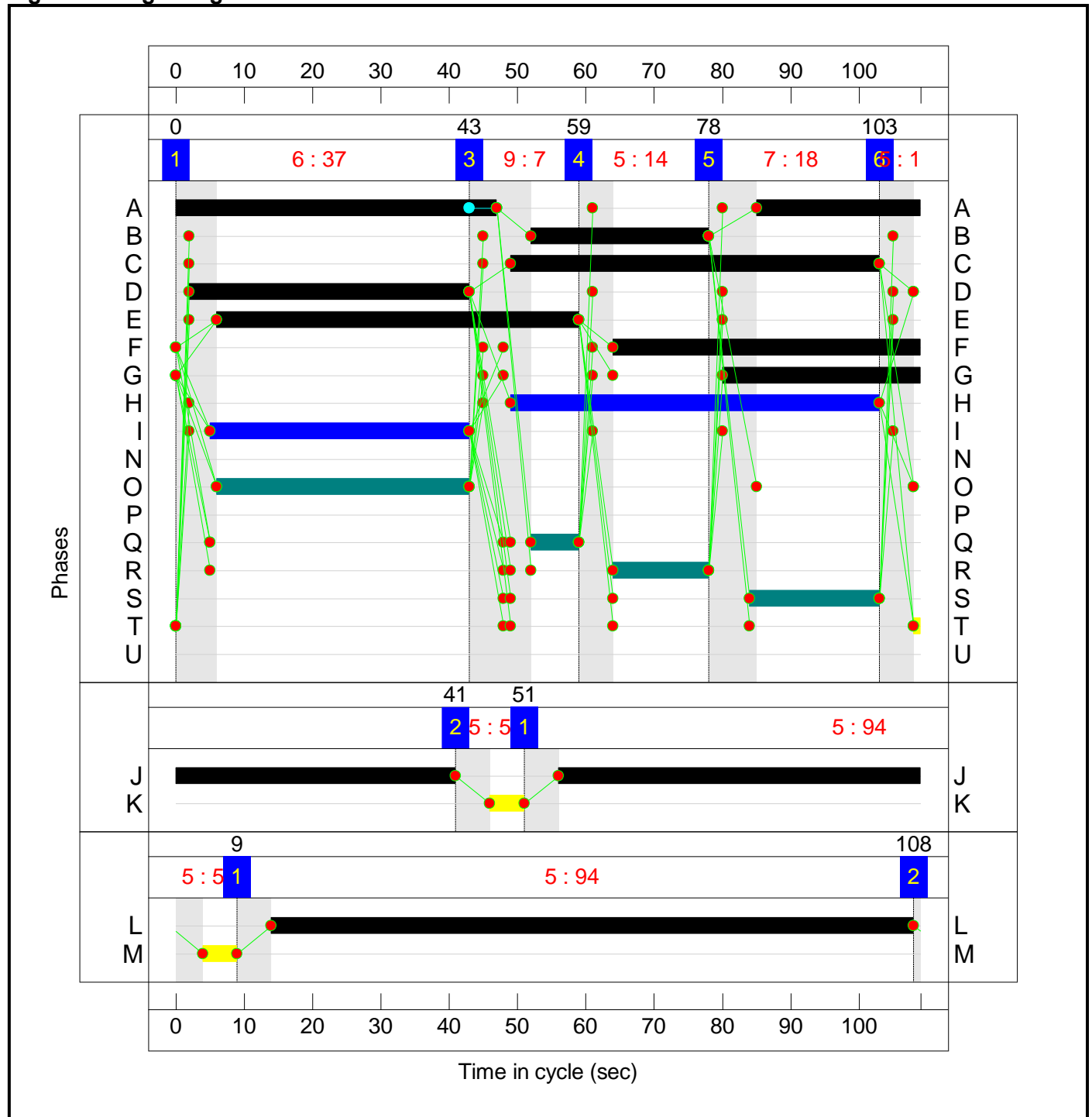
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 94 | 5 |
| Change Point | 51 | 41 |

