1.0 Background

1.1 In response to the comments raised on planning application (Ref:14/01932/OUT) and at the request of Oxfordshire County Council, Atkins were commissioned to carry out a highway impact assessment using the Banbury Highway SATURN Model that has been developed on behalf of Oxfordshire County Council.

1.2 The purpose of this assessment was to establish the development impact on the highway network of the planning application and the whole of the BAN17 allocation and understand the significance and requirement of a new Link Road through BAN17 allocation comprising the two of the three development sites LPA refs' 14/01932/OUT and 15/01326/OUT, connecting Bloxham Road (A361) and White Post Road. A total of 33 junctions were assessed against 8 different development scenarios.

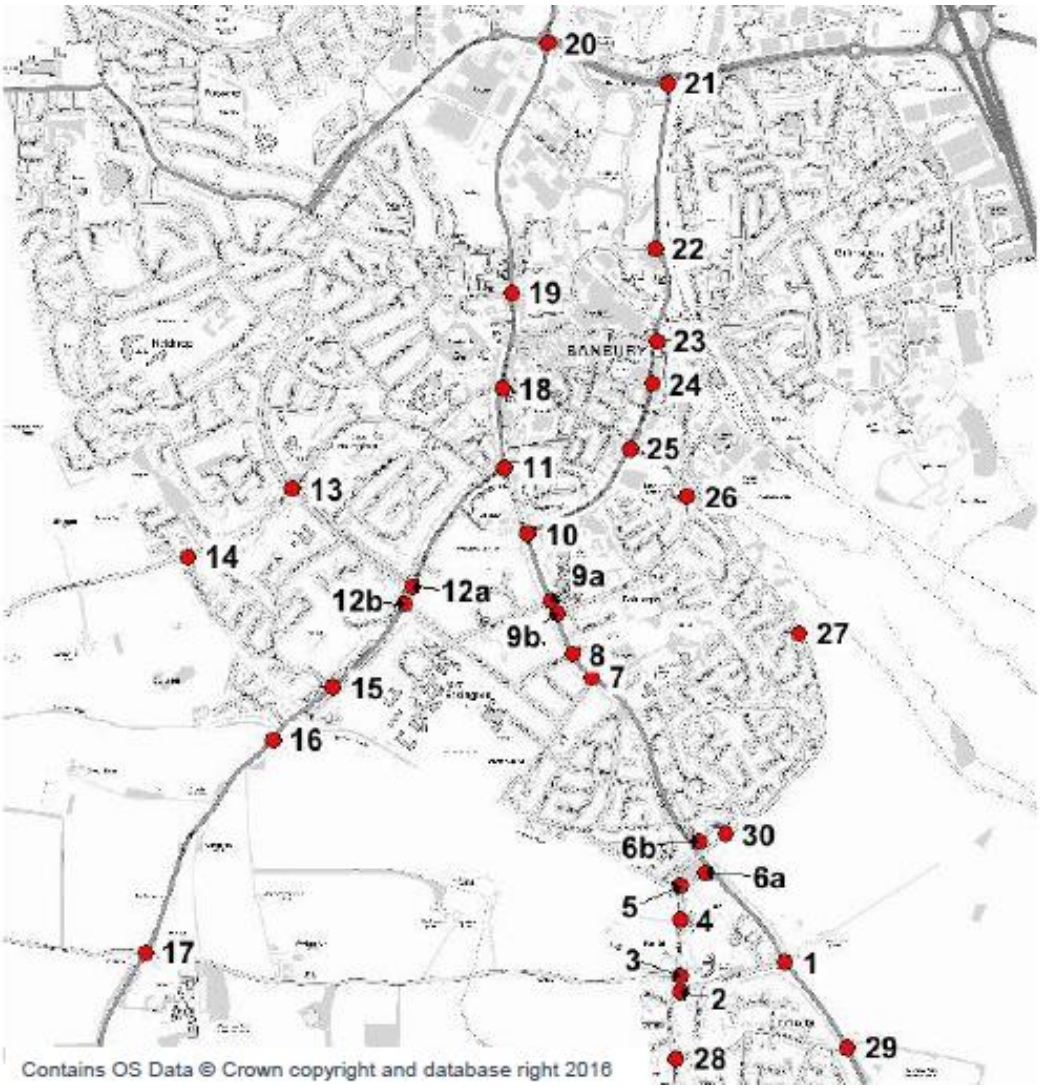

Figure 1.1 Scope of the Banbury Highway Model Output Data

Scenarios:

1) Do Minimum, No Link Road (DMnoLR) – 2031 without Link Road Base
2) Do Something 1, No Link Road (DS1noLR) – 2031 without Link Road but with 1000 dwellings on Wykham Park Farm;
3) Do Something 2, No Link Road (DS2noLR) – 2031 without Link Road but with 280 dwellings on Gladman Site;
4) Do Something 3, No Link Road (DS3noLR) – 2031 without Link Road but with 1000 dwellings on Wykham Park Farm and 280 dwellings on Gladman Site;
5) Do Minimum, No Link Road (DMnoLR) – 2031 without Link Road Base
6) Do Something 1, With Link Road (DS1withLR) – 2031 without Link Road but with 1000 dwellings on Wykham Park Farm;
7) Do Something 2, With Link Road (DS2withLR) – 2031 without Link Road but with 280 dwellings on Gladman Site; and
8) Do Something 3, With Link Road (DS3withLR) – 2031 without Link Road but with 1000 dwellings on Wykham Park Farm and 280 dwellings on Gladman Site.

1.3 Highway improvements proposed as part of Land at Wykham Park Farm development at Bloxham Road/Oxford Road and Bloxham Road/Queensway/Springfield Avenue junctions were also taken into account as part of the modelling exercise for the scenarios with development at Wkyham Park but without the Link Road (DS1noLR & DS3noLR). The full report is included in **Appendix A**.

2.0 Impact of the Link Road

2.1 Using the obtained traffic values from the Atkins Report - Banbury Highway Model Development Scenarios (January, 2016) the Link Road was shown to have limited value and is predicted to only be lightly trafficked. The predicted use of the link road by just 2-3 cars (two way) a minute at peak times shows that it would not have a material benefit on the highway network in terms of traffic being diverted from other routes.

Scenario	AM Peak			PM Peak		
	EB	WB	Total	EB	WB	Total
DS3 LR 2031 – Through Traffic on Link Rd	122	10	132	33	107	140

Table 1 Traffic Routing along the Link Road in 2031 with full Ban 17 development

2.2 The SATURN modelling confirms the following conclusions in respect of the junctions assessed within the Transport Assessment submitted with the planning application (ref 14/01932/OUT).

- ***A361 Bloxham Rd/Wykham Lane***
  This junction is predicted to operate over capacity in the model under a number of scenarios, however it is notable that the junction is predicted to operate within capacity in the AM peak under DS3 No LR but over capacity in the DS 3 with LR scenario. It is therefore clear that the proposed development at Wykham Park Farm without the completion of the link road has no material impact at this junction and that the link road would offer no material benefit in terms of reducing traffic flows on Wykham Lane. In fact the modelling shows that the addition of the Link Road will make capacity issues worse at this junction in the AM peak.

- ***Site Access Roundabout***
  This junction is predicted to operate well within capacity under all scenarios and hence the link road has no benefit or dis-benefit at this junction.

- ***A361 Bloxham Road/Springfield Avenue***
  The submitted Transport Assessment included a mitigation scheme for this junction and this was included within the SATURN modelling for the scenarios with development on Wykham Park Farm without the Link Road. The SATURN modelling results show that this junction will operate over capacity under all scenarios except those with development on Wykham Park Farm and without the link road (DS1 No LR and DS3 No LR). It is therefore clear that the link road is not required to enable the development and that this junction will operate within capacity with the development in place without the link road and the junction mitigation scheme implemented as proposed.

- ***A361 Bloxham Road/Queensway***
  As with the Springfield Avenue junction a mitigation scheme was proposed at this junction within the submitted Transport Assessment (2014), which took the form of a signalisation scheme. As with the Springfield Avenue junction these improvements were only considered in the "with Wykham Park Farm" and "No Link Road" scenarios (DS1 No LR and DS3 No LR). The modelling concludes that under the DS3 No LR scenario that the junction will operate within capacity. It is therefore clear that the link road is not required to enable the development and that this junction will operate within capacity with the development in place without the link road and the junction mitigation scheme implemented as proposed.

- ***A361 Bloxham Road/Oxford Road***
  The submitted Transport Assessment included a mitigation scheme for this junction which consisted of creating an additional lane on the Oxford Road arm and this was included within the SATURN modelling for the scenarios with development on Wykham Park Farm without the Link Road. The SATURN

modelling results show that this junction will operate with more spare capacity with the addition of the mitigation scheme under the situation with full development on Wykham Park Farm (DS3 No LR) than in the Do Minimum with Link Road scenario (DM with LR). It is therefore clear that the link road is not required to enable the development.

3.0 Conclusions

3.1 As requested by OCC the Banbury Highway model has been run to test the impact of the proposed Wykham Park Farm development on the highway network and to ascertain whether a link road between Banbury Road and White Post Road is required to enable the development.

3.2 The Model runs have revealed that the link road will attract very little traffic during the peak hours. In fact it will be used by only 2-3 vehicles per minute at peak times.

3.3 The Model runs have also confirmed the conclusion of the originally submitted Transport Assessment (TA), that the proposed development on land at Wykham Park Farm can be accommodated on the highway network with the mitigation measures proposed in the TA.

3.4 As explained in section 2 of this note all of the junctions assessed in the TA with the proposed mitigation will operate satisfactorily without the Link Road in place and with full development on Wykham Park Farm. In fact the junctions would operate more efficiently under this scenario than they would with the link road in place.

3.5 The development is therefore not reliant upon the delivery of the link road, however, as discussed previously Gallagher Estates are willing to deliver the link road within the land that they control.

APPENDIX A

Banbury Highway Model

Development Scenarios – Jubb

Atkins Report 20/01/16

Banbury Highway Model
Development Scenarios - Jubb
Oxfordshire County Council

ATKINS

20th January 2015

Plan Design Enable

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Tables

Figures

1. Introduction

1.1. Overview

This report presents the work undertaken by Atkins on behalf of Oxfordshire County Council (OCC) and consultant Jubb to develop highway forecasts using the Banbury Highway Model (BHM) for a number of scenarios relating to housing development proposals in Banbury.

The BHM is a SATURN highway assignment model developed by Atkins on behalf of OCC. It was developed for a 2014 base year and hence is relatively recent.

The scenarios to be tested concern the development site known within Cherwell Local Plan as Banbury 17 and the associated provision of a 'link road' from Bloxham Road to White Post Road through the site. The Banbury 17 site is split between two developers, Gallagher to the west with a parcel of 1000 dwellings at Wykham Park Farm, and Gladman to the east with a parcel of 350 dwellings. Gladman have recently submitted an application for up to 280 dwellings.

The model forecasts were to be provided for the AM and PM peak hour in 2031. The starting point for the assessment was the 'Scenario 5a' forecasts which reflect the highway infrastructure and development associated with the Cherwell Local Plan which was adopted in July 2015. In particular Banbury 17 has been included as 1280 dwellings within this scenario, and so care has been taken to avoid double counting of the traffic associated with the site.

The outputs of the study are:

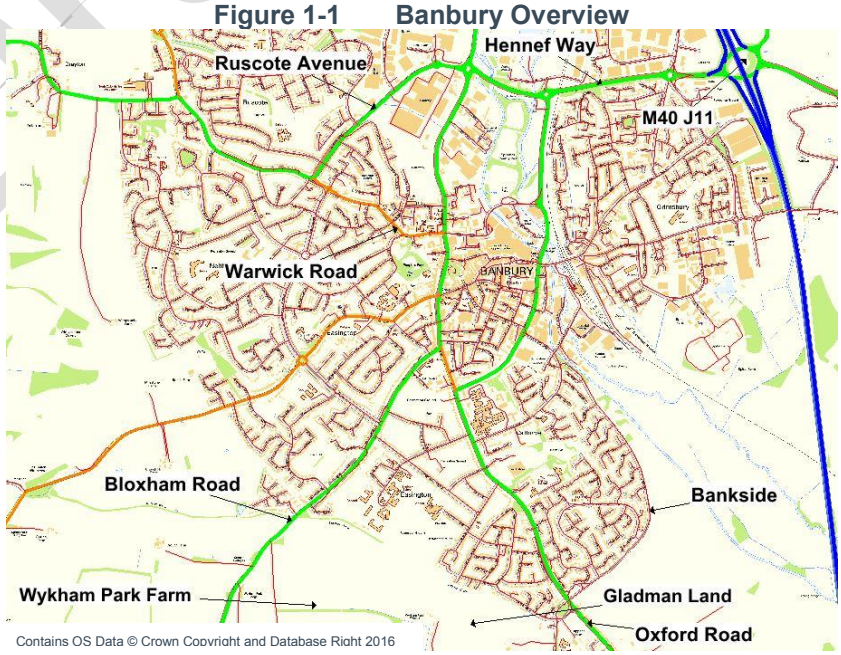
- Details of the 'background growth' and assumed 'Do Minimum' highway schemes.
- The assumptions of trip generation and distribution and how these have been derived.
- A summary of the impact of each development by graphical and/or tabular information on key links and at key junctions. The list of key junctions has been supplied by Jubb with a further list of junction provided by OCC.
- An assessment of development dependency on the highway network. This assesses the extent to which a development can be accommodated by the highway network and whether (a) the scale of development should be limited and (b) what highway improvements may be required to release the remainder of the development.

The remainder of this report addresses:

- Scenarios, Assumptions and Demand
- Assignment Results
- Development Dependency

An overview of the key links and locations in Banbury is presented in Figure 1-1.

Figure 1-1 Banbury Overview



2. Scenarios, Assumptions and Highway Demand

2.1. Scenarios

The scenarios assessed were as follows:

- **Do Minimum, no Link Road (DMnoLR):** 2031 without Link Road Base (no development on Gallagher or Gladman areas)
- **Do Something 1, no Link Road (DS1noLR):** 2031 without Link Road but with 1,000 dwellings on Wykham Park Farm accessed from the proposed access roundabout
- **Do Something 2, no Link Road (DS2noLR):** 2031 without Link Road but with 280 dwellings on the Gladman Element accessed from White Post Road
- **Do Something 3, no Link Road (DS3noLR):** 2031 without Link Road but with both 1,000 dwellings on Wykham Park Farm and 280 dwellings on Gladman land
- **Do Minimum with Link Road (DMwithLR):** 2031 with Link Road Base (no development on Gallagher or Gladman areas)
- **Do Something 1 with Link Road (DS1withLR):** 2031 with Link Road and with 1,000 dwellings on Wykham Park Farm accessed from the proposed access roundabout
- **Do Something 2 with Link Road (DS2withLR):** 2031 with Link Road and with 280 dwellings on the Gladman Element accessed from White Post Road
- **Do Something 3 with Link Road (DS3withLR):** 2031 with Link Road and with both 1,000 dwellings on Wykham Park Farm and 280 dwellings on Gladman land

The eight scenarios are combinations of the four demand cases and two supply cases.

The Do Something demand is the same as Scenario 5a developed previously for OCC.

2.2. Assumptions

The supply side (network) and demand side (highway demand matrices) were presented in a technical note issued by Atkins to OCC on 20th November 2015 (Appendix A). The assumptions presented here were those used previously to develop the Scenario 5a forecasts for OCC.

Comments from Jubb and OCC based on this technical note were then incorporated into the model assumptions, namely:

- Confirmation that the traffic associated with Wykham Park Farm (Banbury 17 West) and Gladman land (Banbury 17 East) would not be double counted;
- Bankside Traffic Calming – This scheme to be coded as 30mph speed limit with priority junctions for any side roads. Pedestrian crossing is not included in the SATURN coding as these are not modelled separately within Banbury;
- Roundabout access to Wykham Park Farm in accordance with drawing B14129_A_003 submitted by Jubb;
- Bloxham Road to White Post Road link included only in the scenarios where it exists;
- Junction improvements associated with Wykham Park Farm at the Bloxham Road/Queensway/Springfield Avenue junction and the Bloxham Road/Oxford Road junction were included in those model runs with development at Wykham Park Farm without the link road, according to drawings B14129_A_002 and B14129_A_004 respectively;
- The link road was modelled as per the Wykham Park Farm masterplan as a single carriageway link of 6.75m width and a 30mph speed limit.

These assumptions were applied to the Scenario 5a model runs developed previously on behalf of OCC.

2.3. Highway Demand

The assumptions detailed the technical note were applied to create the demand matrices. Details of the matrices are presented in Table 2-1 for the AM peak and Table 2-2 for the PM peak.

Table 2-1 2031 AM Highway Demand Matrices

AM		Light Vehicles (PCUs)	Heavy Vehicles (PCUs)	Total (PCUs)
DM		25049	7184	32233
DS1		25635	7184	32819
Compared to DM	Difference	586	0	586
	% Difference	2%	0%	-
DS2		25213	7184	32397
Compared to DM	Difference	164	0	164
	% Difference	1%	0%	-
DS3		25799	7184	32983
Compared to DM	Difference	750	0	750
	% Difference	3%	0%	-

Source: Banbury_2031_AM_DM.UFM, Banbury_2031_AM_DS1.UFM, Banbury_2031_AM_DS2.UFM, Banbury_2031_AM_DS3.UFM

Table 2-2 2031 PM Highway Demand Matrices

PM		Light Vehicles (PCUs)	Heavy Vehicles (PCUs)	Total (PCUs)
DM		28212	4454	32665
DS1		28921	4454	33374
Compared to DM	Difference	709	0	709
	% Difference	3%	0%	-
DS2		28410	4454	32864
Compared to DM	Difference	199	0	199
	% Difference	1%	0%	-
DS3		29119	4454	33573
Compared to DM	Difference	908	0	908
	% Difference	3%	0%	-

Source: Banbury_2031_PM_DM.UFM, Banbury_2031_PM_DS1.UFM, Banbury_2031_PM_DS2.UFM, Banbury_2031_PM_DS3.UFM

Overall the Do Minimum matrices are the lowest (no development at Banbury 17), followed by Do Something 2 (280 dwellings), then Do Something 1 (1000 dwellings) and finally Do Something 3 (1280 dwellings). The Do Something 3 matrix totals accord with the Scenario 5a matrix totals prepared previously for OCC (see extract from Forecasting Report in Appendix B for details of included developments and growth factors applied).

In all cases the quantity of heavy vehicles is identical, since there are no heavy vehicles associated with Banbury 17). The number of development trips also accords with the scale of the development and the trip generation rates presented in the technical note on model assumptions (Appendix A), as follows:

- Do Something 1 AM peak: 1000 dwellings, equating to 163 PCUs inbound and 423 PCUs outbound (586 in total);
- Do Something 1 PM peak: 1000 dwellings, equating to 454 PCUs inbound and 255 PCUs outbound (709 in total);
- Do Something 2 AM peak: 280 dwellings, equating to 45 PCUs inbound and 118 PCUs outbound (164 in total);
- Do Something 2 PM peak: 280 dwellings, equating to 127 PCUs inbound and 71 PCUs outbound (198 in total).

2.4. Development Demand Distribution

The development trip distribution was calculated based on the distribution of trips in adjacent zones. A number of nearby zones were selected, and the trips originating and arriving at these zones were added together and then factored to adjust the total number of trips to match the number of trips given above in 2.3. Highway Demand. This adjusts the distribution of trips without changing the total number of trips, which was correct in the previous matrices. The zones used in the process are shown in Figure 2-1; the aggregated zones are denoted with a black star and the development zones are denoted with a blue circle.

Figure 2-1 Aggregated Zone Locations

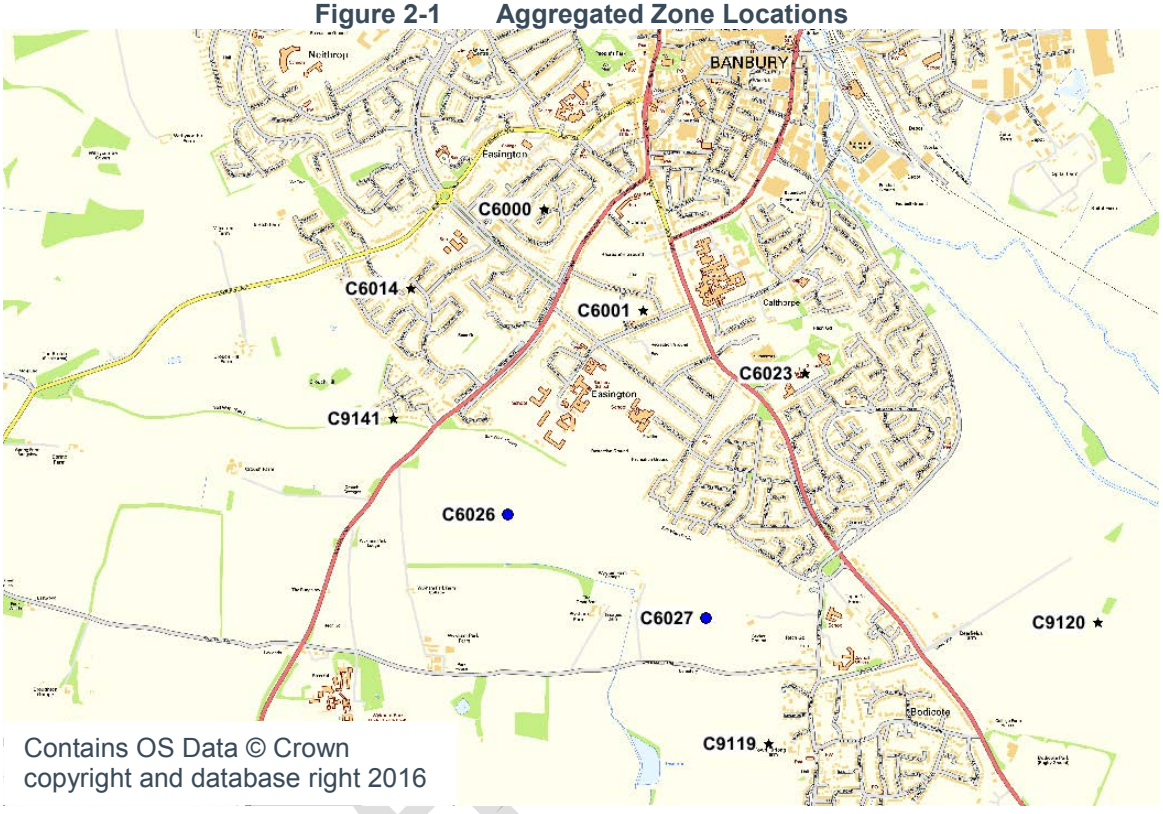


Figure C-1 and Figure C-2 in Appendix C present the distribution of trips from the Gladman and Wykham Park Farm elements of Banbury 17 in the AM and PM peaks. In each case the Do Something 3 without link road scenario has been chosen to illustrate the distribution of trips.

The distribution is presented as a SATURN bandwidth plot whereby the greater the flow on a link the wider the bandwidth. It is also worth noting that below a very low flow level the annotation may not appear as the width of the line is not able to be plotted. The annotation of numeric values has been removed for clarity. The green and blue bands represent the origin and destination trips respectively from Wykham Park Farm, while the red and pink bands represent the origin and destination trips respectively from the Gladman site.

In the AM peak, the majority of trips from Wykham Park Farm head into Banbury along Bloxham Road, and along Oxford Road from the Gladman site, with some continuing on to destinations north of Banbury, via Bankside for trips from the Gladman site. A similar number of trips go to destinations south of Banbury as go north beyond the centre of Banbury. A few trips use the M40 to travel north, while most of the trips to the south use Oxford Road.

In the PM peak, most trips to Wykham Park Farm return along Bloxham Road from the north and Wykham Lane from the south. Trips to the Gladman site return along Oxford Road from the south and Bankside from the north. The distribution of trip origins in the PM peak is similar to the distribution of trip destinations in the AM peak, and vice versa.

3. Results

3.1. Overview

3.1.1. Highway Assignment

The SATURN assignment brings together the supply side (network) and the demand side (matrices). The assignment assigns traffic to least cost routes, hence the additional traffic associated with the developments will cause some of the existing users to seek different routes. For example, if the development adds 100 PCUs onto the network then the flow where that development feeds onto to the network would be expected to increase by less than 100 PCUS as some traffic would seek an alternative route to avoid the additional traffic.

3.2. Flow Difference Plots

Flow difference plots from the SATURN assignments are presented in Figure D-1 to Figure D-12 of Appendix D. The plots show the difference in flow on each link attributable to changes in the development and associated highway infrastructure. In each case the Do Minimum (without development) flow is subtracted from the Do Something (with development) flow.

The figures show the differences in flow between successive Do Something scenarios and their corresponding Do Minimum case, for both AM and PM peak periods. The thickness of the band illustrates the magnitude of the flow difference. A positive change is denoted by a green band, while a negative change is denoted by a blue band.

It is noticeable that:

- The impact from the Wykham Park Farm site is greater than the impact from the Gladman site due to the higher level of associated traffic.
- The A422 Hennef Way/Ermont Way/Wildmere Road junction is at capacity in all scenarios. This can be seen by in the knock-on effect to the routing of traffic around the junction resulting in users seeking alternative routes to access the M40.

3.3. Routing of Traffic on the Link Road

Figure 3-1 presents a select link assignment from the Link Road in the eastbound approach and the corresponding westbound link for the DS3withLR AM scenario, while Figure 3-2 presents the same in the DS3withLR PM scenario.