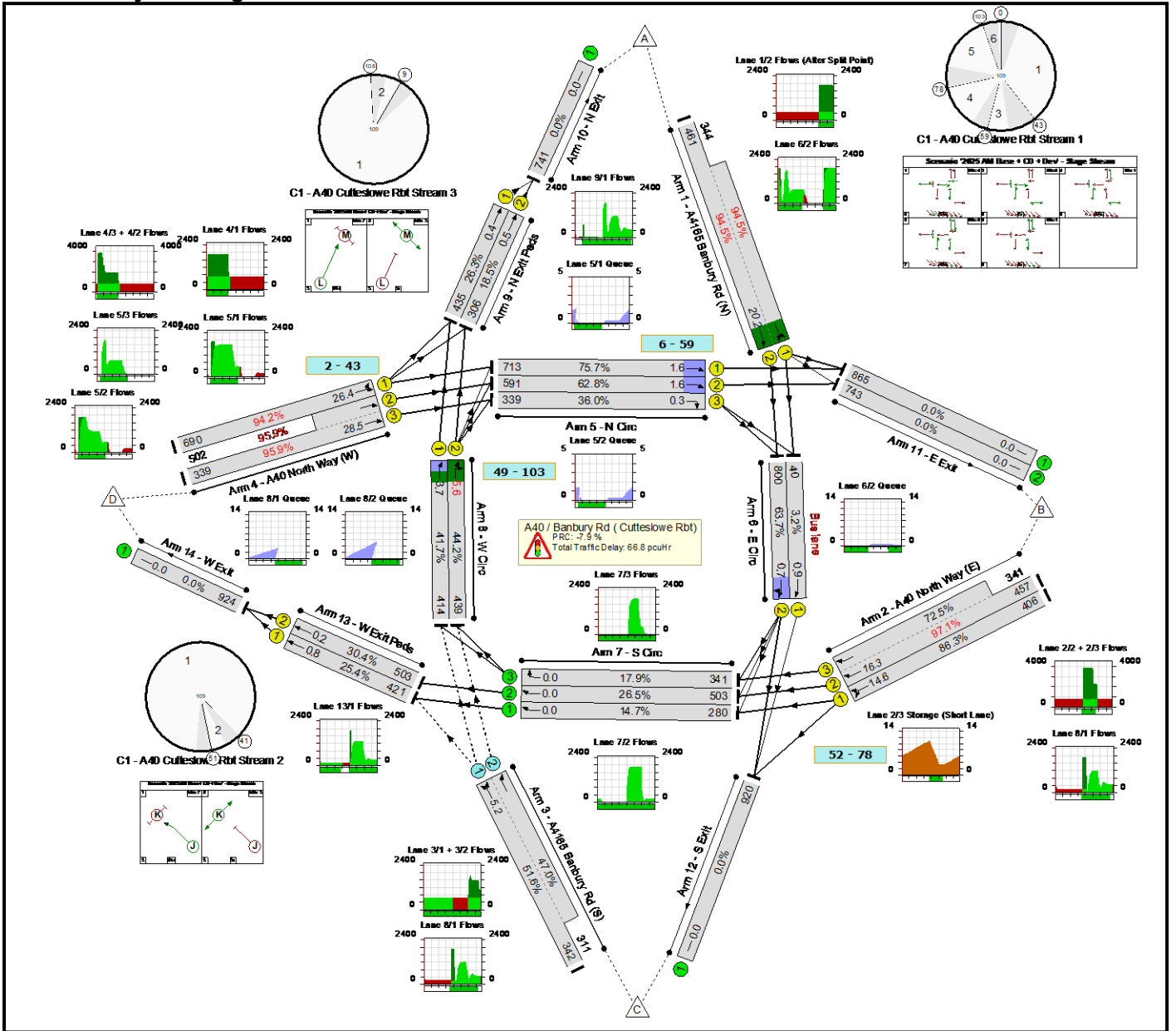
Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|-----|
| Duration | 94 | 5 |
| Change Point | 9 | 108 |

Signal Timings Diagram



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 | - | - | | - | - | - | - | - | - | 97.1% |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | N/A | - | - | | - | - | - | - | - | - | 97.1% |
| 1/2+1/1 | A4165 Banbury Rd (N) Ahead Left | U | 1 | N/A | G F | | 1 | 29:45 | - | 805 | 1900:1900 | 488+364 | 94.5 : 94.5% |
| 2/1 | A40 North Way (E) Ahead Ahead2 | U | 1 | N/A | B | | 1 | 26 | - | 406 | 1900 | 471 | 86.3% |
| 2/2+2/3 | A40 North Way (E) Ahead | U | 1 | N/A | B | | 1 | 26 | - | 798 | 1900:1900 | 471+471 | 97.1 : 72.5% |
| 3/1+3/2 | A4165 Banbury Rd (S) Ahead Ahead2 | O | N/A | N/A | - | | - | - | - | 653 | 1900:1900 | 663+662 | 51.6 : 47.0% |
| 4/1 | A40 North Way (W) Ahead Left | U | 1 | N/A | D | | 1 | 41 | - | 690 | 1900 | 732 | 94.2% |
| 4/3+4/2 | A40 North Way (W) Ahead | U | 1 | N/A | D | | 1 | 41 | - | 841 | 1900:1900 | 353+523 | 95.9 : 95.9% |
| 5/1 | N Circ Ahead | U | 1 | N/A | E | | 1 | 53 | - | 713 | 1900 | 941 | 75.7% |
| 5/2 | N Circ Ahead | U | 1 | N/A | E | | 1 | 53 | - | 591 | 1900 | 941 | 62.8% |
| 5/3 | N Circ Right | U | 1 | N/A | E | | 1 | 53 | - | 339 | 1900 | 941 | 36.0% |
| 6/1 | E Circ Ahead | U | 1 | N/A | A | | 1 | 71 | - | 40 | 1900 | 1255 | 3.2% |
| 6/2 | E Circ Right Ahead | U | 1 | N/A | A | | 1 | 71 | - | 800 | 1900 | 1255 | 63.7% |
| 7/1 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 280 | 1900 | 1900 | 14.7% |
| 7/2 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 503 | 1900 | 1900 | 26.5% |
| 7/3 | S Circ Right | U | N/A | N/A | - | | - | - | - | 341 | 1900 | 1900 | 17.9% |
| 8/1 | W Circ Ahead | U | 1 | N/A | C | | 1 | 54 | - | 414 | 1900 | 994 | 41.7% |
| 8/2 | W Circ Right Ahead | U | 1 | N/A | C | | 1 | 54 | - | 439 | 1900 | 994 | 44.2% |
| 9/1 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 94 | - | 435 | 1900 | 1656 | 26.3% |