Figure 3-1 Select Link: AM DS3LR 2031

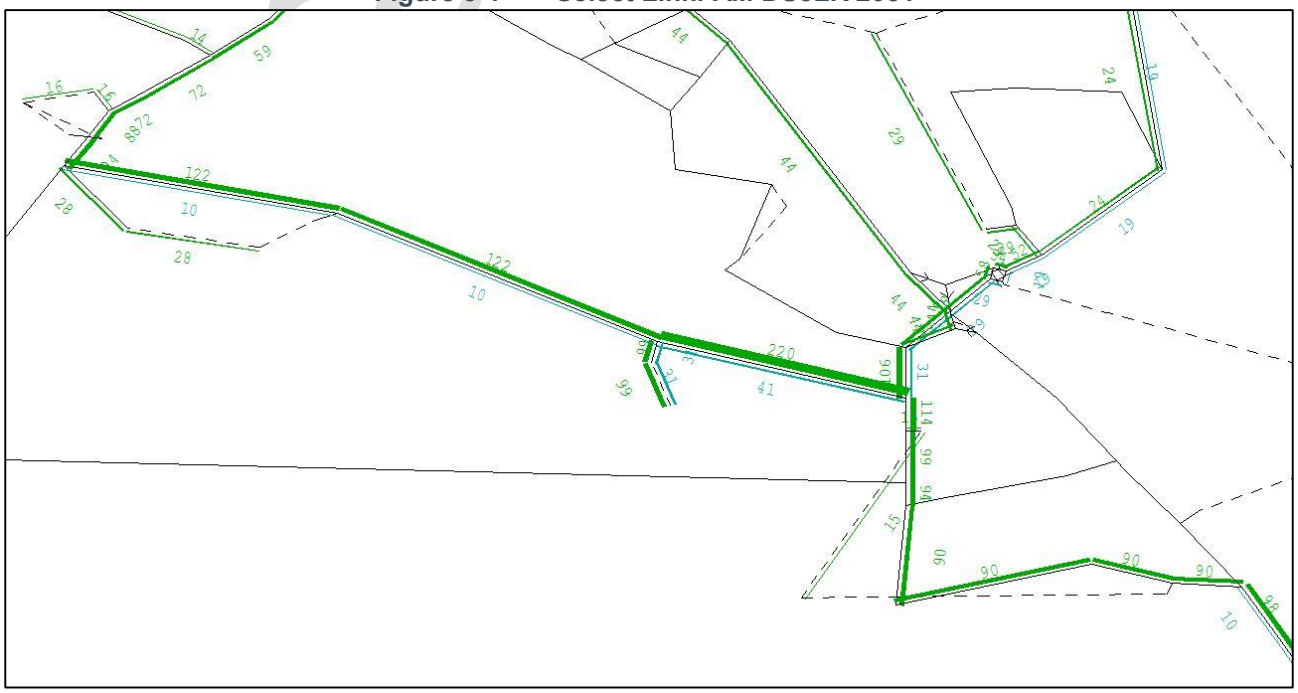


Figure 3-2 Select Link: PM DS3LR 2031

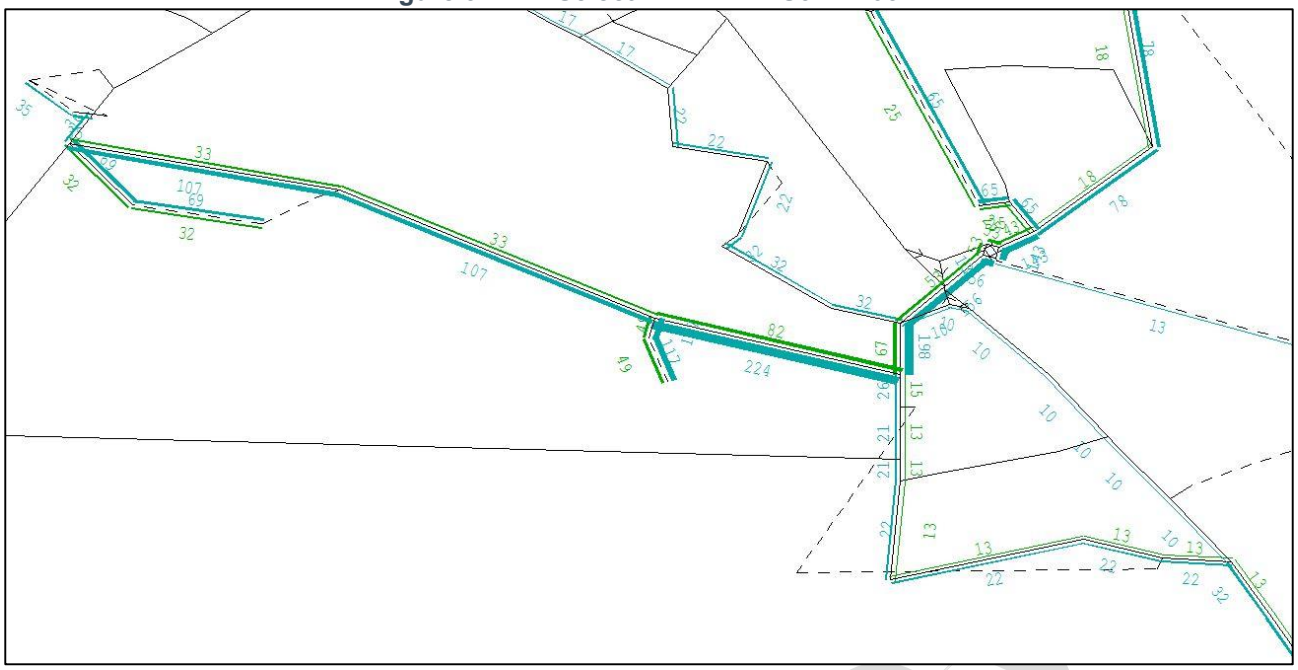


Figure 3-1 shows that the Link Road attracts some through traffic in the AM peak (122 PCUs in this case) travelling from west of the town centre seeking to use the A4260 Oxford Road in the south-eastbound direction. It also shows how traffic would assign on White Post Road and Broad gap to access Oxford Road in the south-eastbound direction.

Figure 3-2 shows that the Link road attracts a similar level of through traffic in the PM peak (107 PCUs in this case). Despite this, the majority of this traffic comes from the north, and Bankside in particular, and only a very small amount is coming from the south-east. Notably, there is very little traffic coming from the A4260 Oxford Road.

3.4. Impact on Individual Junctions

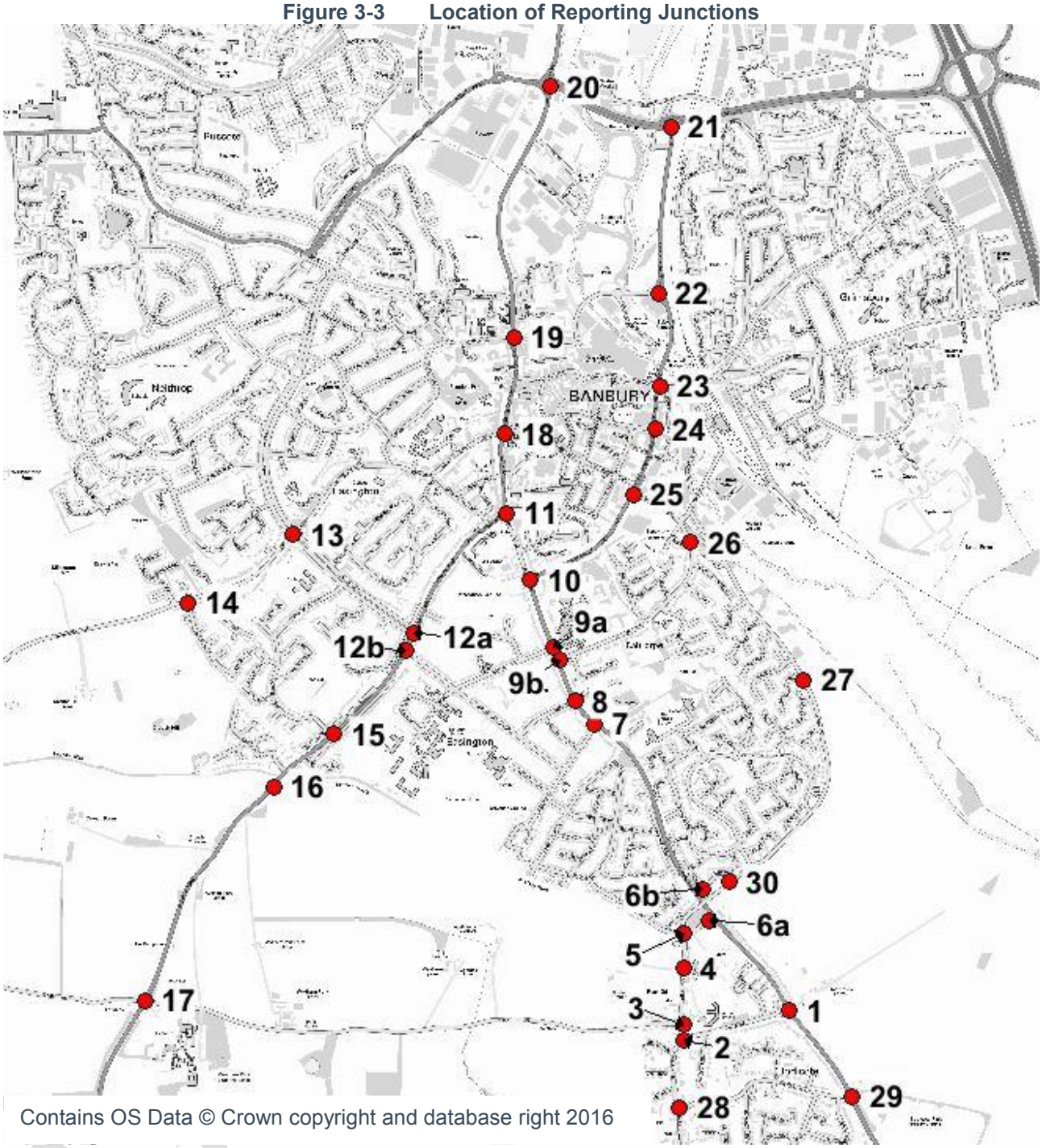
3.4.1. Overview

The principal method of presentation of results is the tabulated data for a number of junctions in Banbury requested by Jubb and OCC. For each junction, scenario and peak period, the following data has been presented:

- Demand flow (PCUs);
- Actual flow (PCUs) - This is the demand flow minus any traffic that is queued up upstream of the junction at the end of the modelled hour;
- Capacity - This is the capacity of the turn. It is calculated from the coded saturation flow and adjusted within the simulation model to account for signal times, gap in flow, blocking back of queues etc.;
- V/C (Volume over Capacity) expressed as a percentage - This is simply the actual flow divided by the capacity. The table highlights turns that are approaching capacity (V/C greater than 85%) and also those turns that are at or over capacity (V/C greater than 95%).
- Delay (seconds) - In cases where the V/C is less than 100% any delay is 'transient delay' and is associated with wait time at signals or at junction stop lines seeking a gap in traffic. Delay on turns in excess of 100% may include some transient delay but would be due principally due to over-capacity queueing.
- Queue at End (PCUs) - This is the size of queues at the end of the modelled period and equates to the actual flow minus the capacity.

Figure 3-3 presents the locations of all junctions included in the reporting in Appendix E.

Figure 3-3 Location of Reporting Junctions



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The information on each junction is presented in the Tables in Appendix E. These present the information for each of the above junctions and for each of the eight scenarios and two time periods (528 tables of information in total).

3.4.2. Operational Assessment

A broad operational assessment of the likely performance of the junction can be made using the SATURN output. In this case we have categorised the V/C ratios from the SATURN assignment as follows:

- Greater than 95% - Effective overcapacity (shaded in red)
- Between 85% and 95% - approaching capacity (shaded in orange)
- Less than 85% - operating within capacity (shaded in green)

It should be noted that as SATURN models a 'flat' one-hour profile the V/C assessment from SATURN is less detailed than would be obtained from junction operational software such as TRANSYT, LINSIG, ARCADY or PICADY or from a microsimulation model, where the profile within the peak hour can be included.

3.4.3. Junctions Operating Within Capacity

Because of the large number of junctions and scenarios it is worth first listing those junctions that, based on the data in Appendix E, operate within capacity on all or nearly all arms in all time periods and scenarios. These are:

- 1. Node 3123 - A4260 Oxford Road/Broad Gap
- 3. Node 3126 - White Post Road/Wykham Lane
  Note: Wykham Lane right turn approaching capacity in the AM peak noLR scenarios
- 4. Node 3118 - White Post Road/East End of Link Road
- 5. Node 3117 - Sycamore Drive/Bankside/White Post Road
- 6a. Node 3115 - A4260 Oxford Road/Bankside/White Post Road
- 6b. Node 3109 - A4260 Oxford Road/Bankside/White Post Road
- 7. Node 3093 - A4260 Oxford Road/Grange Road
  Note: Grange Road right turn approaching capacity in all AM scenarios, and left turn also in AM DS1noLR and DS3noLR scenarios
- 9a. Node 3060 - A4260 Oxford Road/Horton View
  Note: Turns from Horton View at capacity in all AM scenarios
- 9b. Node 3061 - A4260 Oxford Road/Hightown Road
- 10. Node 3032 - A4260 Oxford Road/Upper Windsor Street
  Note: Oxford Road southbound ahead movement approaching capacity in AM DS1withLR and DS3withLR scenarios
- 13. Node 4052 - B4035 Broughton Road/Queensway/Woodgreen Avenue
- 14. Node 4066 - A4035 Broughton Road/Burns Road
- 15. Node 4077 - A361 Bloxham Road/Browning Road
  Note: Browning road at capacity in the PM DS1noLR and DS3noLR scenarios
- 16. Node 9069 - A361 Bloxham Road/West End of Link Road
- 18. Node 1001 - A361 South Bar/West Bar Street/High Street/Horse Fair
  Note: High Street ahead movement and right turn approaching capacity in PM DS1withLR and DS3withLR scenarios
- 20. Node 1066 - A361 Southam Road/Ruscote Avenue/A422 Hennef Way
- 22. Node 1021 - A4260 Concord Avenue/Cherwell Drive
- 26. Node 3052 - Swan Close Road/Bankside
- 27. Node 9074 - Bankside/Longford Park Site Access
- 28. Node 3131 - White Post Road/East Street (Bodicote)
- 30. Node 9500 - Bankside/Oxford Road/Longford Park site access

This list includes both of the accesses to/from the development sites (nodes 4 and 16). In the 'with Link Road' options these form the junctions at either end of the Link Road.

3.4.4. Key Junctions Approaching Capacity/At Capacity

The junctions that are approaching or that are over capacity are reviewed in this section. The junctions are presented in a broad order of importance:

11. Node 3013 - A361 Bloxham Road/B4100 Oxford Road/South Bar

This is a three-arm signal controlled junction where the A361 radial route from Bloxham and the B4100 Oxford Road radial meet.

The junction operates at capacity in all time periods on most turns, the exceptions being the left turns from South Bar Street and Bloxham Road. This junction has been modelled with mitigation measures in the DS1noLR and DS3noLR scenarios as per drawing B14129_A_004, which has resulted in an increase to the capacity of the Oxford Road arm. This increase means that in these scenarios, the Oxford Road arm is forecast to operate within capacity. This measure would likely have a similar impact in the other scenarios also, and it is possible that adjusting the signal timings would allow this change to benefit the other arms also, and permit this junction to operate within capacity.

19. Node 1007 - A361 North Bar/B4100 Warwick Road/A361 Southam Road/Castle Street

This is a four-arm signal controlled junction in central Banbury where the A361 north-south route crosses the B4100 east-west route.

Appendix E shows that this junction is forecast to be at or over capacity on multiple arms in all time periods and in all scenarios. It is significant source of delay, with delays on turns of up to 80 seconds in the AM peak and up to 180 seconds in the PM peak.

21. Node 1067 - A422 Hennef Way/Concord Avenue

Within the SATURN model this is coded as a 3-arm roundabout. In reality there is a fourth arm to the north of the junction that provides access to Grimsbury Reservoir.

At this junction, both approaches of Hennef Way are over capacity. The delays on Hennef Way (east) are much more severe, of up to 390 seconds in both peak periods, and queues of 250 PCUs building up in all scenarios.

2. Node 3127 - High Street/Broad Gap (Bodicote)

This is a 3-arm priority junction with Broad Gap forming the minor arm. As noted in 2.4 above it forms part of the route taken by traffic from the Link Road and Banbury 17 sites to access Oxford Road.

It is forecast to be over capacity in all PM scenarios, including the Do Minimum scenarios, and in the DS1 and DS3 scenarios in the AM peak.

8. Node 3064 - A4260 Oxford Road/Farmfield Road

This is a 4-arm signal controlled junction providing access to an office park on the Farmfield Road east arm.

In the AM peak in all scenarios, including the Do Minimum scenarios, the Farmfield Road (west) arm is forecast to operate above capacity, with some other movements on the Oxford Road (south) and Farmfield Road (east) arms operating close to or at capacity in some scenarios.

In the PM peak the junction is forecast to operate within capacity.

12a. Node 4028 - A361 Bloxham Road/Queensway

This is a 3-arm priority junction with Queensway forming the minor arm.

In the AM peak the Queensway right turn approaches capacity in the AM DM and DS2 scenarios. It is also operating at capacity in the AM DS1withLR and DS3withLR scenarios. In the PM peak, the turn approaches capacity in all time periods.

12b. Node 4029 - A361 Bloxham Road/Springfield Avenue

This is a 3-arm priority junction with Springfield Avenue forming the minor arm.

Springfield Avenue is forecast to operate above capacity in all time periods and scenarios, except those with the mitigation measure detailed in drawing B14129_A_002 applied – DS1noLR and DS3noLR. It is expected that this measure would have a similar effect in the other scenarios also.

17. Node 4088 - A361 Bloxham Road/Wykham Lane

This is a four-arm priority junction with Wykham Lane forming the two minor arms.

The Wykham Lane (east) is forecast to be overcapacity in all time periods and all scenarios, except the DS1noLR and DS3noLR scenarios in the AM peak.

23. Node 3018 - A4260 Cherwell Street/Bridge Street

This is a 4-arm signal controlled junction.

In both peak periods, Cherwell Street (north), Cherwell Street(south) and Bridge Street (east) all have turns operating above capacity in most scenarios. It is possible that adjustments to the signal staging or timings would benefit the junction.

24. Node 3023 - A4260 Cherwell Street/George Street/A4260 Windsor Street

This is a three-arm signal controlled junction.

In the AM peak the right turn from George Street (west) is forecast to operate above capacity in all scenarios.

In the PM peak, the Cherwell Street (north) arm is forecast to operate near or above capacity in all scenarios.

25. Node 3031 - A4260 Upper Windsor Street/Swan Close Road

This is a three-arm signal controlled junction.

In all time periods and scenarios the right turn from Swan Close Road is forecast to operate above capacity.

29. Node 3128 - A4260 Oxford Road/Weeping Cross
This is a three-arm signal controlled junction.

In the AM peak the right turns from Weeping Cross and Oxford Road (south) are forecast to operate near or above capacity in all scenarios.

In the PM peak the Oxford Road (south) approach is forecast to operate above capacity in all scenarios.

3.4.5. Summary of Junction Operation

Of the junctions that are forecast to be 'approaching capacity' or 'over capacity' in 2031, many would have the same operational issues in both the Do Minimum and the Do Something scenarios.

Those junctions, aside from junctions where mitigation measures were applied directly, that are impacted differently by the scenarios are:

- 3. Node 3126 - White Post Road/Wykham Lane. The Link Road scenarios are forecast to make conditions better at this junction in the AM peak.
- 7. Node 3093 - A4260 Oxford Road/Grange Road. The mitigation measures are forecast to have a negative impact on this junction in the AM peak.
- 10. Node 3032 - A4260 Oxford Road/Upper Windsor Street. The Link Road scenarios are forecast to make conditions slightly worse at this junction in the AM peak.
- 15. Node 4077 - A361 Bloxham Road/Browning Road. The mitigation measures are forecast to have a negative impact on this junction in the PM peak.
- 17. Node - 4088 A361 Bloxham Road/Wykham Lane. The mitigation measures are forecast to have a negative impact on this junction in the AM peak.
- 18. Node 1001 - A361 South Bar/West Bar Street/High Street/Horse Fair. The mitigation measures are forecast to have a negative impact on this junction in the PM peak.
- 19. Node 1007 - A361 North Bar/B4100 Warwick Road/A361 Southam Road/Castle Street. The mitigation measures are forecast to have a negative impact on this junction in the PM peak.

3.4.6. Development Dependency

Overview
As noted in the introduction, the Brief for this study requested that development dependency should be assessed.

There are no clear guidelines for assessing development dependency. There is guidance in WebTAG on dependent development (TAG A2.3 'Transport Appraisal in the Context of Dependent Development') which addresses the issue of a consistent approach to economic assessment in cases where a development is dependent on a proposed road scheme. This, however, does not address the issue of determining development dependency in relation to specific development sites and the impact on the local highway network.

Outline Approach
To assess dependent development, an approach would be to split the junctions into cases and apply appropriate rules for each case in turn:

- **Case 1:** In cases where the forecast operation of a junction is within capacity in the 'without development' case (Do Minimum) and in the 'with development' (Do Something) case, and 'nil detriment' on the highway network is acceptable to the planning authority, then the development is not dependent on a supply side (usually highway) improvement.

- **Case 2:** In cases where the forecast operation of a junction is within capacity in the without development (Do Minimum) but overcapacity in the with development (Do Something) cases, then there is an argument that the development would require a highway improvement to maintain a minimal acceptable level of operation.

- **Case 3.** Where the operation of the junction is over capacity in both the 'with' and 'without development' cases then there is no clear case that the development is dependent on the supply side improvement.

The vast majority of the junctions assessed fall into either Case 1 or Case 3. This in part reflects the situation whereby the additional traffic associated with Banbury 17 represents only a relatively small proportion of the

forecast increase in traffic in Banbury leading up to 2031 (about 3 per cent of DS1 and DS3, and 1 per cent for DS2). Therefore while there may be significant impacts in the immediate vicinity of the development sites (see below), the impact on the wider network will tend to be similar to the Do Minimum case at junctions that are more distant from the development.

Recommendations

From the analysis in this report the recommendations are:

- A review of those junctions that forecast to be overcapacity in the Do Minimum case should be undertaken to determine whether minor changes to the junction (e.g. signal settings or minor flare improvements) could improve the operation of the junction.

- The routing of traffic to/from Banbury 17 on White Post Road, High Street and Broad Gap should be examined. It may be the case that the junction with Oxford Road/Bankside would be the more appropriate route for this traffic, and if so the SATURN forecasts would need to be refined to reflect any changes. As part of this it would be worth considering the operation of the White Post Road/Wykham Lane and the High Street/Broad Gap junctions which are linked to this issue.

These steps would need to be a pre-cursor for an assessment of development dependency.

Subsequently further analysis would be needed of:

- The role of the Link Road; the benefits/dis-benefits of this scheme may subsequently be required.

- The A422 Hennef Way/Ermont Way/Wildmere Road junction, which was not among the junctions listed by OCC or Jubb but is over capacity in all scenarios,impacting on the routing of traffic to Junction 11 of the M40.

(end)

Appendices

Appendix A. Technical Note: Modelling Assumptions

Appendix B. Tables

Table B-1 Proposed Development to 2031: Residential

Location of Development	Type	Size
Bankside/College Fields	Residential	237 dwellings
Oxford Road/Weeping Road	Residential	833 dwellings
Oxford Road	Residential	22 dwellings
Crouch Farm	Residential	145 dwellings
Warwick Road/North Harwell Fields	Residential	400 dwellings
West of Southam Road	Residential	600 dwellings
West of Warwick Road	Residential	300 dwellings
Bretch Hill	Residential	400 dwellings
Land NE of Crouch Hill	Residential	40 dwellings
Southam Road	Residential	31 dwellings
Banbury Academy Land	Residential	44 dwellings
Warwick Road/Foundry Street	Residential	22 dwellings
Hightown Road	Residential	34 dwellings
Christchurch Court	Residential	43 dwellings
Tramway Road	Residential	14 dwellings
South Bar Street	Residential	13 dwellings
NW of Crouch Hill Road	Residential	26 dwellings
Lincoln Close	Residential	18 dwellings
Calthorpe Street	Residential	15 dwellings
Warwick Road	Residential	16 dwellings
The Fairway	Residential	11 dwellings
Canalside	Residential	700 dwellings
Bolton Road	Residential	200 dwellings
Wykham Park Farm (Banbury 17 West)	Residential	1000 dwellings
Gladman Land (Banbury 17 East)	Residential	280 dwellings
Higham Way	Residential	150 dwellings
Bankside Phase 2	Residential	590 dwellings
North of Hanwell Fields	Residential	144 dwellings
Drayton lodge Farm	Residential	250 dwellings
Various sites (unspecified)	Residential	429 dwellings
Total Residential		**7,007 dwellings**

Table B-2 Proposed Development to 2031: Employment

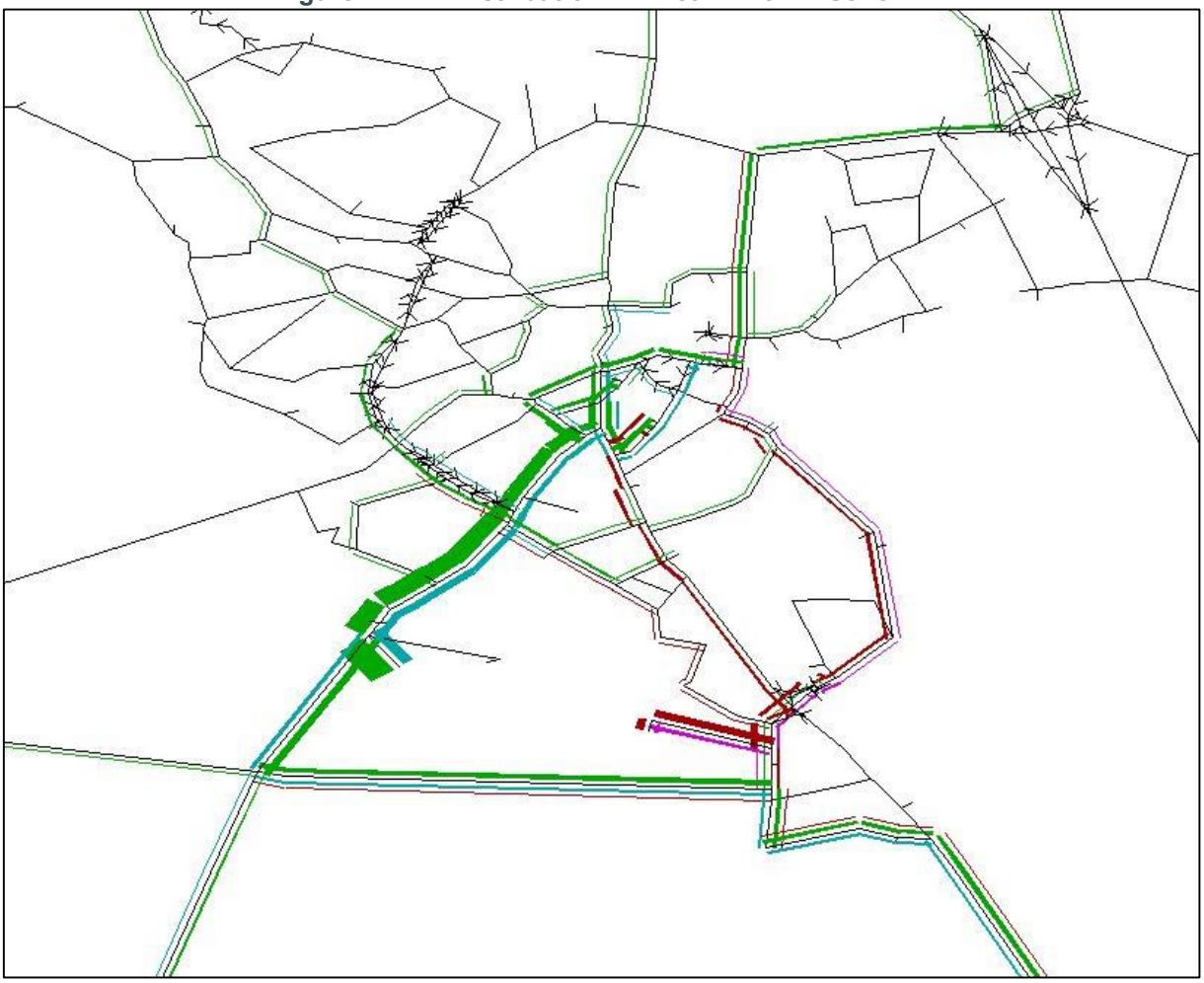
Location of Development	Type	Size
Bankside/College Fields	Employment (B1)	2,200m²
Banbury Gateway Retail Park	Mixed Use	27,432m²
Relocated Pro-Drive Factory to Hella Site	Employment	-
Southam Road	Employment	59,000m²
Central M40	Employment	115,197m²
NE M40 Junction 11	Employment	13 ha – 1,000 jobs