Full Input Data And Results

| | | | | | | | | | | | | | |
|------|-------------------|---|-----|-----|---|--|---|----|---|-----|------|------|-------|
| 9/2 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 94 | - | 306 | 1900 | 1656 | 18.5% |
| 10/1 | N Exit | U | N/A | N/A | - | | - | - | - | 741 | Inf | Inf | 0.0% |
| 11/1 | E Exit | U | N/A | N/A | - | | - | - | - | 865 | Inf | Inf | 0.0% |
| 11/2 | E Exit | U | N/A | N/A | - | | - | - | - | 743 | Inf | Inf | 0.0% |
| 12/1 | S Exit | U | N/A | N/A | - | | - | - | - | 920 | Inf | Inf | 0.0% |
| 13/1 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 94 | - | 421 | 1900 | 1656 | 25.4% |
| 13/2 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 94 | - | 503 | 1900 | 1656 | 30.4% |
| 14/1 | W Exit | U | N/A | N/A | - | | - | - | - | 924 | 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) | - | - | 1306 | 0 | 0 | 38.0 | 28.8 | 0.0 | 66.8 | - | - | - | - |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | 1306 | 0 | 0 | 38.0 | 28.8 | 0.0 | 66.8 | - | - | - | - |
| 1/2+1/1 | 805 | 805 | - | - | - | 7.4 | 6.6 | - | 14.0 (8.9+5.1) | 62.6 (69.5:53.4) | 13.6 | 6.6 | 20.2 |
| 2/1 | 406 | 406 | - | - | - | 4.4 | 2.9 | - | 7.3 | 64.8 | 11.7 | 2.9 | 14.6 |
| 2/2+2/3 | 798 | 798 | - | - | - | 8.7 | 2.7 | - | 11.4 (6.7+4.7) | 51.4 (52.7:49.7) | 13.6 | 2.7 | 16.3 |
| 3/1+3/2 | 653 | 653 | 1306 | 0 | 0 | 1.1 | 0.5 | - | 1.6 (0.9+0.8) | 9.0 (9.2:8.8) | 4.8 | 0.5 | 5.2 |
| 4/1 | 690 | 690 | - | - | - | 6.2 | 6.3 | - | 12.5 | 65.2 | 20.1 | 6.3 | 26.4 |
| 4/3+4/2 | 841 | 841 | - | - | - | 7.0 | 8.1 | - | 15.1 (6.0+9.0) | 64.5 (64.0:64.8) | 20.4 | 8.1 | 28.5 |
| 5/1 | 713 | 713 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.7 | 1.6 | 0.0 | 1.6 |
| 5/2 | 591 | 591 | - | - | - | 0.3 | 0.0 | - | 0.3 | 2.0 | 1.6 | 0.0 | 1.6 |
| 5/3 | 339 | 339 | - | - | - | 0.0 | 0.3 | - | 0.3 | 3.0 | 0.0 | 0.3 | 0.3 |
| 6/1 | 40 | 40 | - | - | - | 0.1 | 0.0 | - | 0.1 | 9.3 | 0.9 | 0.0 | 0.9 |
| 6/2 | 800 | 800 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.1 | 0.7 | 0.0 | 0.7 |
| 7/1 | 280 | 280 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/3 | 341 | 341 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 414 | 414 | - | - | - | 0.8 | 0.4 | - | 1.2 | 10.4 | 3.4 | 0.4 | 3.7 |
| 8/2 | 439 | 439 | - | - | - | 1.3 | 0.4 | - | 1.7 | 13.8 | 5.2 | 0.4 | 5.6 |
| 9/1 | 435 | 435 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.2 | 0.2 | 0.4 |
| 9/2 | 306 | 306 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.5 | 0.3 | 0.1 | 0.5 |
| 10/1 | 741 | 741 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 865 | 865 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