Table B-3 TEMPRO Light Vehicle Growth: 2014-2031

Name	AM		PM	
	Origin	Destination	Origin	Destination
Derbyshire	1.1086	1.0891	1.0943	1.1061
Leicestershire	1.0951	1.1083	1.1041	1.0968
Lincolnshire	1.1003	1.0935	1.0974	1.1013
Northamptonshire	1.1699	1.1689	1.1689	1.1696
Nottinghamshire	1.1428	1.1527	1.1408	1.1339
Berkshire	1.1298	1.1246	1.1164	1.1193
Buckinghamshire	1.1521	1.1638	1.1546	1.1501
East Sussex	1.1065	1.1103	1.1046	1.1005
Hampshire	1.0933	1.0999	1.0943	1.091
Isle of Wight	1.1270	1.1419	1.1328	1.1238
Kent	1.1113	1.1111	1.1081	1.1127
Oxfordshire	1.1086	1.0919	1.0924	1.1028
Cherwell	1.1029	1.0950	1.0949	1.0996
rural (Cherwell)	1.0982	1.0937	1.0953	1.0978
Banbury	**N/a**	**N/a**	**N/a**	**N/a**
Bicester	1.0995	1.0980	1.0963	1.0955
Kidlington	1.1079	1.0914	1.0928	1.1047
Bloxham	1.1493	1.1230	1.1275	1.1388
Oxford	1.1576	1.0855	1.087	1.1255
South Oxfordshire	1.0824	1.0718	1.0746	1.0824
Vale of White Horse	1.1347	1.1322	1.1317	1.135
West Oxfordshire	1.0585	1.0742	1.074	1.0691
Surrey	1.0866	1.1169	1.1046	1.0868
West Sussex	1.0918	1.0889	1.088	1.0911
Hereford & Worcester	1.0607	1.0593	1.0654	1.0673
Shropshire	1.0995	1.0983	1.1062	1.107
Staffordshire	1.0800	1.0766	1.0782	1.0819
Warwickshire	1.0721	1.1235	1.1107	1.0821
West Midlands county	1.1688	1.1566	1.1454	1.1509
Avon	1.1596	1.1840	1.1654	1.1495
Cornwall	1.0951	1.1067	1.1067	1.1004
Dorset	1.0461	1.0420	1.0547	1.0575
Gloucestershire	1.0516	1.0510	1.059	1.0593
Somerset	1.1247	1.1258	1.1386	1.1381
Wiltshire	1.1334	1.0969	1.1057	1.129
South Northamptonshire	1.0983	1.1868	1.1724	1.1171

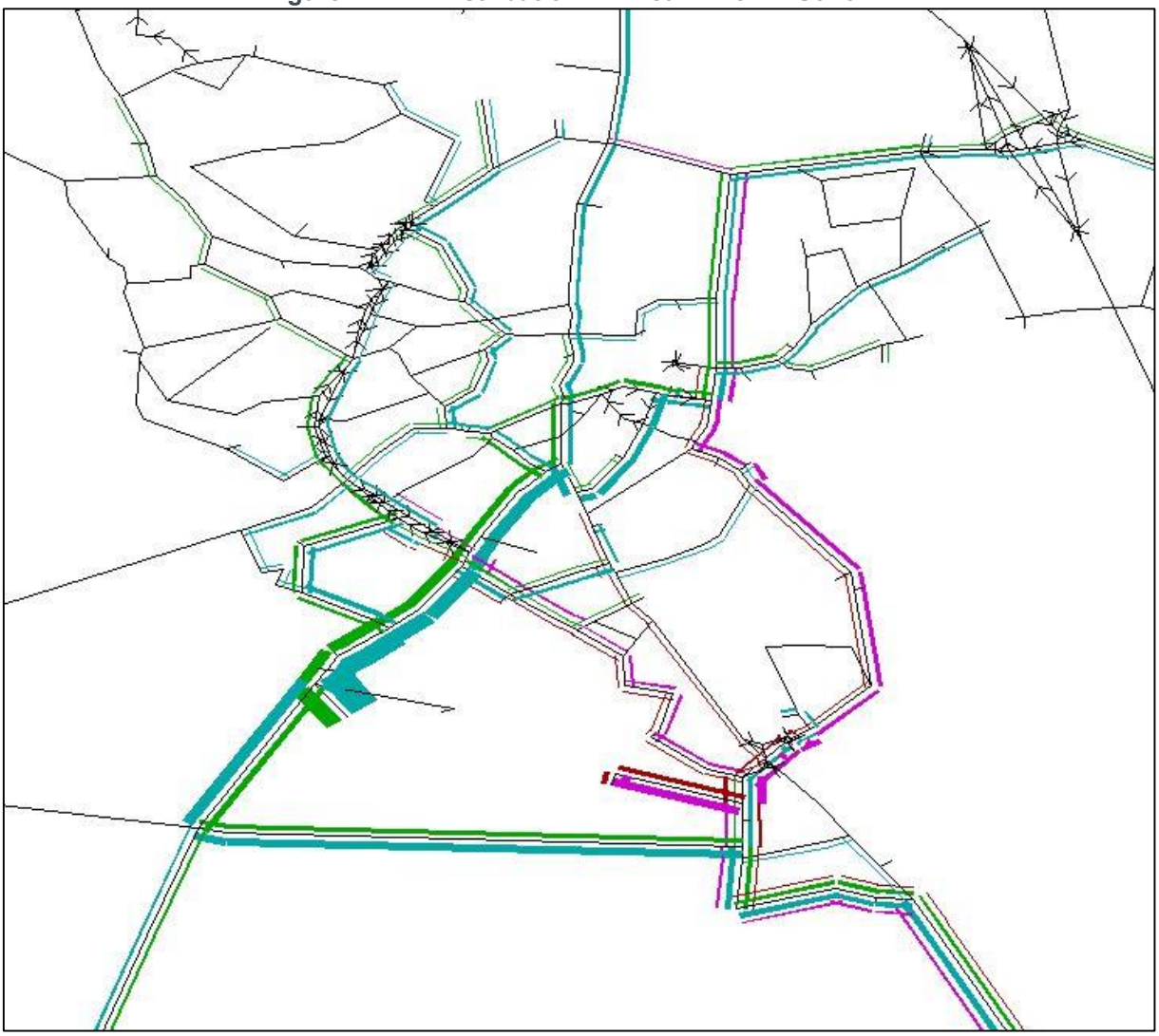
Appendix C. Distribution from Development Sites

Figure C-1 Distribution AM Peak - from DS3noLR



Note: Green and Blue bands denote trips from and to Wykham Park Farm respectively, while Red and Pink bands denote trips from and to the Gladman site respectively

Figure C-2 Distribution AM Peak - from DS3noLR



Note: Green and Blue bands denote trips from and to Wykham Park Farm respectively, while Red and Pink bands denote trips from and to the Gladman site respectively