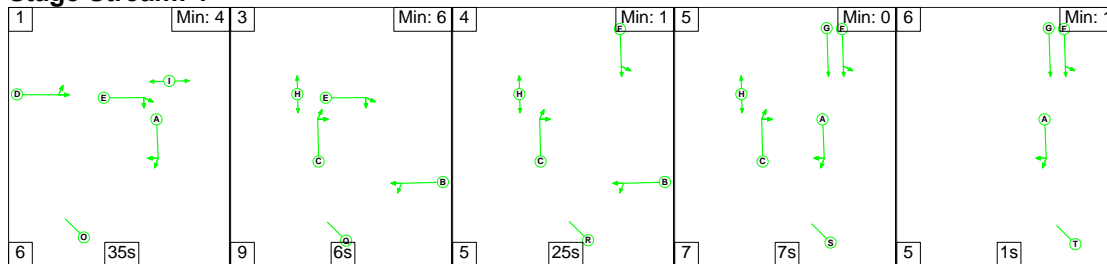
| | | | | | | | | | | | | | |
|--------------------------|-----|---------------------------------------|---|-------|---|--|-----|-------|-----|-----------------|-----|-----|-----|
| 11/2 | 743 | 743 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12/1 | 920 | 920 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 421 | 421 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.8 | 0.6 | 0.2 | 0.8 |
| 13/2 | 503 | 503 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.0 | 0.2 | 0.2 |
| 14/1 | 924 | 924 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 - A40 Cuttleslowe Rbt | | Stream: 1 PRC for Signalled Lanes (%) | | -7.9 | | Total Delay for Signalled Lanes (pcuHr): | | 64.44 | | Cycle Time (s): | | 109 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 2 PRC for Signalled Lanes (%) | | 196.3 | | Total Delay for Signalled Lanes (pcuHr): | | 0.43 | | Cycle Time (s): | | 109 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 3 PRC for Signalled Lanes (%) | | 242.6 | | Total Delay for Signalled Lanes (pcuHr): | | 0.32 | | Cycle Time (s): | | 109 | |
| | | PRC Over All Lanes (%) | | -7.9 | | Total Delay Over All Lanes(pcuHr): | | 66.82 | | | | | |

Full Input Data And Results

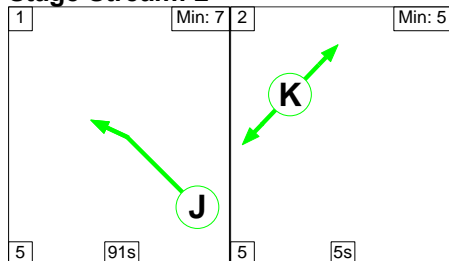
Scenario 6: '2025 PM Base + CD + Dev' (FG12: '2025 PM Base + CD + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

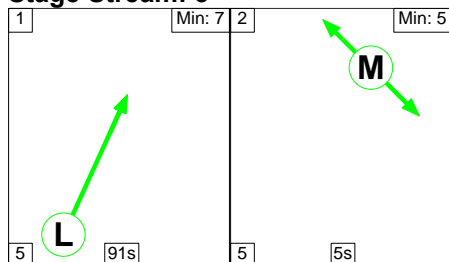
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

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

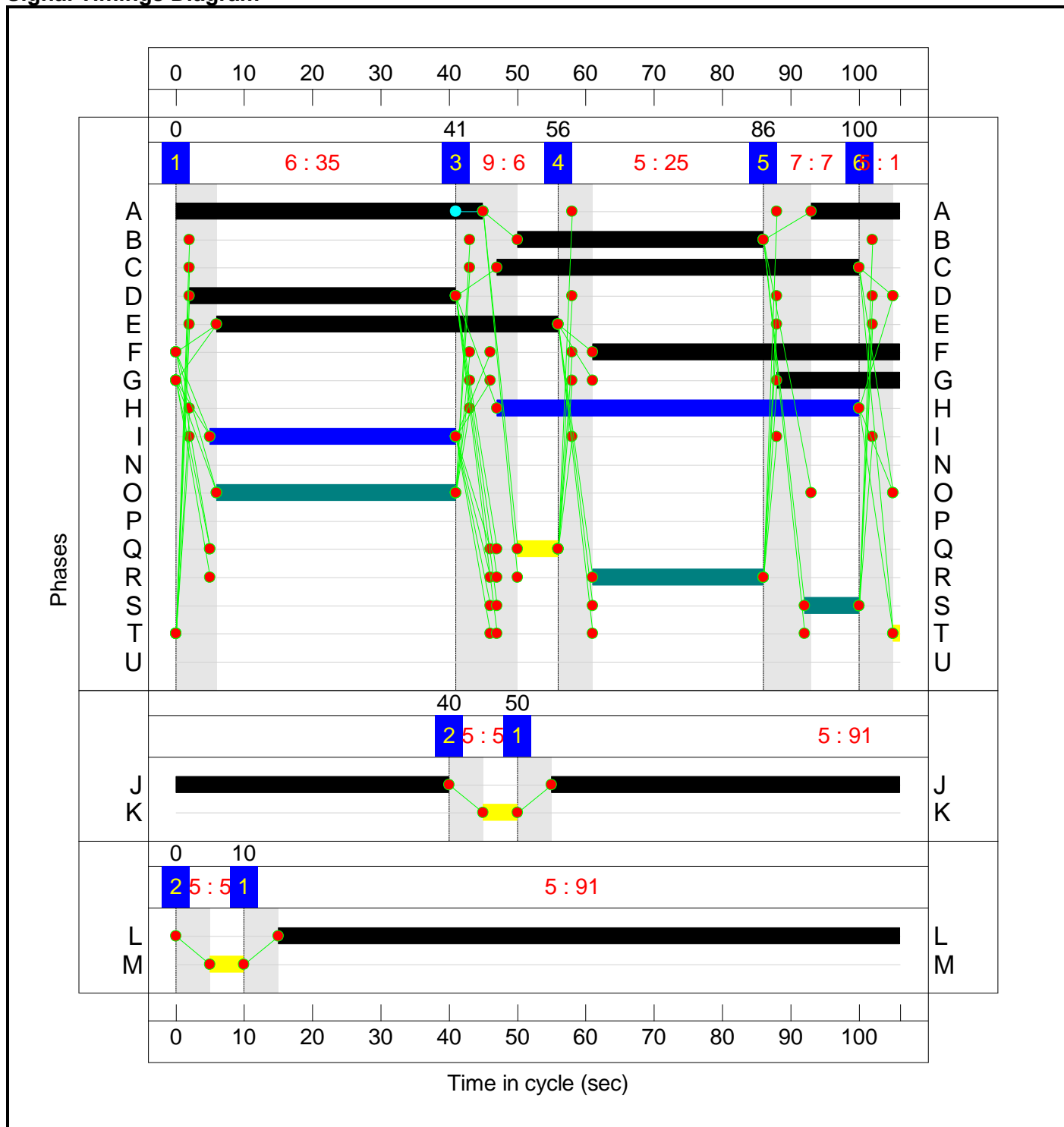
Stage Stream: 2

| Stage | 1 | 2 |
|--------------|----|----|
| Duration | 91 | 5 |
| Change Point | 50 | 40 |