Appendix D. Flow Difference Plots

Figure D-1 AM Peak DS1noLR Flow Difference

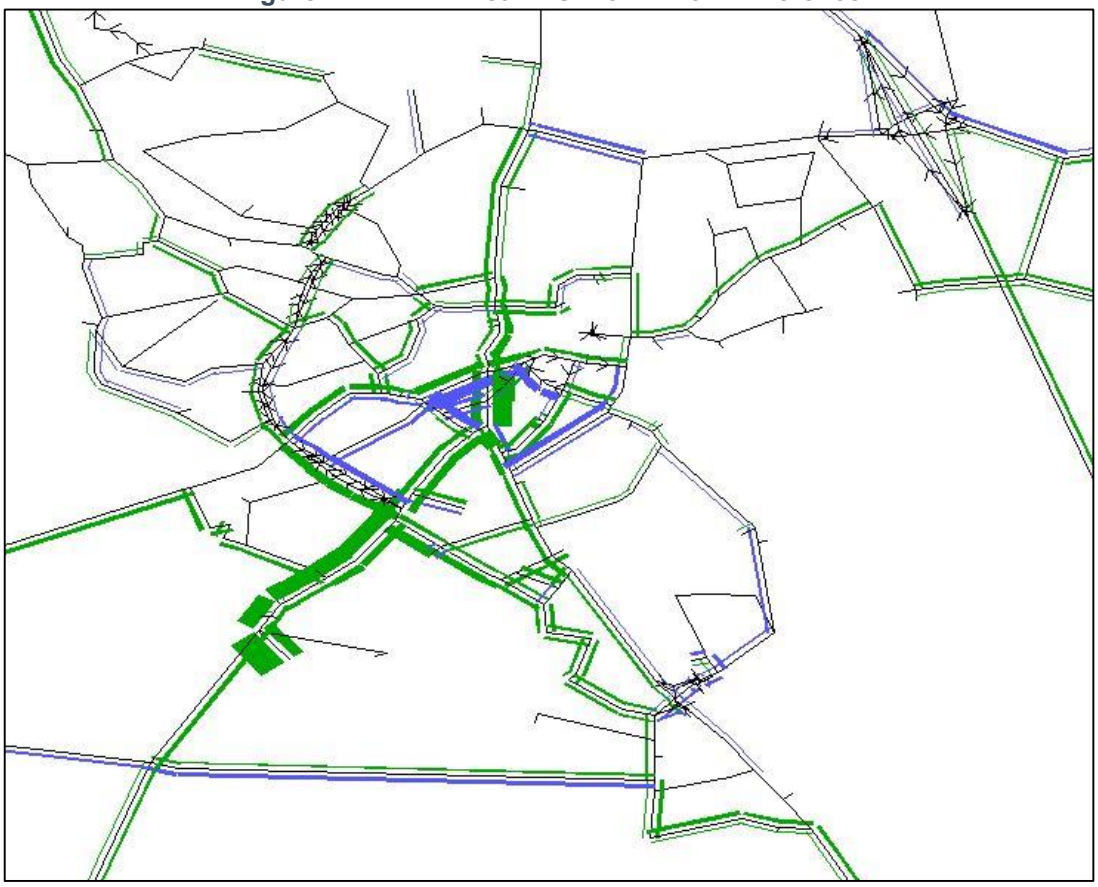


Figure D-2 AM Peak DS2noLR Flow Difference

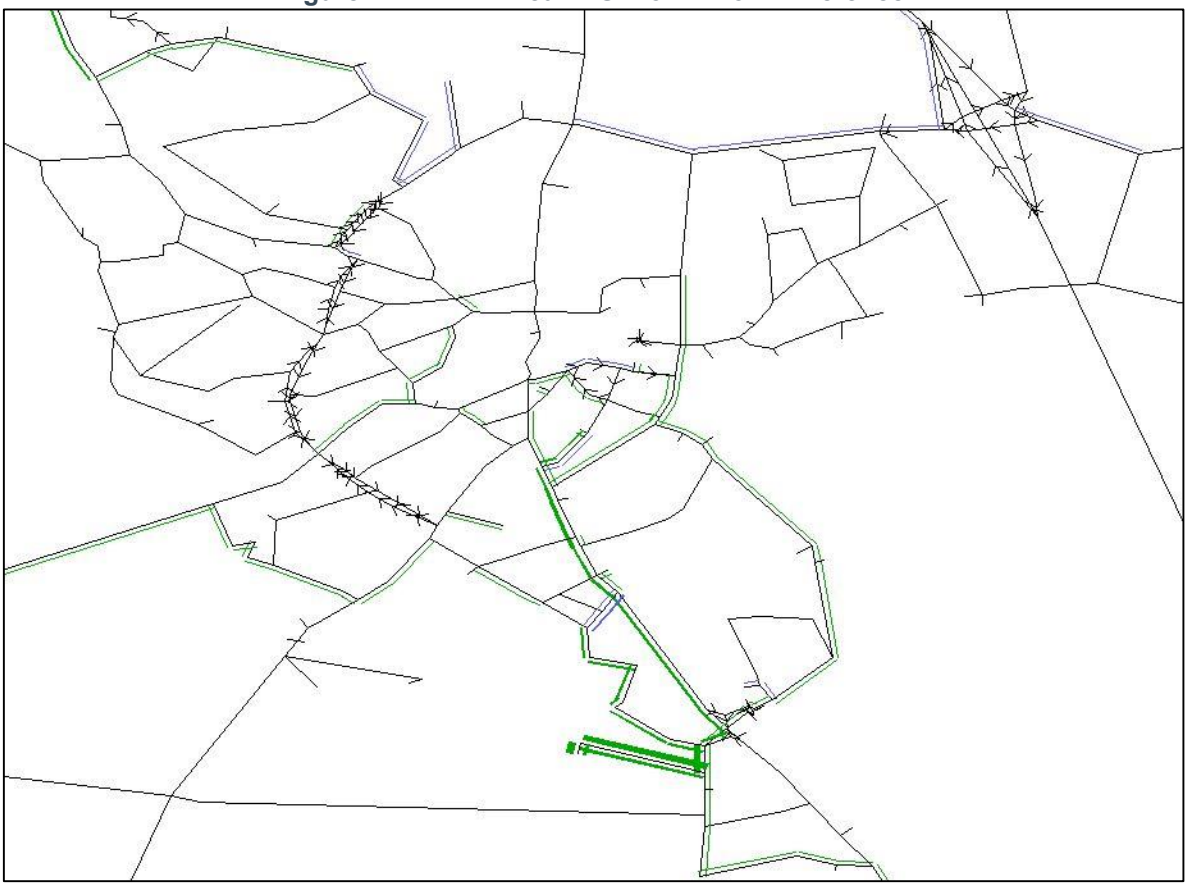


Figure D-3 AM Peak DS3noLR Flow Difference

Figure D-4 AM Peak DS1WITHLR Flow Difference

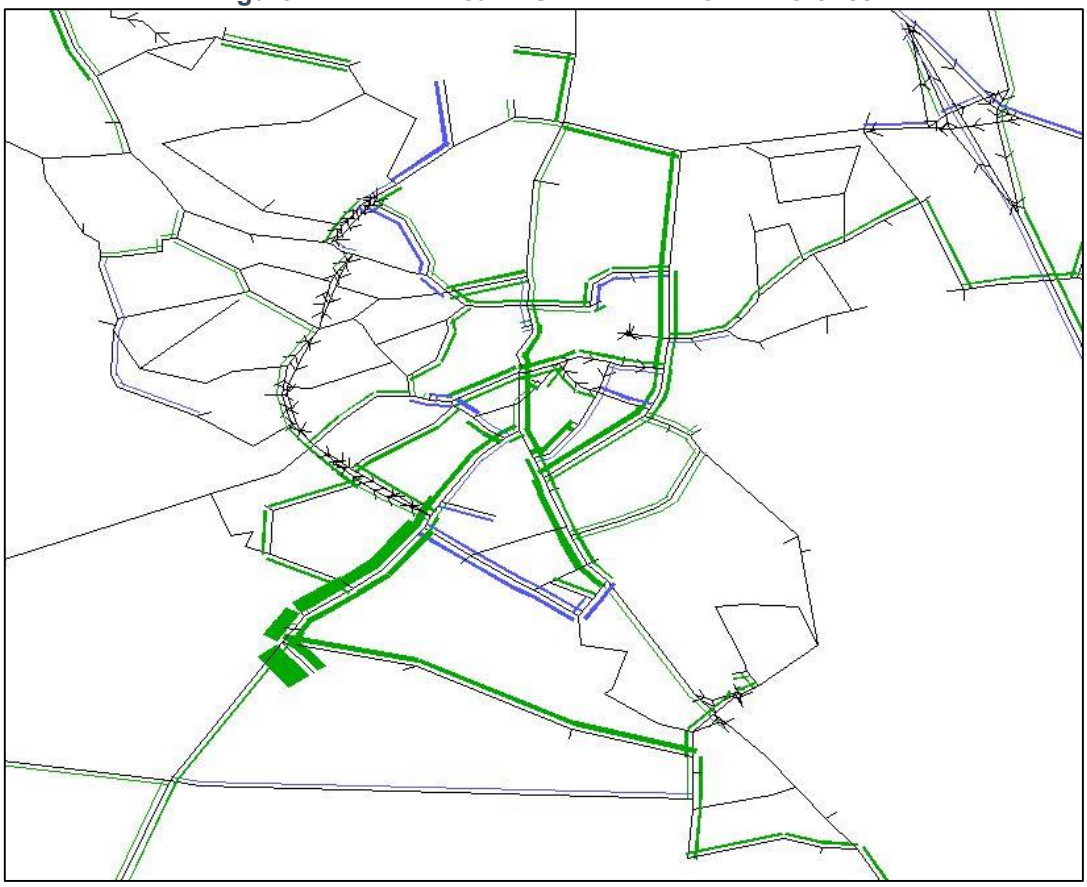


Figure D-5 AM Peak DS2WITHLR Flow Difference

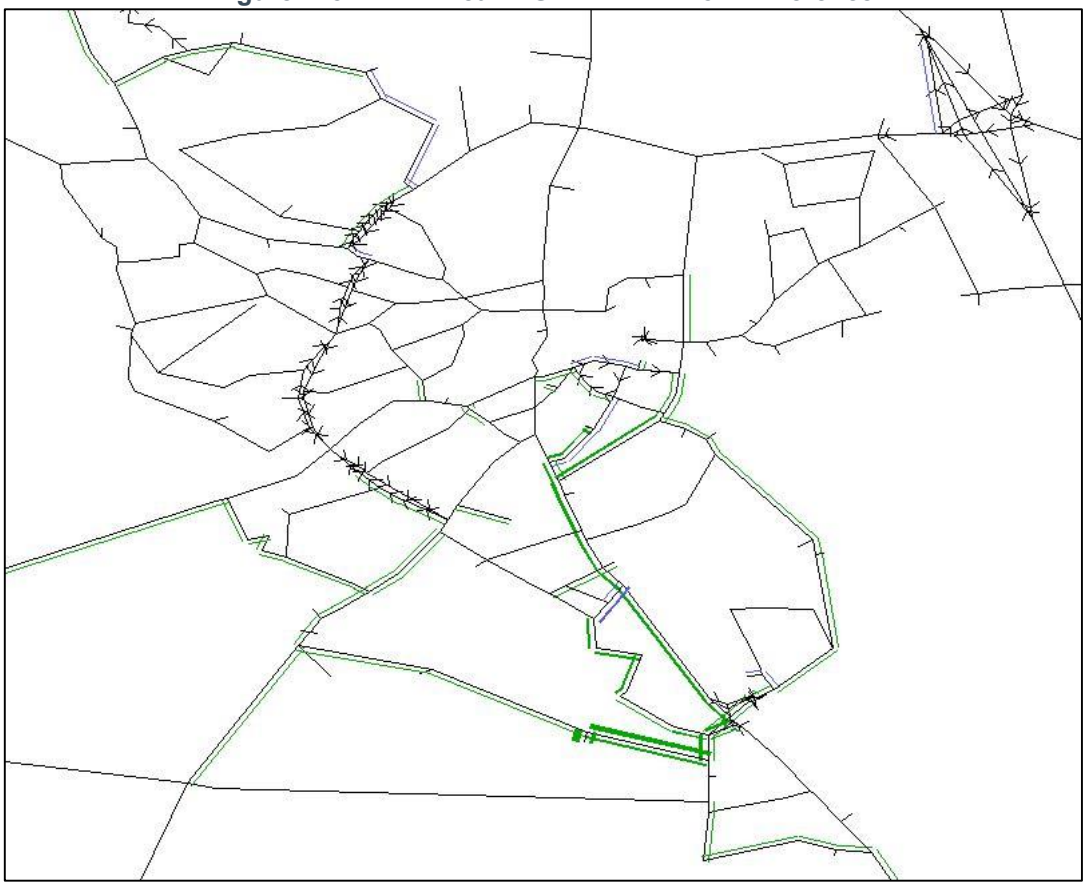


Figure D-6 AM Peak DS3WITHLR Flow Difference

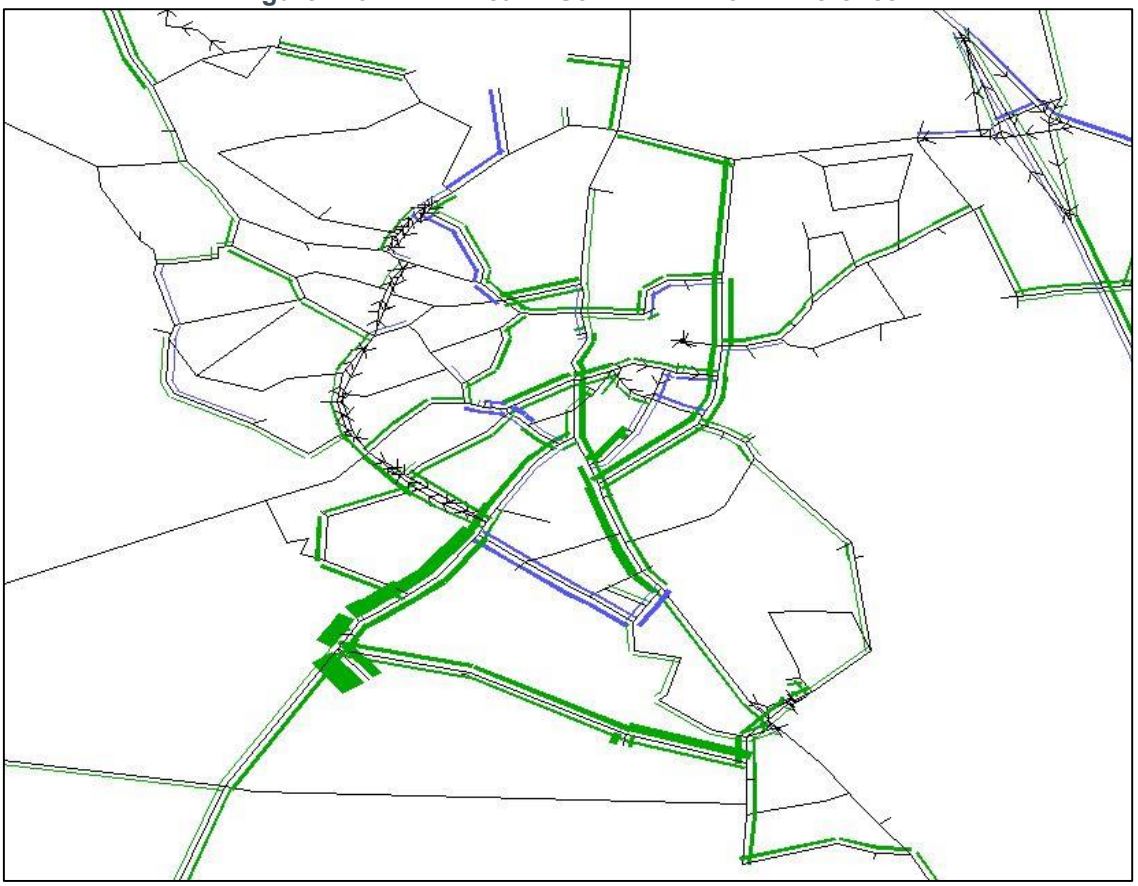


Figure D-7 PM Peak DS1noLR Flow Difference

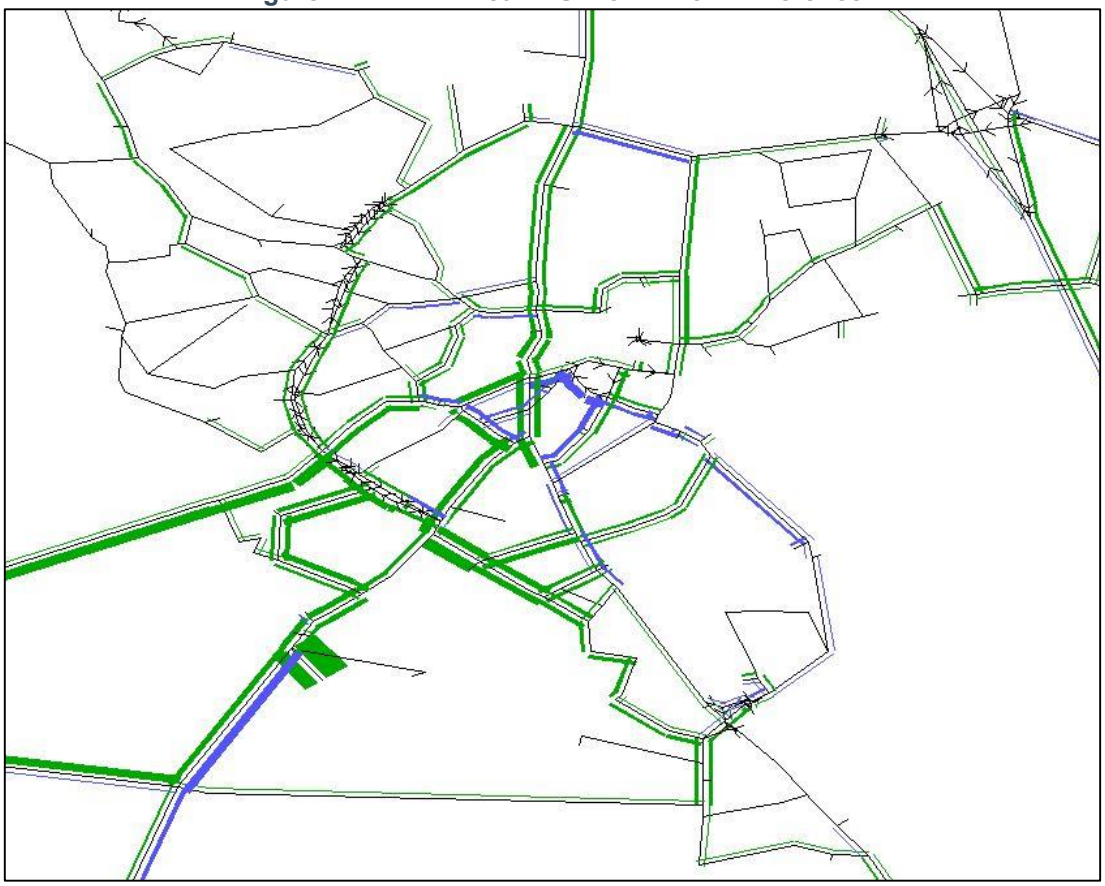


Figure D-8 PM Peak DS2noLR Flow Difference

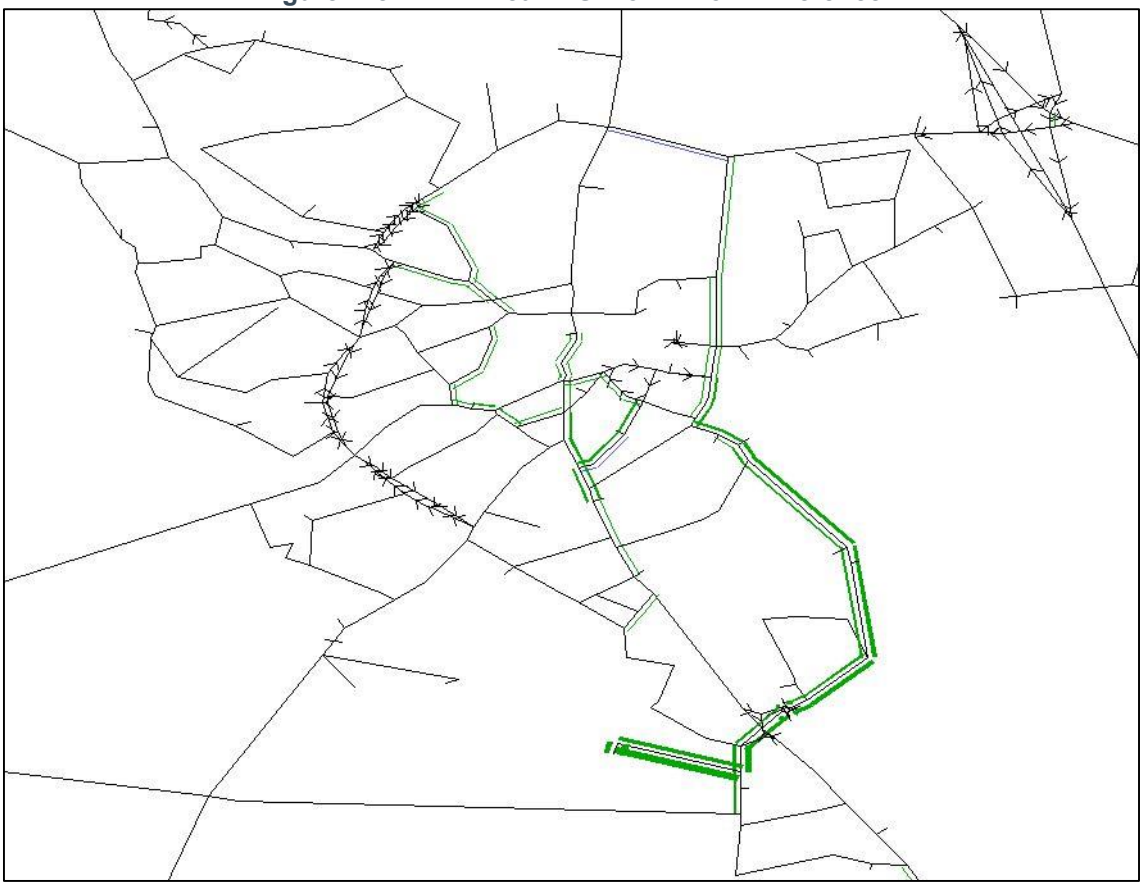


Figure D-9 PM Peak DS3noLR Flow Difference

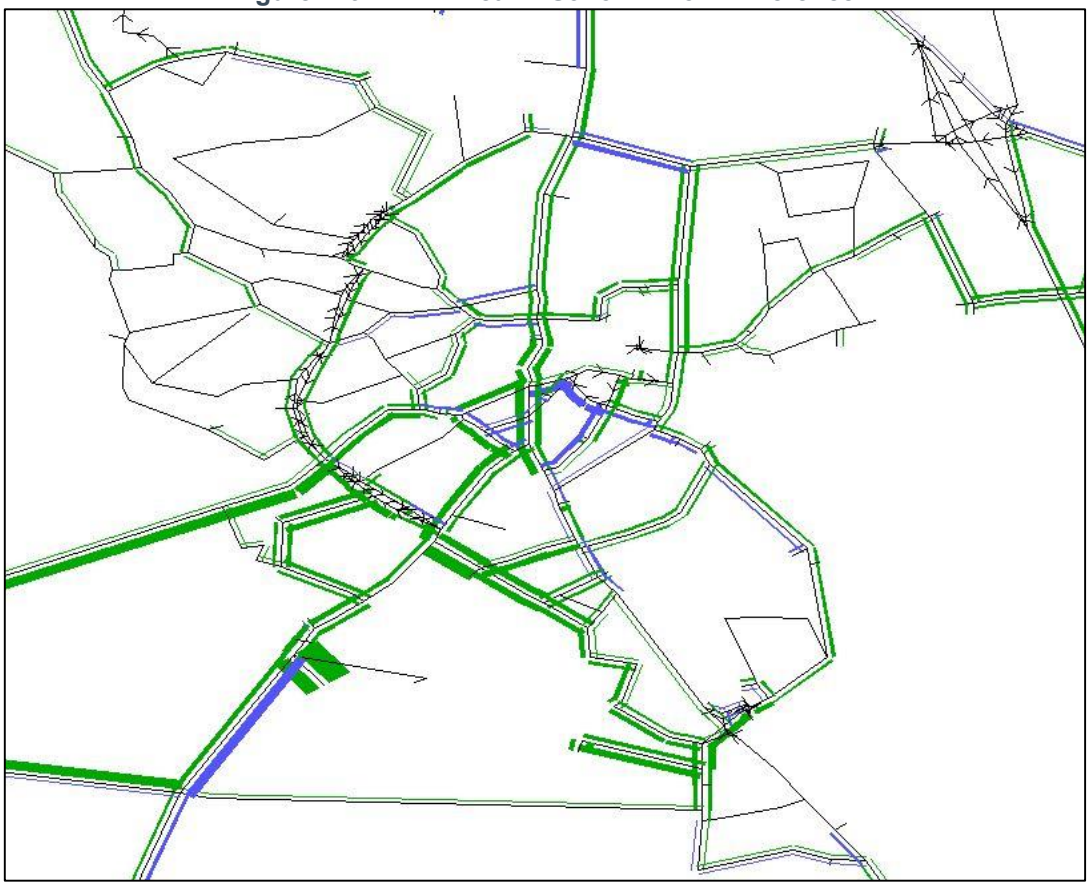


Figure D-10 PM Peak DS1withLR Flow Difference

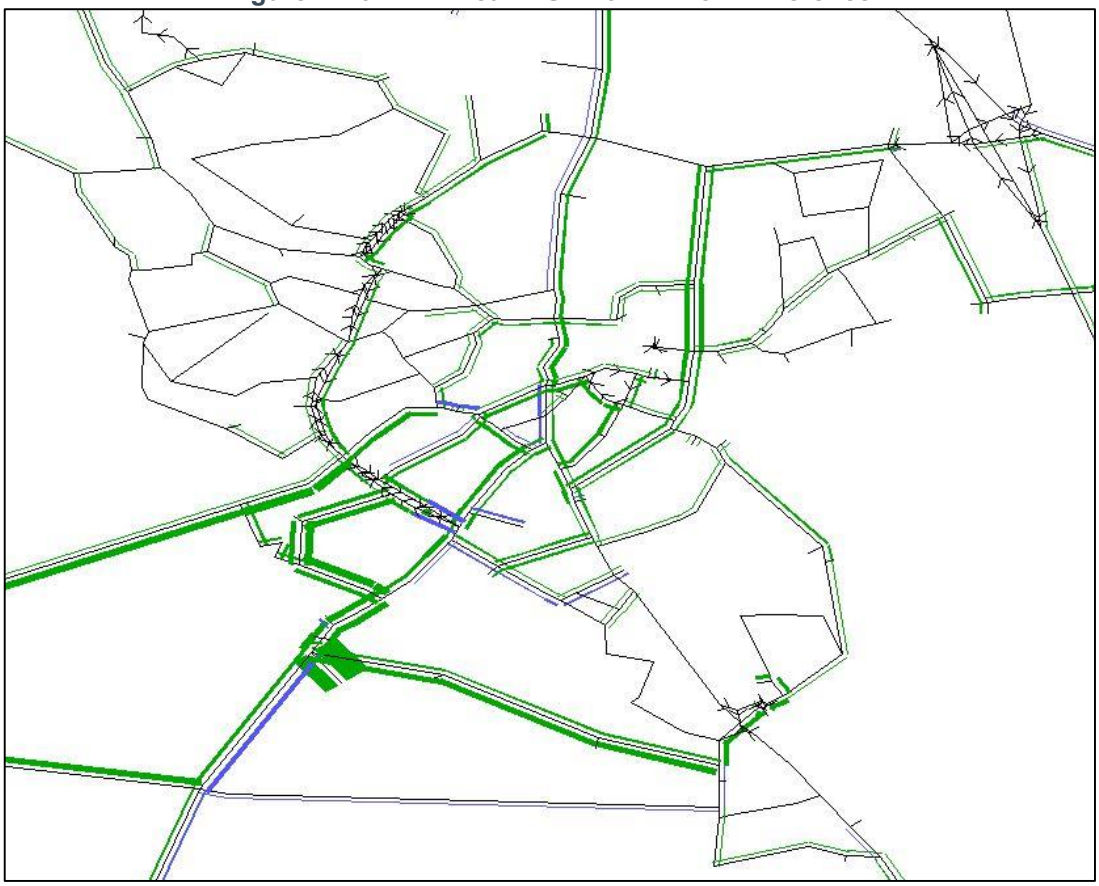


Figure D-11 PM Peak DS2withLR Flow Difference

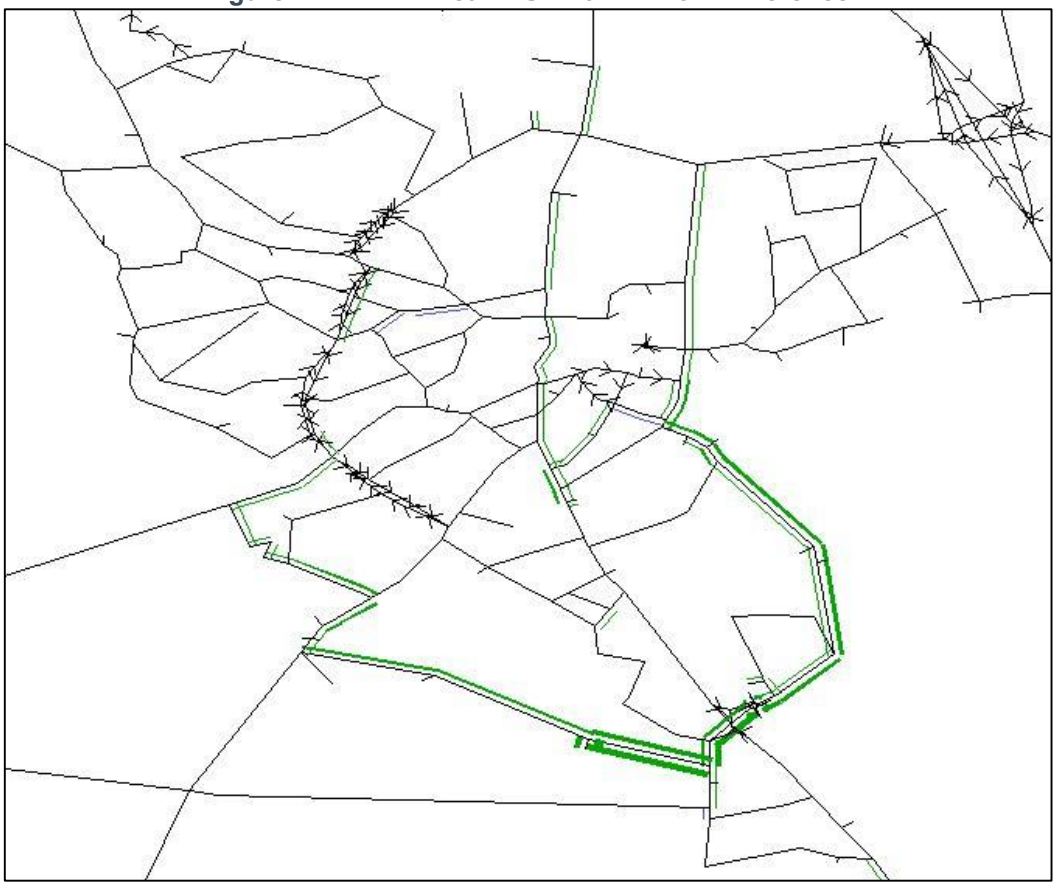
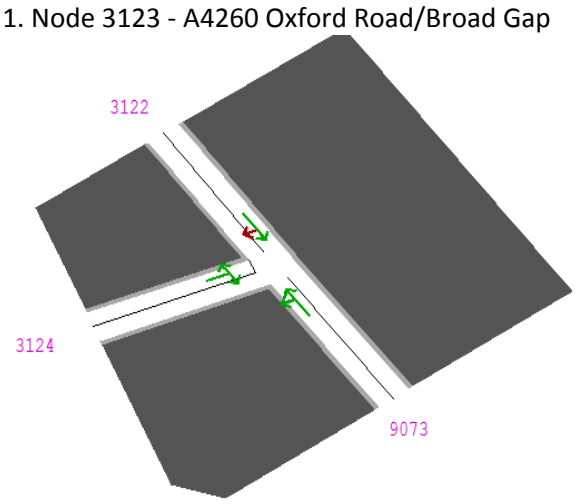
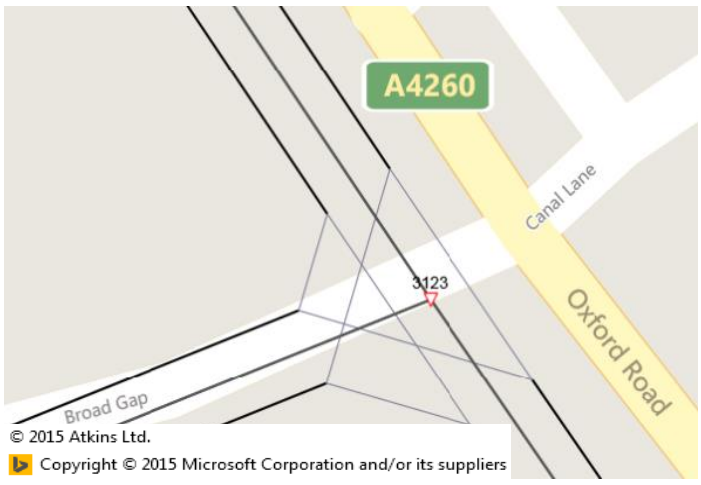


Figure D-12 PM Peak DS3WITHLR Flow Difference

Appendix E. Junction Assessment

1. Node 3123 - A4260 Oxford Road/Broad Gap





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1231	1149	2066	56	0	0
	3122	3124	0	0	115	0	10	0
Oxford Road (S)	9073	3124	0	0	706	0	0	0
	9073	3122	1402	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	359	0	9	0
	3124	9073	0	0	162	0	19	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1232	1195	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	658	604	2065	29	0	0
Broad Gap (W)	3124	3122	1	1	523	0	5	0
	3124	9073	0	0	226	0	12	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1242	1159	2066	56	0	0
	3122	3124	0	0	113	0	10	0
Oxford Road (S)	9073	3124	0	0	706	0	0	0
	9073	3122	1413	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	356	0	9	0
	3124	9073	2	2	161	1	19	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1246	1195	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	678	603	2065	29	0	0
Broad Gap (W)	3124	3122	2	2	522	0	5	0
	3124	9073	1	1	226	0	12	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1236	1155	2066	56	0	0
	3122	3124	0	0	114	0	10	0
Oxford Road (S)	9073	3124	0	0	707	0	0	0
	9073	3122	1391	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	357	0	9	0
	3124	9073	2	1	161	1	19	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1242	1196	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	677	604	2065	29	0	0
Broad Gap (W)	3124	3122	0	0	523	0	5	0
	3124	9073	0	0	227	0	12	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1255	1172	2066	57	0	0
	3122	3124	0	0	112	0	9	0
Oxford Road (S)	9073	3124	0	0	706	0	0	0
	9073	3122	1406	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	349	0	9	0
	3124	9073	5	5	159	3	19	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1256	1194	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	700	603	2065	29	0	0
Broad Gap (W)	3124	3122	1	1	520	0	5	0
	3124	9073	2	1	227	1	12	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1239	1156	2066	56	0	0
	3122	3124	0	0	114	0	10	0
Oxford Road (S)	9073	3124	0	0	706	0	0	0
	9073	3122	1389	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	360	0	9	0
	3124	9073	0	0	161	0	19	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1232	1194	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	660	604	2065	29	0	0
Broad Gap (W)	3124	3122	1	1	522	0	5	0
	3124	9073	0	0	227	0	12	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1245	1160	2066	56	0	0
	3122	3124	0	0	113	0	10	0
Oxford Road (S)	9073	3124	0	0	706	0	0	0
	9073	3122	1405	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	359	0	9	0
	3124	9073	0	0	161	0	19	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1240	1188	2066	58	0	0
	3122	3124	0	0	159	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	678	604	2065	29	0	0
Broad Gap (W)	3124	3122	1	1	522	0	5	0
	3124	9073	1	1	228	0	12	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1247	1164	2066	56	0	0
	3122	3124	0	0	113	0	10	0
Oxford Road (S)	9073	3124	0	0	707	0	0	0
	9073	3122	1386	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	360	0	9	0
	3124	9073	0	0	160	0	19	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1238	1193	2066	58	0	0
	3122	3124	0	0	158	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	678	604	2065	29	0	0
Broad Gap (W)	3124	3122	2	2	522	0	5	0
	3124	9073	0	0	227	0	12	0

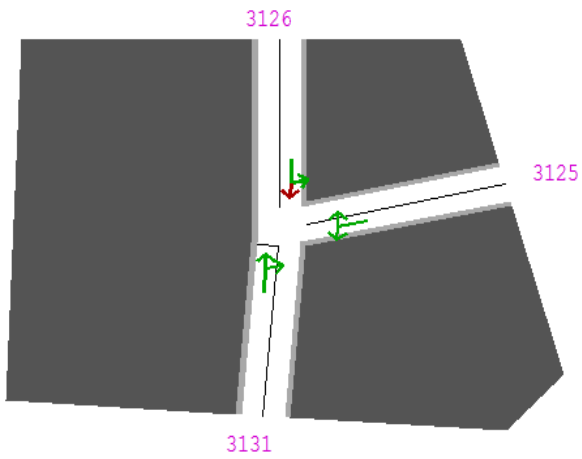
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1259	1175	2066	57	0	0
	3122	3124	0	0	111	0	9	0
Oxford Road (S)	9073	3124	0	0	707	0	0	0
	9073	3122	1392	1147	2066	56	0	0
Broad Gap (W)	3124	3122	0	0	359	0	9	0
	3124	9073	1	1	159	0	19	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3122	9073	1245	1186	2066	57	0	0
	3122	3124	0	0	160	0	4	0
Oxford Road (S)	9073	3124	1	1	1124	0	0	0
	9073	3122	708	604	2065	29	0	0
Broad Gap (W)	3124	3122	1	1	522	0	5	0
	3124	9073	1	1	228	0	12	0

2. Node 3127 - High Street/Broad Gap (Bodicote)



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	0	0	440	0	0	0
	3126	3131	373	364	471	77	3	0
Broad Gap (E)	3125	3131	0	0	1225	0	0	0
	3125	3126	1	0	1469	0	0	0
High Street (S)	3131	3126	434	348	657	53	3	0
	3131	3125	0	0	190	0	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	865	0	0	0
	3126	3131	267	261	470	55	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	2	2	1460	0	0	0
High Street (S)	3131	3126	747	701	650	108	155	51
	3131	3125	5	5	4	108	155	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	262	0	0	0
	3126	3131	419	407	471	87	3	0
Broad Gap (E)	3125	3131	0	0	1218	0	0	0
	3125	3126	1	1	1462	0	0	0
High Street (S)	3131	3126	449	359	657	55	3	0
	3131	3125	0	0	169	0	6	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	3	3	806	0	0	0
	3126	3131	288	275	470	59	3	0
Broad Gap (E)	3125	3131	0	0	1217	0	0	0
	3125	3126	2	2	1461	0	0	0
High Street (S)	3131	3126	786	703	654	108	155	49
	3131	3125	2	2	2	108	155	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	0	0	392	0	0	0
	3126	3131	386	376	471	80	3	0
Broad Gap (E)	3125	3131	0	0	1222	0	0	0
	3125	3126	0	0	1466	0	0	0
High Street (S)	3131	3126	434	348	657	53	3	0
	3131	3125	0	0	187	0	5	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	878	0	0	0
	3126	3131	263	257	470	55	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	3	2	1460	0	0	0
High Street (S)	3131	3126	765	707	655	108	159	53
	3131	3125	1	1	1	108	159	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	2	2	240	1	0	0
	3126	3131	424	413	471	88	3	0
Broad Gap (E)	3125	3131	0	0	1219	0	0	0
	3125	3126	0	0	1462	0	0	0
High Street (S)	3131	3126	448	358	657	55	3	0
	3131	3125	0	0	167	0	6	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	3	3	784	0	0	0
	3126	3131	293	280	470	60	3	0
Broad Gap (E)	3125	3131	0	0	1221	0	0	0
	3125	3126	2	2	1466	0	0	0
High Street (S)	3131	3126	795	699	654	107	158	45
	3131	3125	2	2	2	107	158	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	0	0	436	0	0	0
	3126	3131	375	365	471	78	3	0
Broad Gap (E)	3125	3131	0	0	1222	0	0	0
	3125	3126	0	0	1465	0	0	0
High Street (S)	3131	3126	435	350	657	53	3	0
	3131	3125	0	0	189	0	5	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	882	0	0	0
	3126	3131	262	257	470	55	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	2	2	1460	0	0	0
High Street (S)	3131	3126	753	709	656	108	160	53
	3131	3125	1	1	1	108	160	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	269	0	0	0
	3126	3131	416	406	471	86	3	0
Broad Gap (E)	3125	3131	0	0	1223	0	0	0
	3125	3126	0	0	1467	0	0	0
High Street (S)	3131	3126	442	353	657	54	3	0
	3131	3125	0	0	173	0	6	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	2	2	825	0	0	0
	3126	3131	280	271	470	58	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	2	2	1460	0	0	0
High Street (S)	3131	3126	781	707	655	108	159	52
	3131	3125	1	1	1	108	159	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	0	0	387	0	0	0
	3126	3131	387	377	471	80	3	0
Broad Gap (E)	3125	3131	0	0	1220	0	0	0
	3125	3126	0	0	1463	0	0	0
High Street (S)	3131	3126	431	346	657	53	3	0
	3131	3125	0	0	188	0	5	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	871	0	0	0
	3126	3131	266	259	470	55	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	2	1	1460	0	0	0
High Street (S)	3131	3126	755	698	646	108	159	52
	3131	3125	9	8	8	108	159	1

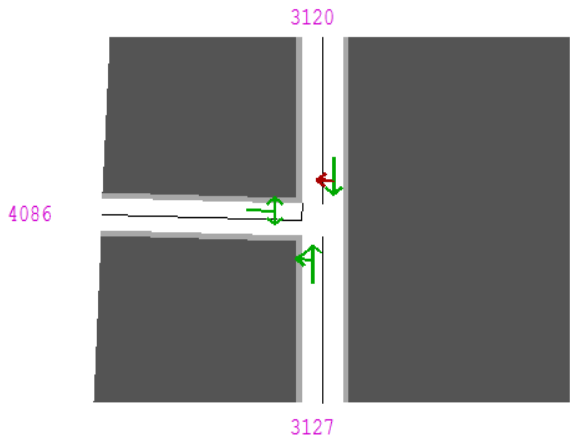
DS3withLR AM

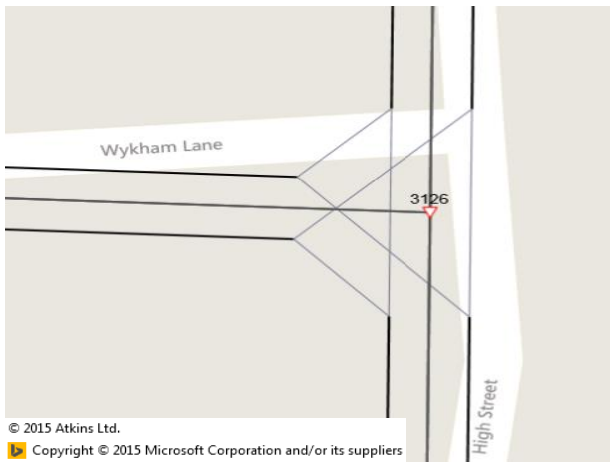
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	1	1	251	0	0	0
	3126	3131	420	410	471	87	3	0
Broad Gap (E)	3125	3131	0	0	1221	0	0	0
	3125	3126	0	0	1464	0	0	0
High Street (S)	3131	3126	442	354	657	54	3	0
	3131	3125	0	0	171	0	6	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3126	3125	2	2	799	0	0	0
	3126	3131	287	277	470	59	3	0
Broad Gap (E)	3125	3131	0	0	1216	0	0	0
	3125	3126	2	2	1460	0	0	0
High Street (S)	3131	3126	787	700	652	107	160	47
	3131	3125	4	3	3	107	160	0

3. Node 3126 - White Post Road/Wykham Lane





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	41	39	1123	3	0	0
	3120	4086	181	173	402	43	5	0
High Street (S)	3127	4086	309	248	1322	19	0	0
	3127	3120	126	101	1314	8	0	0
Wykham Lane (W)	4086	3120	59	58	112	52	6	0
	4086	3127	333	325	363	90	10	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	125	121	1510	8	0	0
	3120	4086	84	82	342	24	6	0
High Street (S)	3127	4086	322	281	1036	27	0	0
	3127	3120	426	371	1224	30	0	0
Wykham Lane (W)	4086	3120	39	38	319	12	5	0
	4086	3127	143	141	343	41	6	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	76	72	1318	6	0	0
	3120	4086	138	132	393	33	5	0
High Street (S)	3127	4086	292	233	1289	18	0	0
	3127	3120	158	126	1319	10	0	0
Wykham Lane (W)	4086	3120	75	73	96	77	13	0
	4086	3127	344	336	352	95	17	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	126	122	1268	10	0	0
	3120	4086	131	127	341	37	6	0
High Street (S)	3127	4086	282	235	980	24	0	0
	3127	3120	506	421	1262	33	0	0
Wykham Lane (W)	4086	3120	36	34	282	12	6	0
	4086	3127	165	157	332	47	7	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	57	55	1125	5	0	0
	3120	4086	180	173	398	43	5	0
High Street (S)	3127	4086	312	250	1326	19	0	0
	3127	3120	122	98	1313	7	0	0
Wykham Lane (W)	4086	3120	67	65	116	56	6	0
	4086	3127	329	321	357	90	11	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	122	118	1463	8	0	0
	3120	4086	93	90	342	26	6	0
High Street (S)	3127	4086	320	274	1023	27	0	0
	3127	3120	447	383	1229	31	0	0
Wykham Lane (W)	4086	3120	48	47	316	15	5	0
	4086	3127	143	141	333	42	6	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	88	85	1261	7	0	0
	3120	4086	150	144	391	37	5	0
High Street (S)	3127	4086	296	236	1295	18	0	0
	3127	3120	152	122	1318	9	0	0
Wykham Lane (W)	4086	3120	81	79	101	79	14	0
	4086	3127	338	330	345	96	19	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	132	127	1235	10	0	0
	3120	4086	138	133	340	39	6	0
High Street (S)	3127	4086	281	231	976	24	0	0
	3127	3120	516	424	1265	34	0	0
Wykham Lane (W)	4086	3120	44	42	280	15	6	0
	4086	3127	165	156	324	48	7	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	73	70	1113	6	0	0
	3120	4086	183	175	395	44	5	0
High Street (S)	3127	4086	306	246	1318	19	0	0
	3127	3120	129	104	1315	8	0	0
Wykham Lane (W)	4086	3120	59	58	148	39	5	0
	4086	3127	302	296	359	82	8	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	121	117	1507	8	0	0
	3120	4086	85	82	342	24	6	0
High Street (S)	3127	4086	322	281	1030	27	0	0
	3127	3120	433	377	1224	31	0	0
Wykham Lane (W)	4086	3120	39	38	318	12	5	0
	4086	3127	143	141	342	41	6	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	130	125	1091	11	0	0
	3120	4086	188	180	383	47	5	0
High Street (S)	3127	4086	296	237	1302	18	0	0
	3127	3120	146	116	1319	9	0	0
Wykham Lane (W)	4086	3120	60	59	157	38	5	0
	4086	3127	287	282	349	81	9	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	118	114	1550	7	0	0
	3120	4086	77	74	343	22	5	0
High Street (S)	3127	4086	326	273	1022	27	0	0
	3127	3120	458	384	1230	31	0	0
Wykham Lane (W)	4086	3120	22	21	292	7	5	0
	4086	3127	164	159	355	45	6	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	79	76	1130	7	0	0
	3120	4086	179	172	394	44	5	0
High Street (S)	3127	4086	313	251	1330	19	0	0
	3127	3120	118	95	1313	7	0	0
Wykham Lane (W)	4086	3120	60	59	142	41	5	0
	4086	3127	308	301	359	84	9	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	124	120	1462	8	0	0
	3120	4086	94	91	343	26	6	0
High Street (S)	3127	4086	319	273	1031	26	0	0
	3127	3120	438	375	1232	30	0	0
Wykham Lane (W)	4086	3120	39	38	318	12	5	0
	4086	3127	143	141	341	41	6	0

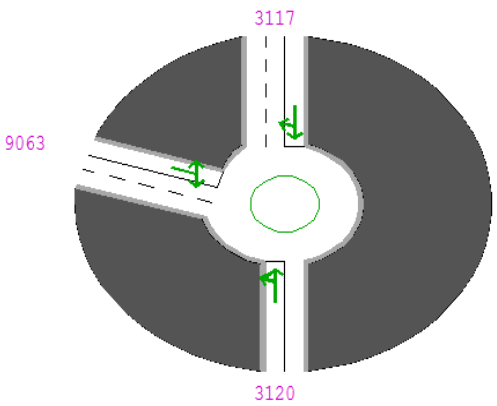
DS3withLR AM

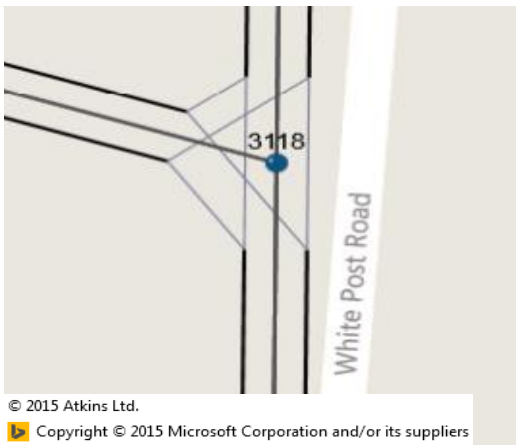
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	126	121	1134	11	0	0
	3120	4086	177	171	384	45	5	0
High Street (S)	3127	4086	306	245	1311	19	0	0
	3127	3120	137	110	1314	8	0	0
Wykham Lane (W)	4086	3120	60	59	149	40	5	0
	4086	3127	296	290	352	82	9	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3120	3127	124	120	1546	8	0	0
	3120	4086	78	75	342	22	5	0
High Street (S)	3127	4086	327	271	1023	27	0	0
	3127	3120	462	383	1232	31	0	0
Wykham Lane (W)	4086	3120	22	22	291	7	5	0
	4086	3127	165	159	354	45	6	0

4. Node 3118 - White Post Road/East End of Link Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	269	257	1460	18	3	0
	3117	9063	0	0	1203	0	3	0
White Post Road (S)	3120	9063	0	0	1250	0	3	0
	3120	3117	237	210	1460	14	3	0
Link Road (W)	9063	3117	0	0	1535	0	3	0
	9063	3120	0	0	1535	0	3	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	268	259	1460	18	3	0
	3117	9063	0	0	1201	0	3	0
White Post Road (S)	3120	9063	0	0	998	0	3	0
	3120	3117	518	462	1460	32	3	0
Link Road (W)	9063	3117	0	0	1382	0	3	0
	9063	3120	0	0	1382	0	3	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	260	249	1460	17	3	0
	3117	9063	0	0	1211	0	3	0
White Post Road (S)	3120	9063	0	0	1210	0	3	0
	3120	3117	283	250	1460	17	3	0
Link Road (W)	9063	3117	0	0	1512	0	3	0
	9063	3120	0	0	1512	0	3	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	312	301	1460	21	3	0
	3117	9063	0	0	1159	0	3	0
White Post Road (S)	3120	9063	0	0	954	0	3	0
	3120	3117	593	506	1460	35	3	0
Link Road (W)	9063	3117	0	0	1353	0	3	0
	9063	3120	0	0	1353	0	3	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	255	243	1429	17	3	0
	3117	9063	32	31	1217	3	3	0
White Post Road (S)	3120	9063	14	13	1258	1	3	0
	3120	3117	226	202	1447	14	3	0
Link Road (W)	9063	3117	88	88	1511	6	3	0
	9063	3120	30	30	1452	2	3	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	251	242	1370	18	3	0
	3117	9063	93	90	1218	7	3	0
White Post Road (S)	3120	9063	35	31	1007	3	3	0
	3120	3117	514	453	1429	32	3	0
Link Road (W)	9063	3117	48	48	1365	4	3	0
	9063	3120	23	23	1339	2	3	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	256	244	1430	17	3	0
	3117	9063	32	30	1216	2	3	0
White Post Road (S)	3120	9063	14	13	1221	1	3	0
	3120	3117	269	239	1447	17	3	0
Link Road (W)	9063	3117	88	88	1489	6	3	0
	9063	3120	29	29	1430	2	3	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	302	291	1369	21	3	0
	3117	9063	94	91	1169	8	3	0
White Post Road (S)	3120	9063	34	29	971	3	3	0
	3120	3117	578	489	1431	34	3	0
Link Road (W)	9063	3117	49	49	1342	4	3	0
	9063	3120	22	22	1315	2	3	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	257	246	1460	17	3	0
	3117	9063	0	0	1214	0	3	0
White Post Road (S)	3120	9063	0	0	1246	0	3	0
	3120	3117	240	214	1460	15	3	0
Link Road (W)	9063	3117	0	0	1490	0	3	0
	9063	3120	46	44	1533	3	3	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	264	256	1460	18	3	0
	3117	9063	0	0	1204	0	3	0
White Post Road (S)	3120	9063	0	0	993	0	3	0
	3120	3117	524	467	1460	32	3	0
Link Road (W)	9063	3117	3	3	1378	0	3	0
	9063	3120	0	0	1375	0	3	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	261	250	1456	17	3	0
	3117	9063	4	4	1211	0	3	0
White Post Road (S)	3120	9063	0	0	1234	0	3	0
	3120	3117	257	226	1460	16	3	0
Link Road (W)	9063	3117	25	24	1425	2	3	0
	9063	3120	105	101	1502	7	3	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	253	244	1369	18	3	0
	3117	9063	95	91	1216	8	3	0
White Post Road (S)	3120	9063	17	14	1013	1	3	0
	3120	3117	520	447	1446	31	3	0
Link Road (W)	9063	3117	31	31	1390	2	3	0
	9063	3120	1	1	1359	0	3	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	245	234	1436	16	3	0
	3117	9063	25	24	1226	2	3	0
White Post Road (S)	3120	9063	8	7	1262	1	3	0
	3120	3117	222	198	1453	14	3	0
Link Road (W)	9063	3117	76	75	1483	5	3	0
	9063	3120	60	59	1468	4	3	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	256	248	1389	18	3	0
	3117	9063	74	71	1212	6	3	0
White Post Road (S)	3120	9063	26	23	1017	2	3	0
	3120	3117	504	443	1437	31	3	0
Link Road (W)	9063	3117	47	47	1373	3	3	0
	9063	3120	20	20	1346	1	3	0

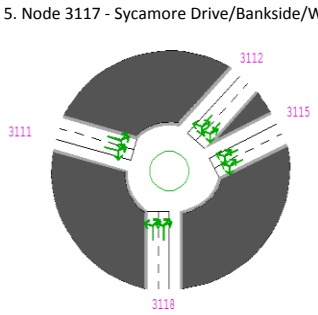
DS3withLR AM

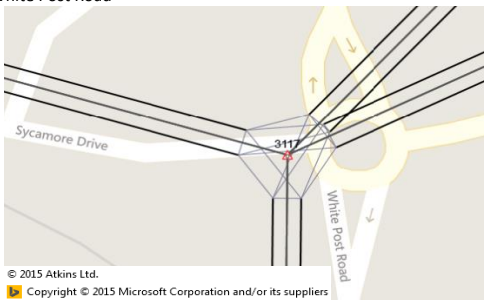
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	249	238	1429	17	3	0
	3117	9063	32	31	1222	3	3	0
White Post Road (S)	3120	9063	8	7	1247	1	3	0
	3120	3117	241	213	1453	15	3	0
Link Road (W)	9063	3117	100	99	1433	7	3	0
	9063	3120	103	101	1435	7	3	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
White Post Road (N)	3117	3120	247	237	1280	19	3	0
	3117	9063	187	180	1223	15	3	0
White Post Road (S)	3120	9063	41	35	1033	3	3	0
	3120	3117	500	427	1425	30	3	0
Link Road (W)	9063	3117	67	67	1389	5	3	0
	9063	3120	15	15	1337	1	3	0

5. Node 3117 - Sycamore Drive/Bankside/White Post Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1197	0	3	0
	3112	3118	192	183	1380	13	3	0
	3112	3111	83	79	1276	6	3	0
	3112	3112	0	0	1197	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1103	0	3	0
	3115	3111	234	188	1291	15	3	0
	3115	3112	203	163	1266	13	3	0
	3115	3115	0	0	1103	0	3	0
White Post Road (S)	3118	3111	73	65	1252	5	3	0
	3118	3112	157	140	1327	11	3	0
	3118	3115	6	6	1193	0	3	0
	3118	3118	0	0	1187	0	3	0
Sycamore Drive (W)	3111	3112	45	43	1386	3	3	0
	3111	3115	0	0	1343	0	3	0
	3111	3118	77	74	1417	5	3	0
	3111	3111	0	0	1343	0	3	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1290	3	3	0
	3112	3118	120	117	1373	9	3	0
	3112	3111	54	53	1308	4	3	0
	3112	3112	0	0	1256	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1416	0	3	0
	3115	3111	11	9	1425	1	3	0
	3115	3112	41	35	1451	2	3	0
	3115	3115	0	0	1416	0	3	0
White Post Road (S)	3118	3111	198	177	1175	15	3	0
	3118	3112	315	281	1280	22	3	0
	3118	3115	4	4	1002	0	3	0
	3118	3118	0	0	998	0	3	0
Sycamore Drive (W)	3111	3112	12	12	1318	1	3	0
	3111	3115	0	0	1306	0	3	0
	3111	3118	148	142	1448	10	3	0
	3111	3111	0	0	1306	0	3	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1239	0	3	0
	3112	3118	148	141	1381	10	3	0
	3112	3111	83	79	1319	6	3	0
	3112	3112	0	0	1239	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1134	0	3	0
	3115	3111	246	197	1331	15	3	0
	3115	3112	159	128	1262	10	3	0
	3115	3115	0	0	1134	0	3	0
White Post Road (S)	3118	3111	97	86	1249	7	3	0
	3118	3112	185	163	1327	12	3	0
	3118	3115	1	1	1164	0	3	0
	3118	3118	0	0	1164	0	3	0
Sycamore Drive (W)	3111	3112	46	44	1352	3	3	0
	3111	3115	0	0	1309	0	3	0
	3111	3118	112	108	1416	8	3	0
	3111	3111	0	0	1309	0	3	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1242	3	3	0
	3112	3118	161	157	1365	12	3	0
	3112	3111	63	61	1268	5	3	0
	3112	3112	0	0	1207	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1404	0	3	0
	3115	3111	8	7	1410	0	3	0
	3115	3112	34	28	1432	2	3	0
	3115	3115	0	0	1404	0	3	0
White Post Road (S)	3118	3111	271	231	1185	20	3	0
	3118	3112	314	268	1222	22	3	0
	3118	3115	9	7	961	1	3	0
	3118	3118	0	0	954	0	3	0
Sycamore Drive (W)	3111	3112	22	21	1316	2	3	0
	3111	3115	0	0	1295	0	3	0
	3111	3118	150	144	1439	10	3	0
	3111	3111	0	0	1295	0	3	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1188	0	3	0
	3112	3118	202	193	1381	14	3	0
	3112	3111	83	79	1267	6	3	0
	3112	3112	0	0	1188	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1083	0	3	0
	3115	3111	257	207	1290	16	3	0
	3115	3112	192	154	1237	12	3	0
	3115	3115	0	0	1083	0	3	0
White Post Road (S)	3118	3111	83	77	1179	7	4	0
	3118	3112	181	167	1269	13	4	0
	3118	3115	50	46	1149	4	4	0
	3118	3118	0	0	1102	0	4	0
Sycamore Drive (W)	3111	3112	45	43	1354	3	3	0
	3111	3115	0	0	1311	0	3	0
	3111	3118	85	82	1392	6	3	0
	3111	3111	0	0	1311	0	3	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1224	3	3	0
	3112	3118	189	184	1374	13	3	0
	3112	3111	53	52	1242	4	3	0
	3112	3112	0	0	1189	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1387	0	3	0
	3115	3111	9	8	1394	1	3	0
	3115	3112	37	32	1418	2	3	0
	3115	3115	0	0	1386	0	3	0
White Post Road (S)	3118	3111	201	179	1138	16	3	0
	3118	3112	350	312	1271	25	3	0
	3118	3115	12	10	969	1	3	0
	3118	3118	0	0	959	0	3	0
Sycamore Drive (W)	3111	3112	11	11	1296	1	3	0
	3111	3115	0	0	1286	0	3	0
	3111	3118	154	147	1433	10	3	0
	3111	3111	0	0	1286	0	3	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1218	0	3	0
	3112	3118	171	163	1381	12	3	0
	3112	3111	83	79	1297	6	3	0
	3112	3112	0	0	1218	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1110	0	3	0
	3115	3111	267	214	1324	16	3	0
	3115	3112	150	120	1230	10	3	0
	3115	3115	0	0	1110	0	3	0
White Post Road (S)	3118	3111	105	96	1177	8	4	0
	3118	3112	213	195	1276	15	4	0
	3118	3115	40	36	1117	3	4	0
	3118	3118	0	0	1081	0	4	0
Sycamore Drive (W)	3111	3112	46	44	1334	3	3	0
	3111	3115	0	0	1290	0	3	0
	3111	3118	116	112	1401	8	3	0
	3111	3111	0	0	1290	0	3	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	32	31	1177	3	3	0
	3112	3118	228	222	1368	16	3	0
	3112	3111	63	61	1207	5	3	0
	3112	3112	0	0	1146	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1353	0	3	0
	3115	3111	8	7	1359	0	3	0
	3115	3112	38	31	1384	2	3	0
	3115	3115	0	0	1353	0	3	0
White Post Road (S)	3118	3111	270	232	1153	20	3	0
	3118	3112	331	284	1205	24	3	0
	3118	3115	26	22	944	2	3	0
	3118	3118	0	0	921	0	3	0
Sycamore Drive (W)	3111	3112	16	16	1294	1	3	0
	3111	3115	0	0	1278	0	3	0
	3111	3118	168	160	1438	11	3	0
	3111	3111	0	0	1278	0	3	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1196	0	3	0
	3112	3118	194	185	1380	13	3	0
	3112	3111	83	79	1275	6	3	0
	3112	3112	0	0	1195	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1110	0	3	0
	3115	3111	226	182	1292	14	3	0
	3115	3112	209	168	1278	13	3	0
	3115	3115	0	0	1110	0	3	0
White Post Road (S)	3118	3111	82	73	1258	6	3	0
	3118	3112	152	135	1320	10	3	0
	3118	3115	6	6	1191	0	3	0
	3118	3118	0	0	1185	0	3	0
Sycamore Drive (W)	3111	3112	45	43	1399	3	3	0
	3111	3115	0	0	1356	0	3	0
	3111	3118	63	61	1417	4	3	0
	3111	3111	0	0	1356	0	3	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1290	3	3	0
	3112	3118	120	117	1373	9	3	0
	3112	3111	54	53	1308	4	3	0
	3112	3112	0	0	1256	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1418	0	3	0
	3115	3111	10	9	1427	1	3	0
	3115	3112	39	33	1451	2	3	0
	3115	3115	0	0	1418	0	3	0
White Post Road (S)	3118	3111	198	177	1166	15	3	0
	3118	3112	323	288	1277	23	3	0
	3118	3115	7	6	995	1	3	0
	3118	3118	0	0	989	0	3	0
Sycamore Drive (W)	3111	3112	9	8	1321	1	3	0
	3111	3115	0	0	1313	0	3	0
	3111	3118	144	138	1451	10	3	0
	3111	3111	0	0	1313	0	3	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1192	0	3	0
	3112	3118	202	193	1384	14	3	0
	3112	3111	80	76	1267	6	3	0
	3112	3112	0	0	1191	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1119	0	3	0
	3115	3111	231	185	1304	14	3	0
	3115	3112	193	155	1273	12	3	0
	3115	3115	0	0	1119	0	3	0
White Post Road (S)	3118	3111	82	73	1229	6	3	0
	3118	3112	194	172	1328	13	3	0
	3118	3115	6	6	1161	0	3	0
	3118	3118	0	0	1156	0	3	0
Sycamore Drive (W)	3111	3112	45	43	1395	3	3	0
	3111	3115	0	0	1352	0	3	0
	3111	3118	63	61	1413	4	3	0
	3111	3111	0	0	1352	0	3	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1211	3	3	0
	3112	3118	204	198	1375	14	3	0
	3112	3111	52	51	1227	4	3	0
	3112	3112	0	0	1176	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1389	0	3	0
	3115	3111	8	7	1396	1	3	0
	3115	3112	34	28	1417	2	3	0
	3115	3115	0	0	1389	0	3	0
White Post Road (S)	3118	3111	207	180	1161	16	3	0
	3118	3112	340	295	1276	23	3	0
	3118	3115	4	3	985	0	3	0
	3118	3118	0	0	981	0	3	0
Sycamore Drive (W)	3111	3112	14	13	1323	1	3	0
	3111	3115	0	0	1310	0	3	0
	3111	3118	144	137	1447	9	3	0
	3111	3111	0	0	1310	0	3	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	0	0	1185	0	3	0
	3112	3118	205	195	1380	14	3	0
	3112	3111	83	79	1264	6	3	0
	3112	3112	0	0	1185	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1086	0	3	0
	3115	3111	264	212	1298	16	3	0
	3115	3112	194	156	1242	13	3	0
	3115	3115	0	0	1086	0	3	0
White Post Road (S)	3118	3111	70	64	1179	5	4	0
	3118	3112	178	163	1278	13	4	0
	3118	3115	50	46	1161	4	4	0
	3118	3118	0	0	1115	0	4	0
Sycamore Drive (W)	3111	3112	45	43	1375	3	3	0
	3111	3115	0	0	1331	0	3	0
	3111	3118	65	62	1394	4	3	0
	3111	3111	0	0	1331	0	3	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1221	3	3	0
	3112	3118	191	186	1373	14	3	0
	3112	3111	54	53	1239	4	3	0
	3112	3112	0	0	1187	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1392	0	3	0
	3115	3111	10	8	1400	1	3	0
	3115	3112	39	33	1424	2	3	0
	3115	3115	0	0	1391	0	3	0
White Post Road (S)	3118	3111	193	172	1141	15	3	0
	3118	3112	350	311	1281	24	3	0
	3118	3115	8	7	977	1	3	0
	3118	3118	0	0	969	0	3	0
Sycamore Drive (W)	3111	3112	16	15	1312	1	3	0
	3111	3115	0	0	1297	0	3	0
	3111	3118	139	133	1430	9	3	0
	3111	3111	0	0	1297	0	3	0

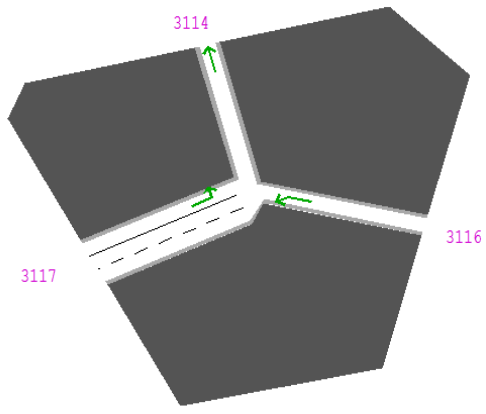
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	1	1	1178	0	3	0
	3112	3118	217	207	1384	15	3	0
	3112	3111	80	76	1253	6	3	0
	3112	3112	0	0	1177	0	3	0
Oxford Road Slips (E)	3115	3118	0	0	1088	0	3	0
	3115	3111	253	203	1290	16	3	0
	3115	3112	198	159	1247	13	3	0
	3115	3115	0	0	1088	0	3	0
White Post Road (S)	3118	3111	79	72	1154	6	4	0
	3118	3112	212	194	1276	15	4	0
	3118	3115	50	46	1128	4	4	0
	3118	3118	0	0	1082	0	4	0
Sycamore Drive (W)	3111	3112	45	44	1355	3	3	0
	3111	3115	0	0	1311	0	3	0
	3111	3118	64	62	1373	5	3	0
	3111	3111	0	0	1311	0	3	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3112	3115	35	34	1143	3	3	0
	3112	3118	274	266	1374	19	3	0
	3112	3111	53	51	1160	4	3	0
	3112	3112	0	0	1109	0	3	0
Oxford Road Slips (E)	3115	3118	1	1	1335	0	3	0
	3115	3111	10	8	1342	1	3	0
	3115	3112	39	32	1366	2	3	0
	3115	3115	0	0	1334	0	3	0
White Post Road (S)	3118	3111	199	173	1140	15	3	0
	3118	3112	359	312	1279	24	3	0
	3118	3115	10	8	975	1	3	0
	3118	3118	0	0	967	0	3	0
Sycamore Drive (W)	3111	3112	13	12	1293	1	3	0
	3111	3115	0	0	1281	0	3	0
	3111	3118	159	151	1432	11	3	0
	3111	3111	0	0	1281	0	3	0

6a. Node 3115 - A4260 Oxford Road/Bankside/White Post Road



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	437	352	1460	24	0	0
Oxford Road Onslip (NB)	3117	3114	7	6	1460	0	0	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	52	44	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	39	38	1460	3	0	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	405	325	1460	22	0	0
Oxford Road Onslip (NB)	3117	3114	1	1	1460	0	0	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	42	35	1460	2	0	0
Oxford Road Onslip (NB)	3117	3114	44	42	1460	3	0	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	449	360	1460	25	0	0
Oxford Road Onslip (NB)	3117	3114	50	46	1460	3	0	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	47	40	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	47	45	1460	3	0	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	417	334	1460	23	0	0
Oxford Road Onslip (NB)	3117	3114	40	36	1460	3	0	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	46	38	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	58	54	1460	4	0	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	434	350	1460	24	0	0
Oxford Road Onslip (NB)	3117	3114	7	6	1460	0	0	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	49	42	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	42	40	1460	3	0	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	424	340	1460	23	0	0
Oxford Road Onslip (NB)	3117	3114	7	6	1460	0	0	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	43	35	1460	2	0	0
Oxford Road Onslip (NB)	3117	3114	39	38	1460	3	0	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	459	368	1460	25	0	0
Oxford Road Onslip (NB)	3117	3114	50	46	1460	3	0	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	49	42	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	43	42	1460	3	0	0

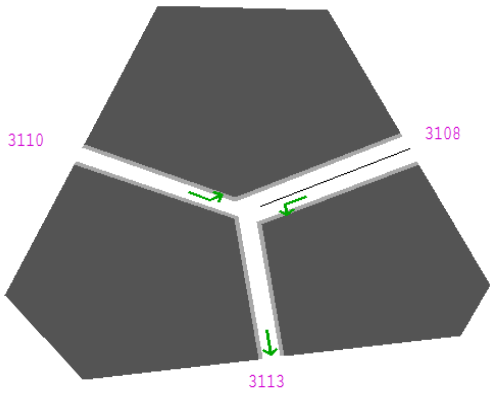
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	451	361	1460	25	0	0
Oxford Road Onslip (NB)	3117	3114	50	46	1460	3	0	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Offslip (NB)	3116	3117	50	41	1460	3	0	0
Oxford Road Onslip (NB)	3117	3114	45	43	1460	3	0	0