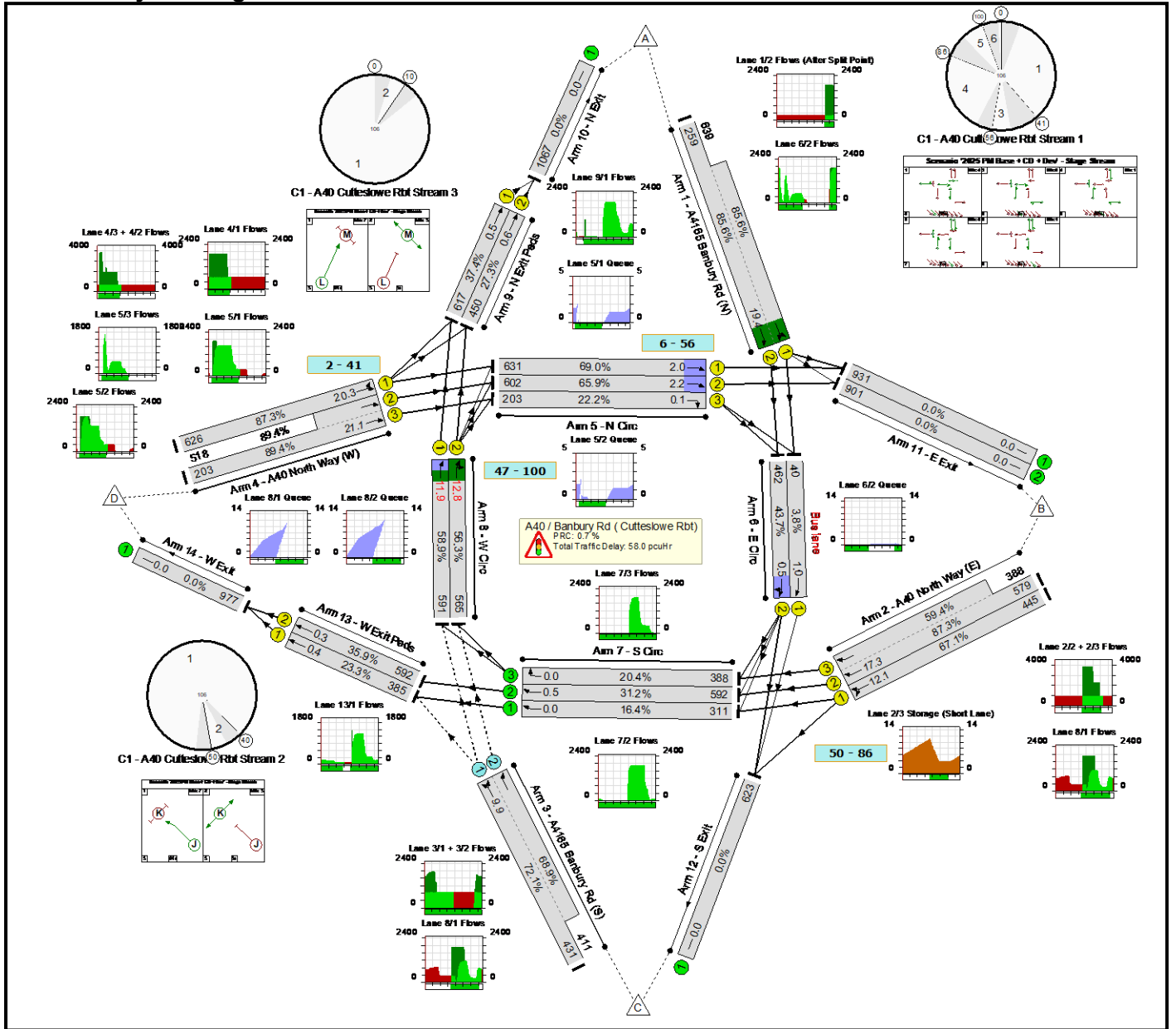
Stage Stream: 3

| Stage | 1 | 2 |
|--------------|----|---|
| Duration | 91 | 5 |
| Change Point | 10 | 0 |

Signal Timings Diagram



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 | - | - | | - | - | - | - | - | - | 89.4% |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | N/A | - | - | | - | - | - | - | - | - | 89.4% |
| 1/2+1/1 | A4165 Banbury Rd (N) Ahead Left | U | 1 | N/A | G F | | 1 | 18:45 | - | 898 | 1900:1900 | 302+746 | 85.6 : 85.6% |
| 2/1 | A40 North Way (E) Ahead Ahead2 | U | 1 | N/A | B | | 1 | 36 | - | 445 | 1900 | 663 | 67.1% |
| 2/2+2/3 | A40 North Way (E) Ahead | U | 1 | N/A | B | | 1 | 36 | - | 967 | 1900:1900 | 663+653 | 87.3 : 59.4% |
| 3/1+3/2 | A4165 Banbury Rd (S) Ahead Ahead2 | O | N/A | N/A | - | | - | - | - | 842 | 1900:1900 | 598+597 | 72.1 : 68.9% |
| 4/1 | A40 North Way (W) Ahead Left | U | 1 | N/A | D | | 1 | 39 | - | 626 | 1900 | 717 | 87.3% |
| 4/3+4/2 | A40 North Way (W) Ahead | U | 1 | N/A | D | | 1 | 39 | - | 721 | 1900:1900 | 227+580 | 89.4 : 89.4% |
| 5/1 | N Circ Ahead | U | 1 | N/A | E | | 1 | 50 | - | 631 | 1900 | 914 | 69.0% |
| 5/2 | N Circ Ahead | U | 1 | N/A | E | | 1 | 50 | - | 602 | 1900 | 914 | 65.9% |
| 5/3 | N Circ Right | U | 1 | N/A | E | | 1 | 50 | - | 203 | 1900 | 914 | 22.2% |
| 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 | - | 462 | 1900 | 1058 | 43.7% |
| 7/1 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 311 | 1900 | 1900 | 16.4% |
| 7/2 | S Circ Ahead | U | N/A | N/A | - | | - | - | - | 592 | 1900 | 1900 | 31.2% |
| 7/3 | S Circ Right | U | N/A | N/A | - | | - | - | - | 388 | 1900 | 1900 | 20.4% |
| 8/1 | W Circ Ahead | U | 1 | N/A | C | | 1 | 53 | - | 591 | 1900 | 1004 | 58.9% |
| 8/2 | W Circ Right Ahead | U | 1 | N/A | C | | 1 | 53 | - | 565 | 1900 | 1004 | 56.3% |
| 9/1 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 91 | - | 617 | 1900 | 1649 | 37.4% |

Full Input Data And Results

| | | | | | | | | | | | | | |
|------|-------------------|---|-----|-----|---|--|---|----|---|------|------|------|-------|
| 9/2 | N Exit Peds Ahead | U | 3 | N/A | L | | 1 | 91 | - | 450 | 1900 | 1649 | 27.3% |
| 10/1 | N Exit | U | N/A | N/A | - | | - | - | - | 1067 | Inf | Inf | 0.0% |
| 11/1 | E Exit | U | N/A | N/A | - | | - | - | - | 931 | Inf | Inf | 0.0% |
| 11/2 | E Exit | U | N/A | N/A | - | | - | - | - | 901 | Inf | Inf | 0.0% |
| 12/1 | S Exit | U | N/A | N/A | - | | - | - | - | 623 | Inf | Inf | 0.0% |
| 13/1 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 91 | - | 385 | 1900 | 1649 | 23.3% |
| 13/2 | W Exit Peds Ahead | U | 2 | N/A | J | | 1 | 91 | - | 592 | 1900 | 1649 | 35.9% |
| 14/1 | W Exit | U | N/A | N/A | - | | - | - | - | 977 | Inf | Inf | 0.0% |

Full Input Data And Results

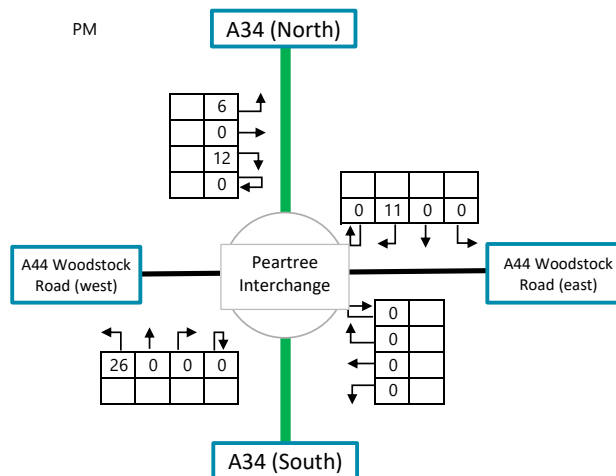
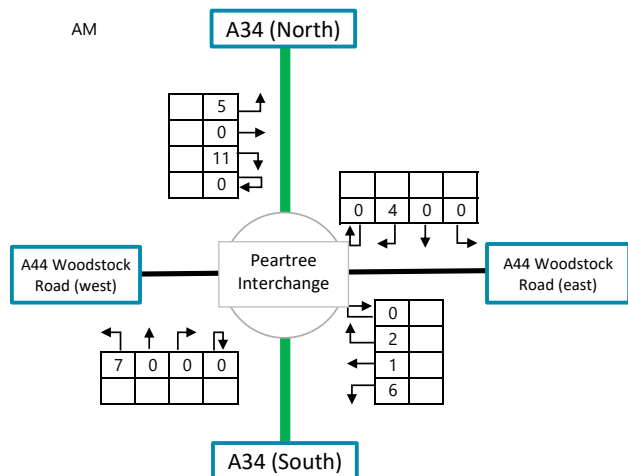
| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|----------------|---------------|-----------------------|------------------------------|-----------------------------|-----------------------|------------------------------|------------------------------------|---------------------|---------------------------|----------------------------------|----------------------------|----------------------|
| Network: A40 / Banbury Rd (Cutteslowe Rbt) | - | - | 1684 | 0 | 0 | 42.0 | 15.9 | 0.0 | 58.0 | - | - | - | - |
| A40 / Banbury Rd (Cutteslowe Rbt) | - | - | 1684 | 0 | 0 | 42.0 | 15.9 | 0.0 | 58.0 | - | - | - | - |
| 1/2+1/1 | 898 | 898 | - | - | - | 8.0 | 2.9 | - | 10.8 (3.9+6.9) | 43.4 (54.8:38.8) | 16.5 | 2.9 | 19.4 |
| 2/1 | 445 | 445 | - | - | - | 3.6 | 1.0 | - | 4.6 | 37.5 | 11.1 | 1.0 | 12.1 |
| 2/2+2/3 | 967 | 967 | - | - | - | 8.2 | 1.4 | - | 9.6 (6.0+3.6) | 35.8 (37.4:33.3) | 15.9 | 1.4 | 17.3 |
| 3/1+3/2 | 842 | 842 | 1684 | 0 | 0 | 3.1 | 1.2 | - | 4.3 (2.2+2.1) | 18.5 (18.7:18.2) | 8.7 | 1.2 | 9.9 |
| 4/1 | 626 | 626 | - | - | - | 5.3 | 3.2 | - | 8.5 | 49.1 | 17.0 | 3.2 | 20.3 |
| 4/3+4/2 | 721 | 721 | - | - | - | 5.8 | 3.9 | - | 9.7 (2.7+7.0) | 48.2 (47.2:48.6) | 17.2 | 3.9 | 21.1 |
| 5/1 | 631 | 631 | - | - | - | 0.6 | 0.0 | - | 0.6 | 3.5 | 2.0 | 0.0 | 2.0 |
| 5/2 | 602 | 602 | - | - | - | 0.7 | 0.0 | - | 0.7 | 4.1 | 2.2 | 0.0 | 2.2 |
| 5/3 | 203 | 203 | - | - | - | 0.0 | 0.1 | - | 0.1 | 2.5 | 0.0 | 0.1 | 0.1 |
| 6/1 | 40 | 40 | - | - | - | 0.1 | 0.0 | - | 0.2 | 13.5 | 1.0 | 0.0 | 1.0 |
| 6/2 | 462 | 462 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.9 | 0.5 | 0.0 | 0.5 |
| 7/1 | 311 | 311 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 7/2 | 592 | 592 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.5 | 0.0 | 0.5 |
| 7/3 | 388 | 388 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 8/1 | 591 | 591 | - | - | - | 2.9 | 0.7 | - | 3.6 | 21.9 | 11.2 | 0.7 | 11.9 |
| 8/2 | 565 | 565 | - | - | - | 3.4 | 0.6 | - | 4.1 | 26.0 | 12.2 | 0.6 | 12.8 |
| 9/1 | 617 | 617 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.8 | 0.2 | 0.3 | 0.5 |
| 9/2 | 450 | 450 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.7 | 0.4 | 0.2 | 0.6 |
| 10/1 | 1067 | 1067 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 11/1 | 931 | 931 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Full Input Data And Results