6b. Node 3109 - A4260 Oxford Road/Bankside/White Post Road



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	600	551	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	571	540	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	31	30	1460	2	0	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	602	553	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	559	521	1460	36	0	0
Oxford Road Offslip (SB)	3110	3108	17	17	1460	1	0	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	597	551	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	571	538	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	32	32	1460	2	0	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	596	551	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	558	518	1460	35	0	0
Oxford Road Offslip (SB)	3110	3108	20	19	1460	1	0	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	600	551	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	573	542	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	31	30	1460	2	0	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	600	549	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	579	541	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	23	23	1460	2	0	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	596	549	1460	38	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	565	532	1460	36	0	0
Oxford Road Offslip (SB)	3110	3108	24	23	1460	2	0	0

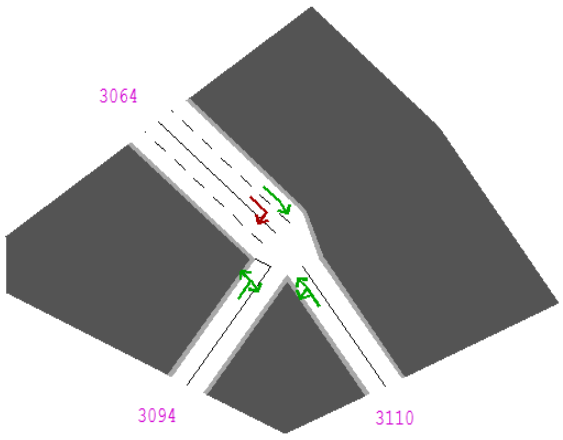
DS3withLR AM

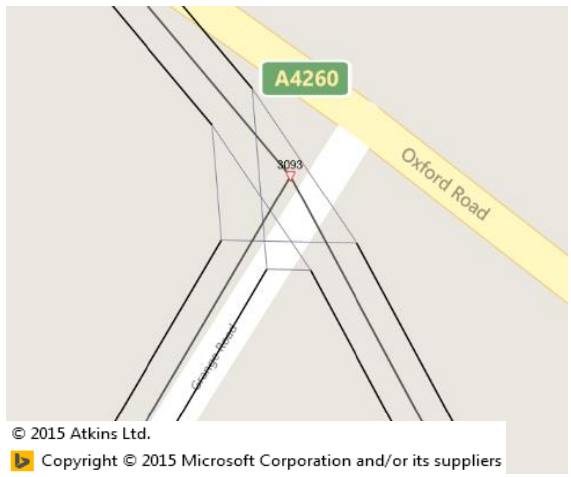
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	595	547	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	0	0	1460	0	0	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road Onslip (SB)	3108	3113	577	537	1460	37	0	0
Oxford Road Offslip (SB)	3110	3108	23	23	1460	2	0	0

7. Node 3093 - A4260 Oxford Road/Grange Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	233	188	348	54	0	0
	3110	3064	764	615	798	77	0	0
Grange Road (W)	3094	3064	45	43	92	47	18	0
	3094	3110	275	265	299	89	23	0
Oxford Road (N)	3064	3110	376	360	1416	25	0	0
	3064	3094	46	44	352	13	6	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	201	173	519	33	0	0
	3110	3064	496	427	823	52	0	0
Grange Road (W)	3094	3064	32	31	149	21	9	0
	3094	3110	250	243	322	76	14	0
Oxford Road (N)	3064	3110	454	446	1391	32	0	0
	3064	3094	70	69	385	18	5	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	243	195	336	58	0	0
	3110	3064	785	628	791	79	0	0
Grange Road (W)	3094	3064	112	109	113	96	46	0
	3094	3110	256	249	252	99	47	0
Oxford Road (N)	3064	3110	380	361	1426	25	0	0
	3064	3094	36	34	348	10	6	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	225	188	525	36	0	0
	3110	3064	508	423	808	52	0	0
Grange Road (W)	3094	3064	31	30	121	25	10	0
	3094	3110	276	267	328	81	15	0
Oxford Road (N)	3064	3110	435	427	1410	30	0	0
	3064	3094	51	50	384	13	5	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	198	160	291	55	0	0
	3110	3064	833	674	824	82	0	0
Grange Road (W)	3094	3064	40	38	94	41	18	0
	3094	3110	262	252	291	87	23	0
Oxford Road (N)	3064	3110	389	372	1415	26	0	0
	3064	3094	47	45	345	13	6	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	210	179	518	35	0	0
	3110	3064	504	429	817	53	0	0
Grange Road (W)	3094	3064	32	31	150	21	9	0
	3094	3110	248	241	320	75	14	0
Oxford Road (N)	3064	3110	460	451	1387	33	0	0
	3064	3094	75	73	384	19	5	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	227	183	300	61	0	0
	3110	3064	830	667	801	83	0	0
Grange Road (W)	3094	3064	98	96	99	97	49	0
	3094	3110	260	252	254	99	49	0
Oxford Road (N)	3064	3110	385	366	1426	26	0	0
	3064	3094	36	34	343	10	6	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	237	196	524	37	0	0
	3110	3064	515	425	801	53	0	0
Grange Road (W)	3094	3064	31	30	121	25	10	0
	3094	3110	275	265	326	81	15	0
Oxford Road (N)	3064	3110	444	434	1408	31	0	0
	3064	3094	54	52	382	14	5	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	231	187	345	54	0	0
	3110	3064	766	618	799	77	0	0
Grange Road (W)	3094	3064	46	45	95	47	18	0
	3094	3110	273	262	297	88	23	0
Oxford Road (N)	3064	3110	377	361	1417	25	0	0
	3064	3094	45	43	351	12	6	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	202	174	519	34	0	0
	3110	3064	495	427	822	52	0	0
Grange Road (W)	3094	3064	32	31	154	20	9	0
	3094	3110	246	240	322	75	13	0
Oxford Road (N)	3064	3110	456	448	1391	32	0	0
	3064	3094	70	69	385	18	5	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	156	125	273	46	0	0
	3110	3064	861	690	859	80	0	0
Grange Road (W)	3094	3064	77	74	116	64	22	0
	3094	3110	241	234	262	89	26	0
Oxford Road (N)	3064	3110	403	384	1414	27	0	0
	3064	3094	48	46	347	13	6	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	209	175	516	34	0	0
	3110	3064	512	430	820	52	0	0
Grange Road (W)	3094	3064	32	31	136	23	10	0
	3094	3110	260	252	322	78	15	0
Oxford Road (N)	3064	3110	439	428	1377	31	0	0
	3064	3094	85	83	384	21	5	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	196	158	295	53	0	0
	3110	3064	828	669	826	81	0	0
Grange Road (W)	3094	3064	37	36	91	39	19	0
	3094	3110	267	256	294	87	23	0
Oxford Road (N)	3064	3110	384	367	1416	26	0	0
	3064	3094	46	44	346	13	6	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	213	181	518	35	0	0
	3110	3064	504	429	814	53	0	0
Grange Road (W)	3094	3064	31	31	149	21	9	0
	3094	3110	249	243	321	76	14	0
Oxford Road (N)	3064	3110	456	448	1390	32	0	0
	3064	3094	72	70	384	18	5	0

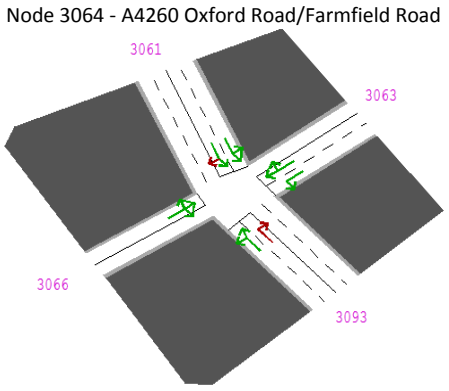
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	131	106	237	45	0	0
	3110	3064	901	727	877	83	0	0
Grange Road (W)	3094	3064	54	52	95	55	23	0
	3094	3110	250	242	271	89	27	0
Oxford Road (N)	3064	3110	404	386	1415	27	0	0
	3064	3094	47	45	342	13	6	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (S)	3110	3094	213	177	517	34	0	0
	3110	3064	517	430	818	53	0	0
Grange Road (W)	3094	3064	32	31	135	23	10	0
	3094	3110	261	252	321	79	15	0
Oxford Road (N)	3064	3110	444	432	1374	31	0	0
	3064	3094	88	86	384	22	5	0

8. Node 3064 - A4260 Oxford Road/Farmfield Road



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	70	67	491	14	21	0
	3061	3093	341	326	736	44	21	0
	3061	3066	0	0	148	0	40	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	125	125	169	74	48	0
	3063	3061	16	16	59	27	46	0
Oxford Road (S)	3093	3066	3	2	119	2	27	0
	3093	3061	799	650	768	85	27	0
	3093	3063	7	6	504	1	24	0
Farmfield Road (W)	3066	3061	39	37	37	100	49	0
	3066	3063	110	106	106	100	49	0
	3066	3093	75	72	72	100	49	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	42	41	270	15	24	0
	3061	3093	524	515	750	69	24	0
	3061	3066	0	0	142	0	29	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	106	106	176	60	47	0
	3063	3061	9	9	77	12	45	0
Oxford Road (S)	3093	3066	34	29	343	9	22	0
	3093	3061	487	423	741	57	23	0
	3093	3063	7	6	358	2	32	0
Farmfield Road (W)	3066	3061	0	0	163	0	42	0
	3066	3063	57	55	215	26	44	0
	3066	3093	0	0	156	0	42	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	89	85	530	16	20	0
	3061	3093	317	301	726	41	21	0
	3061	3066	0	0	90	0	50	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	181	181	181	100	56	1
	3063	3061	4	4	4	100	56	0
Oxford Road (S)	3093	3066	0	0	2	12	49	0
	3093	3061	887	730	770	95	29	0
	3093	3063	9	7	516	1	24	0
Farmfield Road (W)	3066	3061	33	32	31	101	70	0
	3066	3063	100	96	95	101	70	1
	3066	3093	92	89	88	101	70	1

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	43	42	337	12	23	0
	3061	3093	466	457	749	61	23	0
	3061	3066	0	0	173	0	31	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	122	122	165	74	48	0
	3063	3061	20	20	61	33	46	0
Oxford Road (S)	3093	3066	62	52	370	14	22	0
	3093	3061	470	396	718	55	23	0
	3093	3063	7	6	402	1	31	0
Farmfield Road (W)	3066	3061	0	0	107	0	42	0
	3066	3063	92	89	195	46	45	0
	3066	3093	21	20	123	16	44	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	74	71	493	14	21	0
	3061	3093	342	327	734	45	21	0
	3061	3066	0	0	109	0	40	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	136	136	167	82	48	0
	3063	3061	18	18	48	38	47	0
Oxford Road (S)	3093	3066	2	1	64	2	28	0
	3093	3061	865	705	769	92	29	0
	3093	3063	7	6	501	1	24	0
Farmfield Road (W)	3066	3061	30	29	28	100	57	0
	3066	3063	106	102	101	100	57	1
	3066	3093	88	85	84	100	57	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	43	42	271	15	24	0
	3061	3093	535	525	749	70	25	0
	3061	3066	0	0	130	0	30	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	106	106	176	60	47	0
	3063	3061	8	8	77	11	45	0
Oxford Road (S)	3093	3066	33	28	339	8	23	0
	3093	3061	496	426	742	57	23	0
	3093	3063	7	6	349	2	32	0
Farmfield Road (W)	3066	3061	0	0	164	0	42	0
	3066	3063	56	54	216	25	44	0
	3066	3093	0	0	157	0	42	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	91	87	529	16	20	0
	3061	3093	321	305	725	42	21	0
	3061	3066	0	0	72	0	50	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	181	181	180	101	60	1
	3063	3061	5	5	5	101	60	0
Oxford Road (S)	3093	3066	0	0	0	57	51	0
	3093	3061	919	755	771	98	30	0
	3093	3063	9	7	512	1	24	0
Farmfield Road (W)	3066	3061	33	32	31	101	64	0
	3066	3063	98	94	94	101	64	1
	3066	3093	93	90	89	101	64	1

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	43	42	330	13	23	0
	3061	3093	474	465	749	62	23	0
	3061	3066	0	0	168	0	29	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	121	121	165	74	48	0
	3063	3061	20	20	62	32	46	0
Oxford Road (S)	3093	3066	63	53	368	14	22	0
	3093	3061	477	397	717	55	23	0
	3093	3063	7	6	396	1	31	0
Farmfield Road (W)	3066	3061	0	0	106	0	42	0
	3066	3063	92	89	193	46	45	0
	3066	3093	23	22	123	18	44	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	71	67	492	14	21	0
	3061	3093	340	325	736	44	21	0
	3061	3066	0	0	146	0	40	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	123	123	168	73	48	0
	3063	3061	17	17	61	27	46	0
Oxford Road (S)	3093	3066	3	2	115	2	27	0
	3093	3061	803	655	768	85	27	0
	3093	3063	7	6	505	1	24	0
Farmfield Road (W)	3066	3061	38	36	36	100	54	0
	3066	3063	110	105	105	100	54	0
	3066	3093	76	73	73	100	54	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	42	41	279	15	24	0
	3061	3093	526	516	749	69	24	0
	3061	3066	0	0	136	0	29	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	106	106	176	60	47	0
	3063	3061	9	9	78	11	45	0
Oxford Road (S)	3093	3066	33	29	342	8	22	0
	3093	3061	487	423	741	57	23	0
	3093	3063	7	6	357	2	32	0
Farmfield Road (W)	3066	3061	0	0	163	0	42	0
	3066	3063	57	55	216	26	44	0
	3066	3093	0	0	156	0	42	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	85	81	475	17	21	0
	3061	3093	371	353	729	49	22	0
	3061	3066	0	0	70	0	50	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	118	118	165	72	48	0
	3063	3061	19	19	65	30	46	0
Oxford Road (S)	3093	3066	1	1	2	64	49	0
	3093	3061	929	757	770	98	30	0
	3093	3063	7	6	469	1	24	0
Farmfield Road (W)	3066	3061	56	54	54	101	66	1
	3066	3063	96	92	91	101	66	1
	3066	3093	73	70	70	101	66	1

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	42	41	285	15	24	0
	3061	3093	523	510	749	68	24	0
	3061	3066	0	0	139	0	30	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	79	79	175	45	46	0
	3063	3061	10	10	104	9	45	0
Oxford Road (S)	3093	3066	35	29	339	9	23	0
	3093	3061	503	427	741	58	23	0
	3093	3063	7	6	363	2	31	0
Farmfield Road (W)	3066	3061	0	0	146	0	42	0
	3066	3063	73	71	215	33	44	0
	3066	3093	1	1	141	1	42	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	72	68	491	14	21	0
	3061	3093	341	326	735	44	21	0
	3061	3066	0	0	116	0	40	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	133	133	168	80	48	0
	3063	3061	17	17	50	34	46	0
Oxford Road (S)	3093	3066	2	1	72	2	28	0
	3093	3061	857	697	769	91	28	0
	3093	3063	7	6	503	1	24	0
Farmfield Road (W)	3066	3061	33	32	31	100	56	0
	3066	3063	109	105	104	100	56	0
	3066	3093	82	79	79	100	56	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	42	42	267	16	24	0
	3061	3093	528	518	750	69	24	0
	3061	3066	0	0	140	0	29	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	104	104	176	59	47	0
	3063	3061	9	9	79	11	45	0
Oxford Road (S)	3093	3066	37	32	344	9	23	0
	3093	3061	491	422	738	57	23	0
	3093	3063	7	6	355	2	32	0
Farmfield Road (W)	3066	3061	0	0	164	0	42	0
	3066	3063	56	55	216	25	44	0
	3066	3093	0	0	157	0	42	0

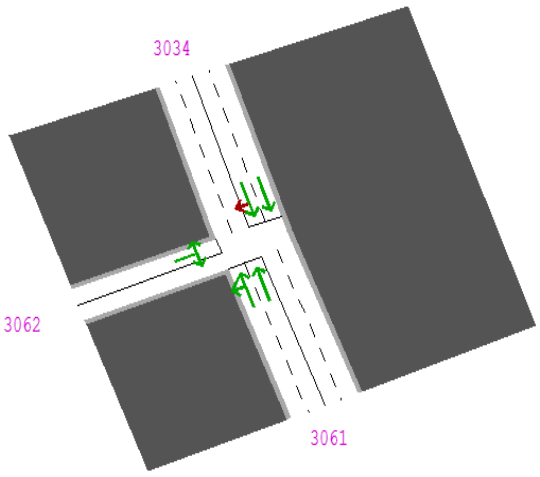
DS3withLR AM

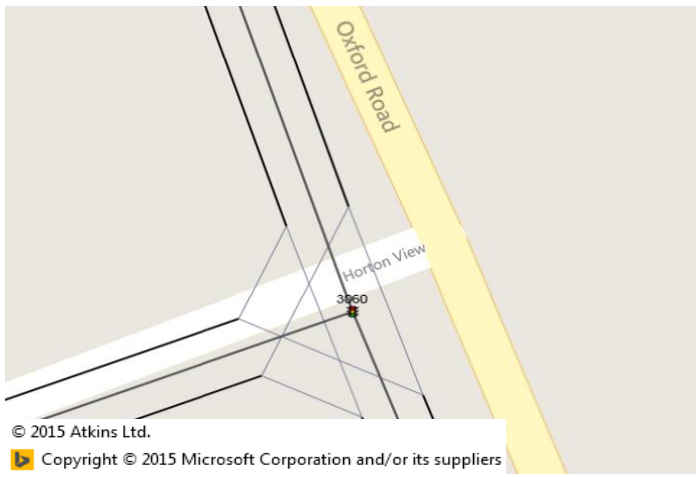
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	82	78	466	17	21	0
	3061	3093	379	361	730	49	22	0
	3061	3066	0	0	65	0	56	0
Farmfield Road (E)	3063	3093	7	7	198	3	44	0
	3063	3066	129	129	164	78	48	0
	3063	3061	20	20	55	36	47	0
Oxford Road (S)	3093	3066	0	0	0	100	36	0
	3093	3061	947	773	770	100	36	2
	3093	3063	7	6	464	1	24	0
Farmfield Road (W)	3066	3061	60	57	57	100	50	0
	3066	3063	98	94	94	100	50	0
	3066	3093	66	64	64	100	50	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3061	3063	43	42	278	15	24	0
	3061	3093	531	518	749	69	24	0
	3061	3066	0	0	134	0	30	0
Farmfield Road (E)	3063	3093	0	0	198	0	44	0
	3063	3066	80	80	176	45	46	0
	3063	3061	9	9	103	9	45	0
Oxford Road (S)	3093	3066	43	36	346	10	23	0
	3093	3061	500	419	735	57	23	0
	3093	3063	7	6	356	2	32	0
Farmfield Road (W)	3066	3061	0	0	147	0	42	0
	3066	3063	73	71	215	33	44	0
	3066	3093	1	1	141	0	42	0

9a. Node 3060 - A4260 Oxford Road/Horton View





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	389	373	1456	26	20	0
	3034	3062	99	95	329	29	29	0
Oxford Road (S)	3061	3062	12	10	356	3	15	0
	3061	3034	814	671	1452	46	15	0
Horton View (W)	3062	3034	342	340	335	102	79	5
	3062	3061	4	4	3	102	79	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	526	518	1403	37	20	0
	3034	3062	36	35	333	11	23	0
Oxford Road (S)	3061	3062	21	19	476	4	12	0
	3061	3034	474	415	1447	29	13	0
Horton View (W)	3062	3034	34	34	301	11	41	0
	3062	3061	39	38	305	12	41	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	384	365	1252	29	20	0
	3034	3062	132	125	321	39	33	0
Oxford Road (S)	3061	3062	21	17	330	5	15	0
	3061	3034	890	738	1445	51	16	0
Horton View (W)	3062	3034	324	322	315	102	113	7
	3062	3061	25	25	24	102	113	1

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	469	462	1377	34	21	0
	3034	3062	123	122	378	32	27	0
Oxford Road (S)	3061	3062	46	39	499	8	13	0
	3061	3034	460	394	1432	28	13	0
Horton View (W)	3062	3034	35	34	280	12	42	0
	3062	3061	60	58	305	19	42	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	394	377	1418	27	20	0
	3034	3062	100	96	309	31	31	0
Oxford Road (S)	3061	3062	12	9	331	3	15	0
	3061	3034	881	727	1452	50	16	0
Horton View (W)	3062	3034	334	332	327	102	86	6
	3062	3061	12	12	12	102	86	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	538	529	1403	38	20	0
	3034	3062	36	35	328	11	23	0
Oxford Road (S)	3061	3062	18	16	471	3	12	0
	3061	3034	489	423	1449	29	13	0
Horton View (W)	3062	3034	34	34	294	11	41	0
	3062	3061	45	44	305	14	42	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	389	371	1204	31	20	0
	3034	3062	128	122	303	40	35	0
Oxford Road (S)	3061	3062	22	18	319	6	15	0
	3061	3034	925	766	1444	53	16	0
Horton View (W)	3062	3034	325	323	314	103	119	9
	3062	3061	25	25	25	103	119	1

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	478	470	1375	34	21	0
	3034	3062	124	122	373	33	28	0
Oxford Road (S)	3061	3062	46	39	496	8	13	0
	3061	3034	470	399	1432	28	13	0
Horton View (W)	3062	3034	34	33	280	12	42	0
	3062	3061	60	58	305	19	42	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	388	372	1456	26	20	0
	3034	3062	100	96	329	29	29	0
Oxford Road (S)	3061	3062	13	11	355	3	15	0
	3061	3034	818	676	1451	47	15	0
Horton View (W)	3062	3034	340	338	334	101	81	5
	3062	3061	5	5	5	101	81	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	528	520	1403	37	20	0
	3034	3062	36	36	332	11	23	0
Oxford Road (S)	3061	3062	22	19	476	4	12	0
	3061	3034	475	416	1446	29	13	0
Horton View (W)	3062	3034	34	34	297	11	41	0
	3062	3061	43	42	305	14	41	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	422	404	1330	30	20	0
	3034	3062	100	96	264	36	36	0
Oxford Road (S)	3061	3062	15	13	306	4	15	0
	3061	3034	950	786	1449	54	16	0
Horton View (W)	3062	3034	344	342	336	102	101	6
	3062	3061	3	3	3	102	101	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	525	514	1407	37	21	0
	3034	3062	66	64	345	19	25	0
Oxford Road (S)	3061	3062	20	17	471	4	12	0
	3061	3034	497	424	1448	29	13	0
Horton View (W)	3062	3034	39	38	280	14	42	0
	3062	3061	60	58	301	19	42	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	391	375	1424	26	20	0
	3034	3062	100	95	313	31	31	0
Oxford Road (S)	3061	3062	12	10	335	3	15	0
	3061	3034	872	718	1451	50	15	0
Horton View (W)	3062	3034	338	336	330	102	86	6
	3062	3061	9	9	9	102	86	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	531	522	1403	37	20	0
	3034	3062	36	35	331	11	23	0
Oxford Road (S)	3061	3062	20	17	474	4	12	0
	3061	3034	483	418	1448	29	13	0
Horton View (W)	3062	3034	34	34	292	11	42	0
	3062	3061	48	47	305	15	42	0

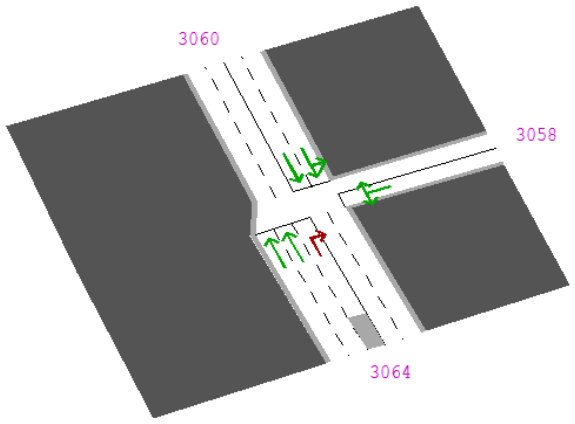
DS3withLR AM

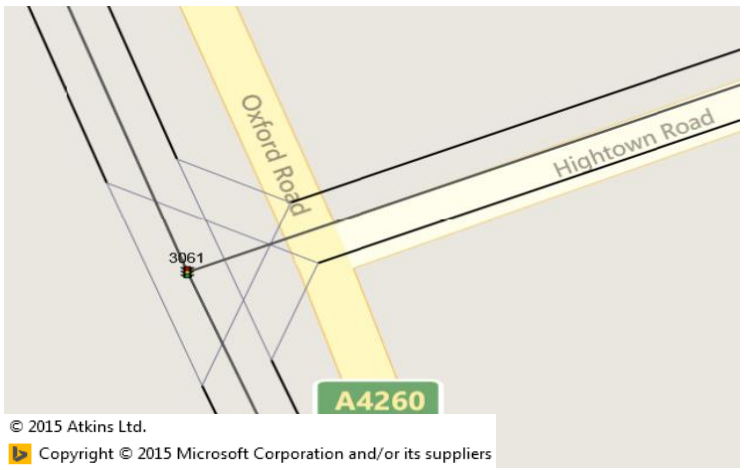
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	429	410	1309	31	20	0
	3034	3062	100	96	255	38	37	0
Oxford Road (S)	3061	3062	14	12	299	4	16	0
	3061	3034	970	802	1450	55	16	0
Horton View (W)	3062	3034	348	346	338	102	109	8
	3062	3061	1	1	1	102	109	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3034	3061	534	522	1402	37	21	0
	3034	3062	69	67	350	19	24	0
Oxford Road (S)	3061	3062	18	15	474	3	12	0
	3061	3034	490	414	1449	29	13	0
Horton View (W)	3062	3034	39	38	280	14	42	0
	3062	3061	60	58	300	19	42	0

9b. Node 3061 - A4260 Oxford Road/Hightown Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	4	4	478	1	19	0
	3060	3064	389	373	1458	26	21	0
Hightown Road (E)	3058	3064	23	21	391	5	31	0
	3058	3060	12	10	364	3	31	0
Oxford Road (S)	3064	3060	814	670	1427	47	19	0
	3064	3058	40	33	457	7	16	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	39	38	436	9	23	0
	3060	3064	527	518	1431	36	23	0
Hightown Road (E)	3058	3064	39	38	381	10	31	0
	3058	3060	21	20	348	6	31	0
Oxford Road (S)	3064	3060	475	414	1441	29	17	0
	3064	3058	21	19	371	5	21	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	25	24	495	5	20	0
	3060	3064	384	366	1446	25	21	0
Hightown Road (E)	3058	3064	23	21	382	5	31	0
	3058	3060	20	18	364	5	31	0
Oxford Road (S)	3064	3060	890	737	1432	51	19	0
	3064	3058	34	28	441	6	16	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	60	59	473	12	22	0
	3060	3064	469	461	1416	33	22	0
Hightown Road (E)	3058	3064	39	37	358	10	32	0
	3058	3060	44	42	348	12	32	0
Oxford Road (S)	3064	3060	462	391	1436	27	17	0
	3064	3058	28	24	385	6	21	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	13	12	482	3	20	0
	3060	3064	393	377	1453	26	21	0
Hightown Road (E)	3058	3064	23	21	391	5	31	0
	3058	3060	11	10	364	3	31	0
Oxford Road (S)	3064	3060	881	726	1434	51	19	0
	3064	3058	31	26	445	6	16	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	45	44	435	10	23	0
	3060	3064	539	529	1426	37	23	0
Hightown Road (E)	3058	3064	39	37	384	10	31	0
	3058	3060	18	17	348	5	31	0
Oxford Road (S)	3064	3060	490	422	1447	29	17	0
	3064	3058	15	13	364	4	21	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	26	24	493	5	20	0
	3060	3064	389	371	1445	26	21	0
Hightown Road (E)	3058	3064	23	20	381	5	31	0
	3058	3060	22	20	364	5	31	0
Oxford Road (S)	3064	3060	925	765	1433	53	20	0
	3064	3058	32	27	437	6	16	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	60	59	471	12	22	0
	3060	3064	478	469	1416	33	22	0
Hightown Road (E)	3058	3064	39	37	358	10	32	0
	3058	3060	44	41	348	12	32	0
Oxford Road (S)	3064	3060	473	397	1440	28	17	0
	3064	3058	24	20	383	5	21	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	5	5	479	1	19	0
	3060	3064	387	372	1457	26	21	0
Hightown Road (E)	3058	3064	23	21	390	5	31	0
	3058	3060	13	11	364	3	31	0
Oxford Road (S)	3064	3060	818	675	1428	47	19	0
	3064	3058	39	32	457	7	16	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	43	42	438	10	23	0
	3060	3064	528	520	1428	36	23	0
Hightown Road (E)	3058	3064	39	38	380	10	31	0
	3058	3060	21	21	348	6	31	0
Oxford Road (S)	3064	3060	476	415	1443	29	17	0
	3064	3058	20	17	369	5	21	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	3	3	464	1	19	0
	3060	3064	422	404	1458	28	22	0
Hightown Road (E)	3058	3064	34	30	387	8	31	0
	3058	3060	15	14	355	4	31	0
Oxford Road (S)	3064	3060	951	785	1415	56	20	0
	3064	3058	54	45	437	10	17	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	60	58	450	13	23	0
	3060	3064	526	514	1415	36	23	0
Hightown Road (E)	3058	3064	39	37	384	10	31	0
	3058	3060	18	17	348	5	31	0
Oxford Road (S)	3064	3060	499	424	1448	29	17	0
	3064	3058	14	12	365	3	21	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	9	9	481	2	20	0
	3060	3064	390	374	1455	26	21	0
Hightown Road (E)	3058	3064	23	21	390	5	31	0
	3058	3060	12	11	364	3	31	0
Oxford Road (S)	3064	3060	872	718	1432	50	19	0
	3064	3058	34	28	450	6	16	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	48	47	440	11	23	0
	3060	3064	531	522	1424	37	23	0
Hightown Road (E)	3058	3064	39	37	382	10	31	0
	3058	3060	19	19	348	5	31	0
Oxford Road (S)	3064	3060	484	417	1446	29	17	0
	3064	3058	16	14	366	4	21	0

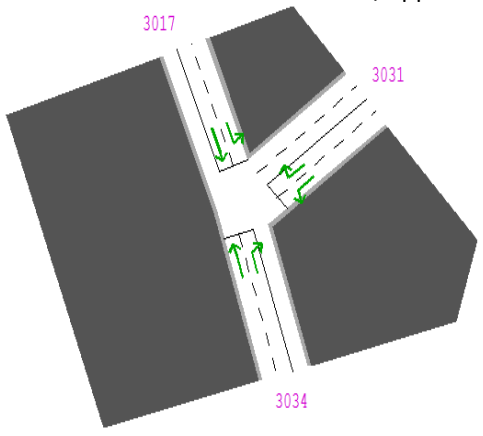
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	1	1	460	0	19	0
	3060	3064	428	410	1460	28	22	0
Hightown Road (E)	3058	3064	33	29	388	8	31	0
	3058	3060	14	13	356	4	31	0
Oxford Road (S)	3064	3060	970	801	1413	57	20	0
	3064	3058	56	47	435	11	17	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3060	3058	60	58	447	13	23	0
	3060	3064	534	522	1414	37	23	0
Hightown Road (E)	3058	3064	39	37	385	10	31	0
	3058	3060	16	16	348	4	31	0
Oxford Road (S)	3064	3060	492	414	1446	29	17	0
	3064	3058	17	14	362	4	21	0

10. Node 3032 - A4260 Oxford Road/Upper Windsor Street



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	4	4	393	1	39	0
	3017	3034	558	537	663	81	38	0
Upper Windsor Street (E)	3031	3034	100	87	913	10	15	0
	3031	3017	42	37	129	29	58	0
Oxford Road (S)	3034	3017	982	866	1376	63	4	0
	3034	3031	95	84	594	14	24	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	2	2	393	1	39	0
	3017	3034	369	358	663	54	34	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	5	5	129	4	57	0
Oxford Road (S)	3034	3017	651	608	1428	43	3	0
	3034	3031	19	18	722	2	23	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	1	1	393	0	39	0
	3017	3034	554	528	663	80	38	0
Upper Windsor Street (E)	3031	3034	118	104	913	11	15	0
	3031	3017	0	0	129	0	57	0
Oxford Road (S)	3034	3017	1113	975	1428	68	4	0
	3034	3031	1	1	485	0	22	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	3	3	393	1	39	0
	3017	3034	313	302	663	46	33	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	0	0	129	0	57	0
Oxford Road (S)	3034	3017	655	602	1428	42	3	0
	3034	3031	0	0	722	0	22	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	10	10	393	3	39	0
	3017	3034	563	542	663	82	39	0
Upper Windsor Street (E)	3031	3034	100	88	913	10	15	0
	3031	3017	47	41	129	32	58	0
Oxford Road (S)	3034	3017	1018	894	1356	66	4	0
	3034	3031	118	104	566	18	24	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	2	2	393	1	39	0
	3017	3034	400	389	663	59	34	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	8	8	129	6	57	0
Oxford Road (S)	3034	3017	682	632	1428	44	3	0
	3034	3031	19	17	722	2	23	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	1	1	393	0	39	0
	3017	3034	559	534	663	81	38	0
Upper Windsor Street (E)	3031	3034	115	100	913	11	15	0
	3031	3017	0	0	129	0	57	0
Oxford Road (S)	3034	3017	1147	1003	1428	70	4	0
	3034	3031	3	3	457	1	22	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	3	3	393	1	39	0
	3017	3034	338	325	663	49	33	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	0	0	129	0	57	0
Oxford Road (S)	3034	3017	662	605	1428	42	3	0
	3034	3031	2	2	722	0	22	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	4	4	393	1	39	0
	3017	3034	556	536	663	81	38	0
Upper Windsor Street (E)	3031	3034	100	88	913	10	15	0
	3031	3017	39	34	129	27	58	0
Oxford Road (S)	3034	3017	981	866	1374	63	4	0
	3034	3031	98	86	594	15	24	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	2	2	393	1	39	0
	3017	3034	372	362	663	55	34	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	4	4	129	3	57	0
Oxford Road (S)	3034	3017	650	608	1428	43	3	0
	3034	3031	19	18	722	2	23	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	0	0	393	0	39	0
	3017	3034	592	569	663	86	39	0
Upper Windsor Street (E)	3031	3034	101	88	913	10	15	0
	3031	3017	73	63	129	49	59	0
Oxford Road (S)	3034	3017	1007	884	1283	69	4	0
	3034	3031	202	177	576	31	26	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	2	2	393	1	39	0
	3017	3034	389	376	663	57	34	0
Upper Windsor Street (E)	3031	3034	29	27	913	3	14	0
	3031	3017	7	7	129	5	57	0
Oxford Road (S)	3034	3017	691	636	1417	45	3	0
	3034	3031	47	43	722	6	23	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	12	12	393	3	39	0
	3017	3034	560	539	663	81	38	0
Upper Windsor Street (E)	3031	3034	100	88	913	10	15	0
	3031	3017	49	43	129	33	58	0
Oxford Road (S)	3034	3017	1018	893	1360	66	4	0
	3034	3031	113	100	567	18	24	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	2	2	393	1	39	0
	3017	3034	389	378	663	57	34	0
Upper Windsor Street (E)	3031	3034	0	0	913	0	14	0
	3031	3017	6	6	129	5	57	0
Oxford Road (S)	3034	3017	678	630	1428	44	3	0
	3034	3031	18	17	722	2	23	0

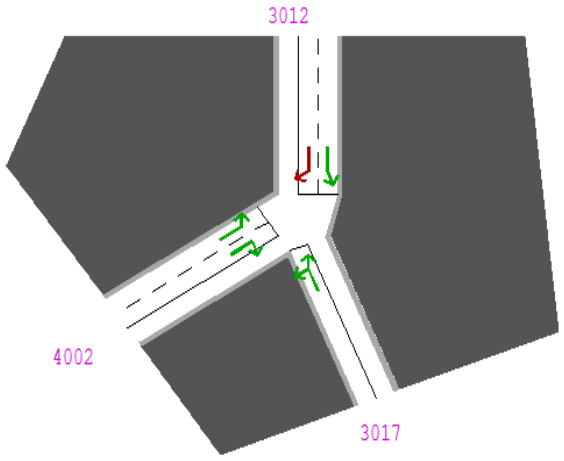
DS3withLR AM

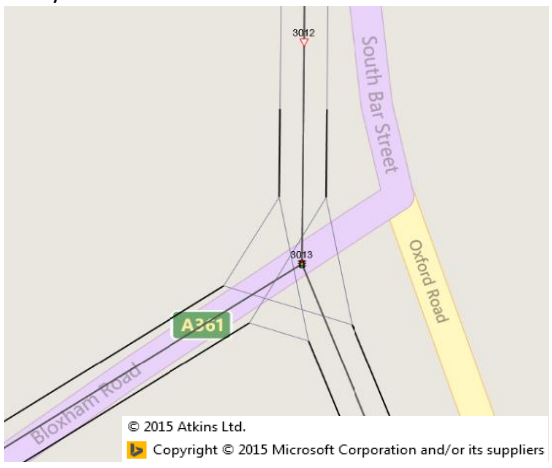
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	8	7	393	2	39	0
	3017	3034	598	575	663	87	40	0
Upper Windsor Street (E)	3031	3034	101	88	913	10	15	0
	3031	3017	81	71	129	55	59	0
Oxford Road (S)	3034	3017	1030	901	1283	70	4	0
	3034	3031	203	177	559	32	26	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	3017	3031	3	2	393	1	39	0
	3017	3034	414	399	663	60	35	0
Upper Windsor Street (E)	3031	3034	31	30	913	3	14	0
	3031	3017	9	8	129	6	57	0
Oxford Road (S)	3034	3017	698	641	1421	45	3	0
	3034	3031	43	39	722	5	23	0

11. Node 3013 - A361 Bloxham Road/B4100 Oxford Road/South Bar





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	612	593	1266	47	5	0
	3012	4002	181	176	173	102	93	3
Oxford Road (SE)	3017	4002	612	560	554	101	41	5
	3017	3012	364	333	329	101	41	3
Bloxham Road (SW)	4002	3012	370	357	463	77	33	0
	4002	3017	50	48	48	101	130	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	237	231	1266	18	4	0
	3012	4002	179	175	173	101	79	2
Oxford Road (SE)	3017	4002	844	808	801	101	51	7
	3017	3012	84	80	79	101	51	1
Bloxham Road (SW)	4002	3012	435	423	463	91	34	0
	4002	3017	49	48	48	100	57	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	519	500	1317	38	5	0
	3012	4002	560	540	536	101	41	4
Oxford Road (SE)	3017	4002	522	472	907	52	16	0
	3017	3012	503	455	933	49	15	0
Bloxham Road (SW)	4002	3012	383	365	470	78	35	0
	4002	3017	90	86	86	101	132	1

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	197	191	1317	15	4	0
	3012	4002	305	295	420	70	31	0
Oxford Road (SE)	3017	4002	799	755	907	83	21	0
	3017	3012	284	268	933	29	14	0
Bloxham Road (SW)	4002	3012	351	337	470	72	34	0
	4002	3017	89	86	86	100	50	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	626	606	1266	48	5	0
	3012	4002	181	175	173	101	94	2
Oxford Road (SE)	3017	4002	610	556	550	101	42	6
	3017	3012	370	337	334	101	42	3
Bloxham Road (SW)	4002	3012	368	354	463	76	33	0
	4002	3017	50	48	48	100	118	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	275	268	1266	21	4	0
	3012	4002	179	174	173	101	82	2
Oxford Road (SE)	3017	4002	845	805	798	101	54	7
	3017	3012	88	84	83	101	54	1
Bloxham Road (SW)	4002	3012	434	422	463	91	34	0
	4002	3017	49	48	48	100	54	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	535	516	1317	39	5	0
	3012	4002	560	540	536	101	44	4
Oxford Road (SE)	3017	4002	516	466	907	51	16	0
	3017	3012	514	464	933	50	16	0
Bloxham Road (SW)	4002	3012	384	366	470	78	35	0
	4002	3017	91	86	86	101	130	1

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	227	220	1317	17	4	0
	3012	4002	299	288	423	68	31	0
Oxford Road (SE)	3017	4002	799	751	907	83	20	0
	3017	3012	288	271	933	29	14	0
Bloxham Road (SW)	4002	3012	356	341	470	73	34	0
	4002	3017	89	86	86	100	50	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	610	591	1266	47	5	0
	3012	4002	182	176	173	102	92	3
Oxford Road (SE)	3017	4002	611	559	554	101	39	5
	3017	3012	364	333	330	101	39	3
Bloxham Road (SW)	4002	3012	371	358	463	77	33	0
	4002	3017	50	48	48	101	115	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	245	239	1266	19	4	0
	3012	4002	179	174	173	101	84	2
Oxford Road (SE)	3017	4002	844	807	801	101	51	7
	3017	3012	84	80	80	101	51	1
Bloxham Road (SW)	4002	3012	435	424	463	92	34	0
	4002	3017	49	48	48	101	55	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	688	664	1266	52	5	0
	3012	4002	182	176	173	102	107	3
Oxford Road (SE)	3017	4002	663	605	594	102	55	10
	3017	3012	323	294	289	102	55	5
Bloxham Road (SW)	4002	3012	431	413	463	89	34	0
	4002	3017	50	48	48	100	127	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	276	267	1266	21	4	0
	3012	4002	180	174	173	101	88	1
Oxford Road (SE)	3017	4002	906	859	852	101	61	7
	3017	3012	30	28	28	101	61	0
Bloxham Road (SW)	4002	3012	471	454	463	98	35	0
	4002	3017	50	48	48	100	58	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	620	601	1266	47	5	0
	3012	4002	180	175	173	101	93	2
Oxford Road (SE)	3017	4002	608	555	549	101	41	5
	3017	3012	370	338	335	101	41	3
Bloxham Road (SW)	4002	3012	369	355	463	77	33	0
	4002	3017	50	48	48	101	122	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	262	255	1266	20	4	0
	3012	4002	180	175	173	101	81	2
Oxford Road (SE)	3017	4002	846	807	800	101	52	7
	3017	3012	85	81	80	101	52	1
Bloxham Road (SW)	4002	3012	435	422	463	91	34	0
	4002	3017	49	48	48	100	52	0

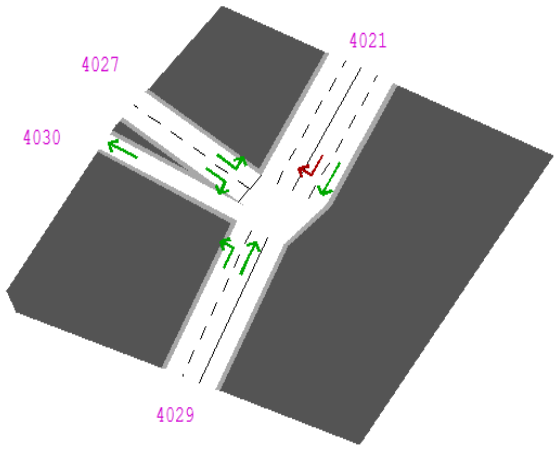
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	697	673	1266	53	5	0
	3012	4002	183	177	173	102	109	4
Oxford Road (SE)	3017	4002	657	597	588	102	52	9
	3017	3012	330	300	295	102	52	5
Bloxham Road (SW)	4002	3012	435	416	463	90	34	0
	4002	3017	50	48	48	100	128	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
South Bar Street (N)	3012	3017	306	296	1266	23	4	0
	3012	4002	179	174	173	100	87	1
Oxford Road (SE)	3017	4002	906	858	855	100	61	3
	3017	3012	26	25	25	100	61	0
Bloxham Road (SW)	4002	3012	475	457	463	99	35	0
	4002	3017	50	48	48	100	57	0

12a. Node 4028 - A361 Bloxham Road/Queensway



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	505	476	1409	34	0	0
	4021	4030	55	51	807	6	5	0
Bloxham Road (S)	4029	4030	606	553	1005	55	0	0
	4029	4021	498	455	907	50	0	0
Queensway (W)	4027	4021	59	58	947	6	4	0
	4027	4029	523	513	603	85	12	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	754	725	1361	53	0	0
	4021	4030	102	99	735	13	5	0
Bloxham Road (S)	4029	4030	595	572	911	63	0	0
	4029	4021	571	549	888	62	0	0
Queensway (W)	4027	4021	31	30	969	3	4	0
	4027	4029	471	466	503	93	24	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	606	571	1399	41	0	0
	4021	4030	64	61	706	9	5	0
Bloxham Road (S)	4029	4030	730	682	861	79	0	0
	4029	4021	642	599	778	77	0	0
Queensway (W)	4027	4021	57	56	946	6	4	0
	4027	4029	426	418	539	78	12	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	805	768	1365	56	0	0
	4021	4030	100	95	692	14	5	0
Bloxham Road (S)	4029	4030	659	624	801	78	0	0
	4029	4021	696	659	836	79	0	0
Queensway (W)	4027	4021	26	26	919	3	4	0
	4027	4029	417	412	467	88	22	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	501	472	1401	34	0	0
	4021	4030	63	59	809	7	5	0
Bloxham Road (S)	4029	4030	606	554	1012	55	0	0
	4029	4021	491	448	906	49	0	0
Queensway (W)	4027	4021	59	57	943	6	4	0
	4027	4029	527	517	604	85	13	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	753	722	1362	53	0	0
	4021	4030	102	98	738	13	5	0
Bloxham Road (S)	4029	4030	597	572	912	63	0	0
	4029	4021	573	548	888	62	0	0
Queensway (W)	4027	4021	30	30	969	3	4	0
	4027	4029	477	471	504	93	25	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	606	572	1398	41	0	0
	4021	4030	65	62	700	9	5	0
Bloxham Road (S)	4029	4030	756	706	874	81	0	0
	4029	4021	627	586	754	78	0	0
Queensway (W)	4027	4021	57	56	952	6	4	0
	4027	4029	426	419	542	77	12	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	808	769	1364	56	0	0
	4021	4030	101	96	691	14	5	0
Bloxham Road (S)	4029	4030	665	628	798	79	0	0
	4029	4021	700	662	832	80	0	0
Queensway (W)	4027	4021	26	26	918	3	4	0
	4027	4029	431	424	466	91	25	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	505	476	1408	34	0	0
	4021	4030	55	52	809	6	5	0
Bloxham Road (S)	4029	4030	603	551	1009	55	0	0
	4029	4021	493	451	909	50	0	0
Queensway (W)	4027	4021	58	57	946	6	4	0
	4027	4029	524	514	604	85	12	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	753	725	1363	53	0	0
	4021	4030	101	97	735	13	5	0
Bloxham Road (S)	4029	4030	597	573	911	63	0	0
	4029	4021	571	549	887	62	0	0
Queensway (W)	4027	4021	31	30	969	3	4	0
	4027	4029	469	464	504	92	24	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	514	481	1395	34	0	0
	4021	4030	69	65	765	8	5	0
Bloxham Road (S)	4029	4030	596	555	887	63	0	0
	4029	4021	616	573	905	63	0	0
Queensway (W)	4027	4021	71	69	921	8	4	0
	4027	4029	550	539	568	95	23	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	844	806	1387	58	0	0
	4021	4030	76	73	654	11	5	0
Bloxham Road (S)	4029	4030	548	521	832	63	0	0
	4029	4021	661	628	939	67	0	0
Queensway (W)	4027	4021	26	26	933	3	4	0
	4027	4029	393	387	467	83	18	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	501	472	1401	34	0	0
	4021	4030	63	59	807	7	5	0
Bloxham Road (S)	4029	4030	608	555	1006	55	0	0
	4029	4021	497	454	905	50	0	0
Queensway (W)	4027	4021	59	58	940	6	4	0
	4027	4029	531	520	603	86	13	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	756	725	1363	53	0	0
	4021	4030	101	97	735	13	5	0
Bloxham Road (S)	4029	4030	599	573	910	63	0	0
	4029	4021	575	550	887	62	0	0
Queensway (W)	4027	4021	30	30	968	3	4	0
	4027	4029	471	465	503	92	24	0

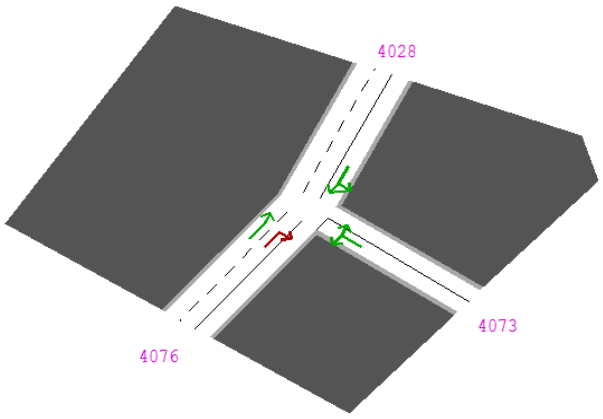
DS3withLR AM

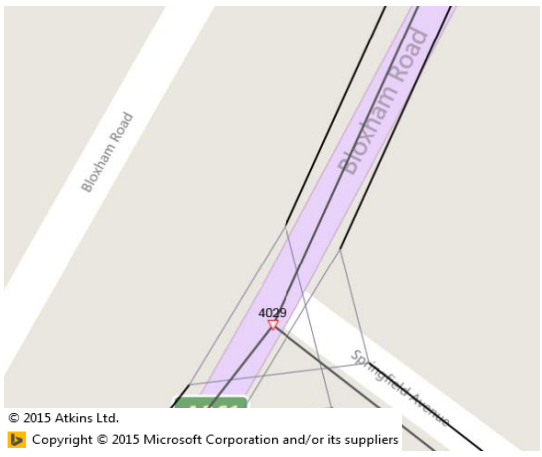
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	512	479	1389	34	0	0
	4021	4030	76	71	765	9	5	0
Bloxham Road (S)	4029	4030	601	561	893	63	0	0
	4029	4021	608	567	899	63	0	0
Queensway (W)	4027	4021	71	69	919	8	4	0
	4027	4029	551	541	569	95	24	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4021	4029	849	812	1386	59	0	0
	4021	4030	78	74	648	11	5	0
Bloxham Road (S)	4029	4030	546	517	829	62	0	0
	4029	4021	666	631	943	67	0	0
Queensway (W)	4027	4021	29	28	932	3	4	0
	4027	4029	404	399	464	86	20	0

12b. Node 4029 - A361 Bloxham Road/Springfield Avenue





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	454	437	862	51	0	0
	4028	4076	574	552	1067	52	0	0
Springfield Avenue (E)	4073	4076	55	49	48	101	62	1
	4073	4028	614	548	541	101	62	7
Bloxham Road (S)	4076	4028	489	467	1355	34	0	0
	4076	4073	110	105	817	13	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	430	418	657	64	0	0
	4028	4076	795	773	1062	73	0	0
Springfield Avenue (E)	4073	4076	38	35	35	101	66	0
	4073	4028	485	450	446	101	66	4
Bloxham Road (S)	4076	4028	682	674	1371	49	0	0
	4076	4073	91	90	738	12	5	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	480	461	1214	38	0	0
	4028	4076	551	529	1441	37	0	0
Springfield Avenue (E)	4073	4076	204	183	1222	15	4	0
	4073	4028	657	590	702	84	13	0
Bloxham Road (S)	4076	4028	715	691	2000	35	0	0
	4076	4073	142	137	817	17	5	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	533	514	1101	47	0	0
	4028	4076	690	666	1377	48	0	0
Springfield Avenue (E)	4073	4076	148	134	1144	12	4	0
	4073	4028	633	575	656	88	17	0
Bloxham Road (S)	4076	4028	722	708	2000	35	0	0
	4076	4073	122	120	747	16	5	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	457	439	865	51	0	0
	4028	4076	571	549	1065	52	0	0
Springfield Avenue (E)	4073	4076	71	64	63	102	72	1
	4073	4028	604	543	533	102	72	10
Bloxham Road (S)	4076	4028	493	469	1356	35	0	0
	4076	4073	109	104	817	13	5	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	432	419	656	64	0	0
	4028	4076	797	773	1061	73	0	0
Springfield Avenue (E)	4073	4076	39	36	35	101	69	0
	4073	4028	487	451	446	101	69	5
Bloxham Road (S)	4076	4028	682	674	1371	49	0	0
	4076	4073	91	89	738	12	5	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	486	466	1217	38	0	0
	4028	4076	547	525	1435	37	0	0
Springfield Avenue (E)	4073	4076	201	181	1224	15	4	0
	4073	4028	669	602	703	86	14	0
Bloxham Road (S)	4076	4028	714	690	2000	35	0	0
	4076	4073	143	138	817	17	5	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	546	525	1099	48	0	0
	4028	4076	693	668	1363	49	0	0
Springfield Avenue (E)	4073	4076	149	135	1143	12	4	0
	4073	4028	640	579	656	88	17	0
Bloxham Road (S)	4076	4028	725	711	2000	36	0	0
	4076	4073	116	113	742	15	5	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	441	424	847	50	0	0
	4028	4076	589	566	1079	52	0	0
Springfield Avenue (E)	4073	4076	56	50	49	101	65	1
	4073	4028	610	545	537	101	65	8
Bloxham Road (S)	4076	4028	487	465	1355	34	0	0
	4076	4073	110	105	817	13	5	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	426	415	655	63	0	0
	4028	4076	796	774	1065	73	0	0
Springfield Avenue (E)	4073	4076	38	36	35	101	68	0
	4073	4028	485	450	446	101	68	4
Bloxham Road (S)	4076	4028	683	676	1374	49	0	0
	4076	4073	87	86	739	12	5	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	389	373	764	49	0	0
	4028	4076	675	647	1121	58	0	0
Springfield Avenue (E)	4073	4076	69	62	61	102	87	1
	4073	4028	522	469	459	102	87	10
Bloxham Road (S)	4076	4028	690	669	1334	50	0	0
	4076	4073	130	126	791	16	5	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	430	415	650	64	0	0
	4028	4076	808	779	1065	73	0	0
Springfield Avenue (E)	4073	4076	12	11	11	101	78	0
	4073	4028	493	449	445	101	78	4
Bloxham Road (S)	4076	4028	716	705	1337	53	0	0
	4076	4073	125	123	737	17	5	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	439	422	843	50	0	0
	4028	4076	593	570	1081	53	0	0
Springfield Avenue (E)	4073	4076	67	60	59	102	71	1
	4073	4028	597	535	526	102	71	9
Bloxham Road (S)	4076	4028	507	483	1356	36	0	0
	4076	4073	109	104	816	13	5	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	432	419	658	64	0	0
	4028	4076	795	772	1061	73	0	0
Springfield Avenue (E)	4073	4076	35	33	32	101	68	0
	4073	4028	491	453	448	101	68	4
Bloxham Road (S)	4076	4028	683	675	1374	49	0	0
	4076	4073	87	86	738	12	5	0