| | | | | | | | | | | | | | |
|--------------------------|-----|---------------------------------------|---|-------|---|--|-----|-------|-----|-----------------|-----|-----|-----|
| 11/2 | 901 | 901 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 12/1 | 623 | 623 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 13/1 | 385 | 385 | - | - | - | 0.0 | 0.2 | - | 0.2 | 1.6 | 0.3 | 0.2 | 0.4 |
| 13/2 | 592 | 592 | - | - | - | 0.0 | 0.3 | - | 0.3 | 1.7 | 0.0 | 0.3 | 0.3 |
| 14/1 | 977 | 977 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| C1 - A40 Cuttleslowe Rbt | | Stream: 1 PRC for Signalled Lanes (%) | | 0.7 | | Total Delay for Signalled Lanes (pcuHr): | | 52.68 | | Cycle Time (s): | | 106 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 2 PRC for Signalled Lanes (%) | | 150.7 | | Total Delay for Signalled Lanes (pcuHr): | | 0.45 | | Cycle Time (s): | | 106 | |
| C1 - A40 Cuttleslowe Rbt | | Stream: 3 PRC for Signalled Lanes (%) | | 140.5 | | Total Delay for Signalled Lanes (pcuHr): | | 0.53 | | Cycle Time (s): | | 106 | |
| | | PRC Over All Lanes (%) | | 0.7 | | Total Delay Over All Lanes(pcuHr): | | 57.97 | | | | | |

APPENDIX K. Strategic Road Network Flows

Vectos Microsim Traffic Flows - Revised Modelling



Peartree Interchange - Trip Generation

| Road Name | Direction | AM | PM |
|---------------------------|----------------|-----------|-----------|
| A34 (North) | Northbound | 7 | 6 |
| | Southbound | 4 | 11 |
| | Two-Way | 11 | 17 |
| A34 (South) | Northbound | 7 | 26 |
| | Southbound | 17 | 12 |
| | Two-Way | 24 | 38 |
| A44 Woodstock Road (west) | Westbound | 12 | 37 |
| | Eastbound | 16 | 18 |
| | Two-Way | 28 | 55 |
| A44 Woodstock Road (east) | Westbound | 9 | 0 |
| | Eastbound | 0 | 0 |
| | Two-Way | 9 | 0 |

| | | | |
|--------------------------|----------------|----------|----------|
| A34 (To/From Kidlington) | Northbound | 1 | 1 |
| | Southbound | 0 | 2 |
| | Two-Way | 1 | 3 |

M40

Census data shows that out of all trips, 13.3% will travel on A34 North. Of which 2.7% travel to Bicester with the remaining 10.6% onto the M40.

| Location | JtW | Out of 100% |
|------------------------|-------|-------------|
| Bicester | 2.7% | 20% |
| M40 | 10.6% | 80% |
| Location | AM | PM |
| Bicester (Total Trips) | 2 | 4 |
| M40 (Total Trips) | 10 | 16 |

| M40 Analysis | AM | PM |
|--|----|----|
| M40 NB (north of Wendlebury Interchange) | 6 | 6 |
| M40 SB (north of Wendlebury Interchange) | 3 | 10 |