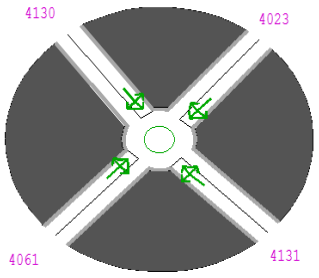
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	394	378	770	49	0	0
	4028	4076	669	642	1116	57	0	0
Springfield Avenue (E)	4073	4076	76	69	67	102	87	2
	4073	4028	516	467	457	102	87	10
Bloxham Road (S)	4076	4028	693	671	1335	50	0	0
	4076	4073	129	125	789	16	5	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	4028	4073	439	424	645	66	0	0
	4028	4076	814	786	1054	75	0	0
Springfield Avenue (E)	4073	4076	12	11	11	101	77	0
	4073	4028	494	448	443	101	77	5
Bloxham Road (S)	4076	4028	718	705	1337	53	0	0
	4076	4073	125	123	731	17	5	0

13. Node 4052 - B4035 Broughton Road/Queensway/Woodgreen Avenue



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	4	4	790	0	4	0
	4023	4061	431	417	1203	35	4	0
	4023	4130	21	20	806	2	4	0
	4023	4023	0	0	786	0	4	0
Queensway (E)	4131	4061	26	24	604	4	4	0
	4131	4130	536	495	1075	46	4	0
	4131	4023	20	19	599	3	4	0
	4131	4131	0	0	580	0	4	0
Broughton Road (S)	4061	4130	183	183	1110	16	4	0
	4061	4023	158	158	1086	15	4	0
	4061	4131	68	68	996	7	4	0
	4061	4061	0	0	928	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	123	0	5	0
	4130	4131	463	459	582	79	5	0
	4130	4061	170	168	291	58	5	0
	4130	4130	0	0	123	0	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	8	8	1054	1	4	0
	4023	4061	164	159	1206	13	4	0
	4023	4130	141	138	1184	12	4	0
	4023	4023	0	0	1046	0	4	0
Queensway (E)	4131	4061	14	14	471	3	4	0
	4131	4130	673	655	1112	59	4	0
	4131	4023	118	115	572	20	4	0
	4131	4131	0	0	457	0	4	0
Broughton Road (S)	4061	4130	50	49	931	5	4	0
	4061	4023	167	165	1046	16	4	0
	4061	4131	17	17	899	2	4	0
	4061	4061	0	0	882	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	283	0	4	0
	4130	4131	405	399	681	59	4	0
	4130	4061	70	69	351	20	4	0
	4130	4130	0	0	283	0	4	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	0	0	826	0	4	0
	4023	4061	412	398	1224	33	4	0
	4023	4130	21	20	846	2	4	0
	4023	4023	0	0	826	0	4	0
Queensway (E)	4131	4061	10	10	450	2	5	0
	4131	4130	589	554	995	56	5	0
	4131	4023	115	109	549	20	5	0
	4131	4131	0	0	440	0	5	0
Broughton Road (S)	4061	4130	178	178	1016	18	4	0
	4061	4023	164	164	1002	16	4	0
	4061	4131	67	67	905	7	4	0
	4061	4061	0	0	839	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	151	0	6	0
	4130	4131	407	403	553	73	6	0
	4130	4061	198	197	347	57	6	0
	4130	4130	0	0	151	0	6	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	12	11	920	1	4	0
	4023	4061	262	254	1163	22	4	0
	4023	4130	143	138	1047	13	4	0
	4023	4023	0	0	909	0	4	0
Queensway (E)	4131	4061	29	28	300	9	5	0
	4131	4130	717	694	966	72	5	0
	4131	4023	159	154	427	36	5	0
	4131	4131	0	0	273	0	5	0
Broughton Road (S)	4061	4130	48	47	870	5	5	0
	4061	4023	152	149	971	15	5	0
	4061	4131	48	47	869	5	5	0
	4061	4061	0	0	822	0	5	0
Woodgreen Avenue (W)	4130	4023	0	0	246	0	5	0
	4130	4131	357	350	596	59	5	0
	4130	4061	157	154	400	38	5	0
	4130	4130	0	0	246	0	5	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	3	3	791	0	4	0
	4023	4061	432	417	1205	35	4	0
	4023	4130	21	20	808	2	4	0
	4023	4023	0	0	788	0	4	0
Queensway (E)	4131	4061	22	20	594	3	4	0
	4131	4130	538	498	1071	46	4	0
	4131	4023	28	26	600	4	4	0
	4131	4131	0	0	574	0	4	0
Broughton Road (S)	4061	4130	180	179	1102	16	4	0
	4061	4023	161	161	1083	15	4	0
	4061	4131	68	68	990	7	4	0
	4061	4061	0	0	922	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	125	0	5	0
	4130	4131	462	458	583	79	5	0
	4130	4061	169	168	292	57	5	0
	4130	4130	0	0	125	0	5	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	2	2	1051	0	4	0
	4023	4061	159	155	1204	13	4	0
	4023	4130	144	140	1189	12	4	0
	4023	4023	0	0	1049	0	4	0
Queensway (E)	4131	4061	14	14	467	3	4	0
	4131	4130	676	656	1109	59	4	0
	4131	4023	120	116	569	20	4	0
	4131	4131	0	0	453	0	4	0
Broughton Road (S)	4061	4130	50	49	932	5	4	0
	4061	4023	158	155	1038	15	4	0
	4061	4131	24	23	906	3	4	0
	4061	4061	0	0	883	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	279	0	4	0
	4130	4131	404	397	676	59	4	0
	4130	4061	76	74	353	21	4	0
	4130	4130	0	0	279	0	4	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	0	0	827	0	4	0
	4023	4061	412	397	1224	32	4	0
	4023	4130	21	20	847	2	4	0
	4023	4023	0	0	827	0	4	0
Queensway (E)	4131	4061	10	9	422	2	5	0
	4131	4130	597	562	975	58	5	0
	4131	4023	137	129	542	24	5	0
	4131	4131	0	0	413	0	5	0
Broughton Road (S)	4061	4130	179	178	1000	18	4	0
	4061	4023	164	163	985	17	4	0
	4061	4131	67	67	888	8	4	0
	4061	4061	0	0	821	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	151	0	6	0
	4130	4131	406	403	554	73	6	0
	4130	4061	198	196	347	56	6	0
	4130	4130	0	0	151	0	6	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	9	9	917	1	4	0
	4023	4061	265	256	1164	22	4	0
	4023	4130	141	136	1044	13	4	0
	4023	4023	0	0	908	0	4	0
Queensway (E)	4131	4061	24	23	295	8	5	0
	4131	4130	721	696	968	72	5	0
	4131	4023	160	154	426	36	5	0
	4131	4131	0	0	272	0	5	0
Broughton Road (S)	4061	4130	48	47	869	5	5	0
	4061	4023	152	150	971	15	5	0
	4061	4131	48	47	869	5	5	0
	4061	4061	0	0	822	0	5	0
Woodgreen Avenue (W)	4130	4023	0	0	241	0	5	0
	4130	4131	357	349	591	59	5	0
	4130	4061	163	159	401	40	5	0
	4130	4130	0	0	241	0	5	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	3	3	791	0	4	0
	4023	4061	430	416	1204	35	4	0
	4023	4130	21	20	807	2	4	0
	4023	4023	0	0	787	0	4	0
Queensway (E)	4131	4061	23	21	603	3	4	0
	4131	4130	536	496	1078	46	4	0
	4131	4023	20	19	600	3	4	0
	4131	4131	0	0	582	0	4	0
Broughton Road (S)	4061	4130	182	181	1109	16	4	0
	4061	4023	159	159	1086	15	4	0
	4061	4131	68	68	995	7	4	0
	4061	4061	0	0	927	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	123	0	5	0
	4130	4131	462	458	581	79	5	0
	4130	4061	171	169	292	58	5	0
	4130	4130	0	0	123	0	5	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	5	5	1054	0	4	0
	4023	4061	161	157	1206	13	4	0
	4023	4130	143	140	1189	12	4	0
	4023	4023	0	0	1049	0	4	0
Queensway (E)	4131	4061	14	14	472	3	4	0
	4131	4130	673	655	1114	59	4	0
	4131	4023	116	113	572	20	4	0
	4131	4131	0	0	458	0	4	0
Broughton Road (S)	4061	4130	50	49	930	5	4	0
	4061	4023	164	161	1042	15	4	0
	4061	4131	21	21	902	2	4	0
	4061	4061	0	0	881	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	286	0	4	0
	4130	4131	402	395	681	58	4	0
	4130	4061	70	69	355	20	4	0
	4130	4130	0	0	286	0	4	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	11	11	800	1	4	0
	4023	4061	425	410	1199	34	4	0
	4023	4130	21	20	809	2	4	0
	4023	4023	0	0	790	0	4	0
Queensway (E)	4131	4061	21	20	557	4	4	0
	4131	4130	559	526	1063	49	4	0
	4131	4023	37	35	572	6	4	0
	4131	4131	0	0	538	0	4	0
Broughton Road (S)	4061	4130	178	177	1077	16	4	0
	4061	4023	165	164	1064	15	4	0
	4061	4131	67	66	966	7	4	0
	4061	4061	0	0	900	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	127	0	5	0
	4130	4131	452	448	575	78	5	0
	4130	4061	177	175	302	58	5	0
	4130	4130	0	0	127	0	5	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	24	24	948	3	4	0
	4023	4061	230	223	1147	19	4	0
	4023	4130	142	138	1062	13	4	0
	4023	4023	0	0	924	0	4	0
Queensway (E)	4131	4061	16	16	375	4	5	0
	4131	4130	690	670	1029	65	5	0
	4131	4023	125	121	480	25	5	0
	4131	4131	0	0	359	0	5	0
Broughton Road (S)	4061	4130	52	51	908	6	4	0
	4061	4023	148	145	1002	15	4	0
	4061	4131	48	47	904	5	4	0
	4061	4061	0	0	857	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	241	0	5	0
	4130	4131	367	360	600	60	5	0
	4130	4061	153	150	390	38	5	0
	4130	4130	0	0	241	0	5	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	3	3	791	0	4	0
	4023	4061	432	417	1205	35	4	0
	4023	4130	21	20	808	2	4	0
	4023	4023	0	0	788	0	4	0
Queensway (E)	4131	4061	23	21	593	4	4	0
	4131	4130	539	499	1071	47	4	0
	4131	4023	28	26	598	4	4	0
	4131	4131	0	0	572	0	4	0
Broughton Road (S)	4061	4130	181	180	1102	16	4	0
	4061	4023	161	160	1081	15	4	0
	4061	4131	68	68	989	7	4	0
	4061	4061	0	0	921	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	124	0	5	0
	4130	4131	462	457	582	79	5	0
	4130	4061	170	168	293	57	5	0
	4130	4130	0	0	124	0	5	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	5	5	1041	0	4	0
	4023	4061	164	160	1196	13	4	0
	4023	4130	144	140	1177	12	4	0
	4023	4023	0	0	1036	0	4	0
Queensway (E)	4131	4061	14	14	458	3	4	0
	4131	4130	679	660	1104	60	4	0
	4131	4023	119	115	559	21	4	0
	4131	4131	0	0	444	0	4	0
Broughton Road (S)	4061	4130	49	49	929	5	4	0
	4061	4023	156	153	1033	15	4	0
	4061	4131	26	26	907	3	4	0
	4061	4061	0	0	881	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	274	0	4	0
	4130	4131	401	394	668	59	4	0
	4130	4061	83	82	356	23	4	0
	4130	4130	0	0	274	0	4	0

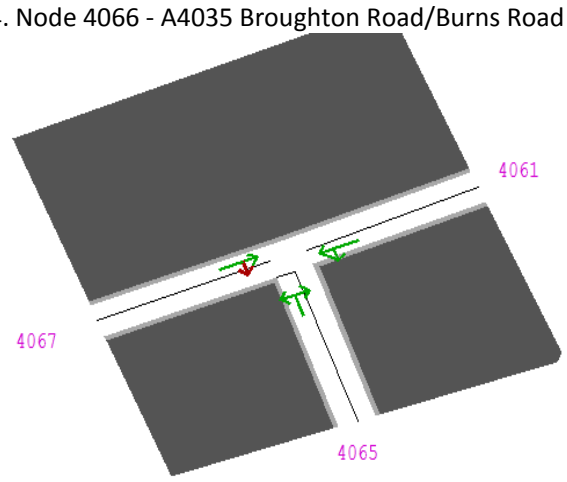
DS3withLR AM

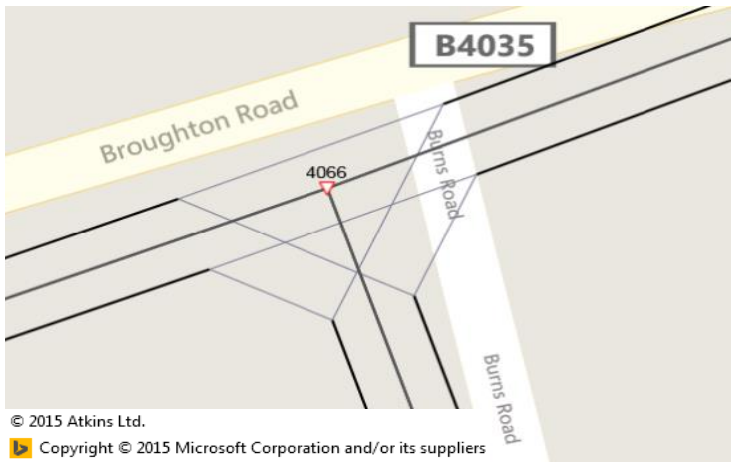
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	8	7	796	1	4	0
	4023	4061	430	414	1202	34	4	0
	4023	4130	21	20	809	2	4	0
	4023	4023	0	0	789	0	4	0
Queensway (E)	4131	4061	21	20	529	4	4	0
	4131	4130	570	537	1046	51	4	0
	4131	4023	55	52	561	9	4	0
	4131	4131	0	0	509	0	4	0
Broughton Road (S)	4061	4130	178	177	1060	17	4	0
	4061	4023	165	164	1047	16	4	0
	4061	4131	67	67	949	7	4	0
	4061	4061	0	0	883	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	127	0	6	0
	4130	4131	457	453	579	78	6	0
	4130	4061	172	171	297	57	6	0
	4130	4130	0	0	127	0	6	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (N)	4023	4131	20	19	940	2	4	0
	4023	4061	233	226	1147	20	4	0
	4023	4130	143	138	1059	13	4	0
	4023	4023	0	0	921	0	4	0
Queensway (E)	4131	4061	16	16	366	4	5	0
	4131	4130	693	672	1022	66	5	0
	4131	4023	131	127	477	27	5	0
	4131	4131	0	0	350	0	5	0
Broughton Road (S)	4061	4130	52	50	902	6	4	0
	4061	4023	149	146	997	15	4	0
	4061	4131	48	47	898	5	4	0
	4061	4061	0	0	852	0	4	0
Woodgreen Avenue (W)	4130	4023	0	0	233	0	5	0
	4130	4131	377	369	602	61	5	0
	4130	4061	151	148	381	39	5	0
	4130	4130	0	0	233	0	5	0

14. Node 4066 - A4035 Broughton Road/Burns Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	746	0	0	0
	4061	4067	627	609	1460	42	0	0
Burns Road (S)	4065	4067	64	62	541	11	5	0
	4065	4061	0	0	326	0	7	0
Broughton Road (W)	4067	4061	410	408	1744	23	0	0
	4067	4065	35	35	291	12	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	23	23	1105	2	0	0
	4061	4067	224	219	1453	15	0	0
Burns Road (S)	4065	4067	0	0	639	0	3	0
	4065	4061	0	0	471	0	4	0
Broughton Road (W)	4067	4061	235	231	1579	15	0	0
	4067	4065	7	7	311	2	4	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	750	0	0	0
	4061	4067	621	604	1460	41	0	0
Burns Road (S)	4065	4067	122	117	543	22	5	0
	4065	4061	0	0	289	0	7	0
Broughton Road (W)	4067	4061	410	408	1722	24	0	0
	4067	4065	39	39	292	13	5	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	40	39	948	4	0	0
	4061	4067	407	396	1434	28	0	0
Burns Road (S)	4065	4067	0	0	596	0	4	0
	4065	4061	0	0	437	0	5	0
Broughton Road (W)	4067	4061	248	244	1584	15	0	0
	4067	4065	7	7	287	3	4	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	749	0	0	0
	4061	4067	623	605	1460	41	0	0
Burns Road (S)	4065	4067	79	76	542	14	5	0
	4065	4061	0	0	317	0	7	0
Broughton Road (W)	4067	4061	410	408	1745	23	0	0
	4067	4065	35	35	292	12	5	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	25	24	1105	2	0	0
	4061	4067	225	219	1453	15	0	0
Burns Road (S)	4065	4067	0	0	639	0	3	0
	4065	4061	0	0	472	0	4	0
Broughton Road (W)	4067	4061	231	227	1582	14	0	0
	4067	4065	7	7	312	2	4	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	751	0	0	0
	4061	4067	619	603	1460	41	0	0
Burns Road (S)	4065	4067	124	119	543	22	5	0
	4065	4061	0	0	288	0	7	0
Broughton Road (W)	4067	4061	410	408	1722	24	0	0
	4067	4065	39	39	292	13	5	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	36	35	941	4	0	0
	4061	4067	415	403	1436	28	0	0
Burns Road (S)	4065	4067	0	0	594	0	4	0
	4065	4061	0	0	436	0	5	0
Broughton Road (W)	4067	4061	248	243	1584	15	0	0
	4067	4065	7	7	287	3	4	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	748	0	0	0
	4061	4067	624	606	1460	42	0	0
Burns Road (S)	4065	4067	65	63	542	12	5	0
	4065	4061	0	0	326	0	7	0
Broughton Road (W)	4067	4061	410	408	1744	23	0	0
	4067	4065	35	35	292	12	5	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	22	21	1103	2	0	0
	4061	4067	224	219	1454	15	0	0
Burns Road (S)	4065	4067	0	0	639	0	3	0
	4065	4061	0	0	471	0	4	0
Broughton Road (W)	4067	4061	235	231	1579	15	0	0
	4067	4065	7	7	311	2	4	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	750	0	0	0
	4061	4067	623	605	1460	41	0	0
Burns Road (S)	4065	4067	66	65	543	12	5	0
	4065	4061	0	0	324	0	7	0
Broughton Road (W)	4067	4061	410	408	1722	24	0	0
	4067	4065	39	39	292	13	5	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	54	53	1010	5	0	0
	4061	4067	345	336	1428	24	0	0
Burns Road (S)	4065	4067	0	0	611	0	4	0
	4065	4061	0	0	448	0	5	0
Broughton Road (W)	4067	4061	248	243	1581	15	0	0
	4067	4065	7	7	292	2	4	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	749	0	0	0
	4061	4067	624	606	1460	41	0	0
Burns Road (S)	4065	4067	76	74	542	14	5	0
	4065	4061	0	0	318	0	7	0
Broughton Road (W)	4067	4061	410	408	1738	23	0	0
	4067	4065	36	36	292	12	5	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	37	36	1113	3	0	0
	4061	4067	225	219	1448	15	0	0
Burns Road (S)	4065	4067	0	0	639	0	3	0
	4065	4061	0	0	472	0	4	0
Broughton Road (W)	4067	4061	232	227	1582	14	0	0
	4067	4065	7	7	311	2	4	0

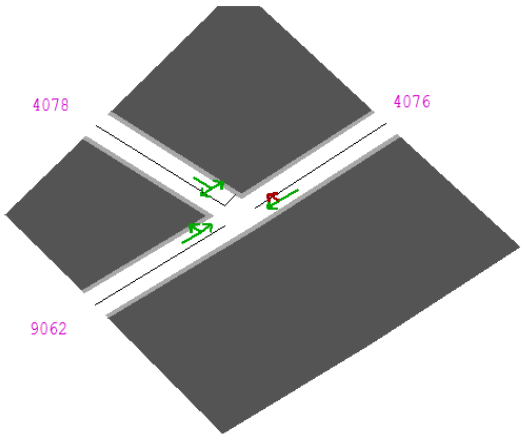
DS3withLR AM

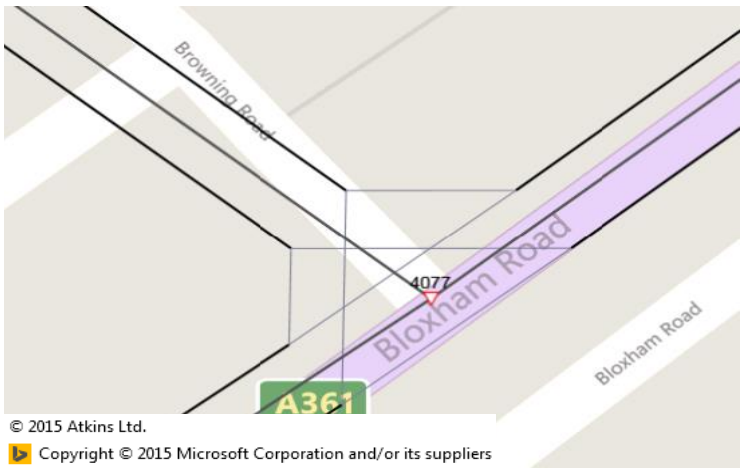
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	0	0	750	0	0	0
	4061	4067	623	604	1460	41	0	0
Burns Road (S)	4065	4067	70	69	543	13	5	0
	4065	4061	0	0	321	0	7	0
Broughton Road (W)	4067	4061	410	408	1716	24	0	0
	4067	4065	40	40	292	14	5	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Broughton Road (E)	4061	4065	44	42	994	4	0	0
	4061	4067	357	348	1434	24	0	0
Burns Road (S)	4065	4067	0	0	608	0	4	0
	4065	4061	0	0	446	0	5	0
Broughton Road (W)	4067	4061	248	243	1581	15	0	0
	4067	4065	7	7	292	2	4	0

15. Node 4077 - A361 Bloxham Road/Browning Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	595	568	1933	29	0	0
	4076	4078	34	32	686	5	4	0
Bloxham Road (W)	9062	4078	56	53	1211	4	0	0
	9062	4076	561	533	1935	28	0	0
Browning Road (N)	4078	4076	39	39	919	4	4	0
	4078	9062	33	33	541	6	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	857	828	2000	41	0	0
	4076	4078	0	0	471	0	5	0
Bloxham Road (W)	9062	4078	249	246	1034	24	0	0
	9062	4076	755	747	1702	44	0	0
Browning Road (N)	4078	4076	17	16	553	3	6	0
	4078	9062	170	166	440	38	9	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	661	623	1789	35	0	0
	4076	4078	94	89	577	15	5	0
Bloxham Road (W)	9062	4078	62	61	994	6	0	0
	9062	4076	819	795	1927	41	0	0
Browning Road (N)	4078	4076	38	38	784	5	4	0
	4078	9062	40	40	451	9	7	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	883	828	1185	70	0	0
	4076	4078	0	0	231	0	6	0
Bloxham Road (W)	9062	4078	291	285	984	29	0	0
	9062	4076	822	807	1654	49	0	0
Browning Road (N)	4078	4076	16	16	16	100	55	0
	4078	9062	262	253	253	100	55	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	593	565	1902	30	0	0
	4076	4078	49	47	687	7	4	0
Bloxham Road (W)	9062	4078	56	54	1209	4	0	0
	9062	4076	563	534	1935	28	0	0
Browning Road (N)	4078	4076	38	38	917	4	4	0
	4078	9062	34	34	539	6	6	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	859	828	2000	41	0	0
	4076	4078	0	0	471	0	5	0
Bloxham Road (W)	9062	4078	247	245	1034	24	0	0
	9062	4076	756	747	1704	44	0	0
Browning Road (N)	4078	4076	17	17	554	3	6	0
	4078	9062	170	166	440	38	9	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	653	616	1784	35	0	0
	4076	4078	96	90	580	16	5	0
Bloxham Road (W)	9062	4078	68	66	995	7	0	0
	9062	4076	819	794	1920	41	0	0
Browning Road (N)	4078	4076	38	38	784	5	4	0
	4078	9062	40	40	452	9	7	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	887	828	1123	74	0	0
	4076	4078	0	0	201	0	6	0
Bloxham Road (W)	9062	4078	289	283	983	29	0	0
	9062	4076	825	809	1656	49	0	0
Browning Road (N)	4078	4076	10	9	9	101	67	0
	4078	9062	252	243	241	101	67	2

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	610	582	1930	30	0	0
	4076	4078	35	34	680	5	4	0
Bloxham Road (W)	9062	4078	56	53	1212	4	0	0
	9062	4076	558	531	1935	27	0	0
Browning Road (N)	4078	4076	39	39	919	4	4	0
	4078	9062	33	33	538	6	6	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	858	828	2000	41	0	0
	4076	4078	0	0	471	0	5	0
Bloxham Road (W)	9062	4078	247	244	1032	24	0	0
	9062	4076	757	749	1704	44	0	0
Browning Road (N)	4078	4076	14	13	549	2	6	0
	4078	9062	172	168	441	38	9	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	706	672	1917	35	0	0
	4076	4078	37	35	562	6	4	0
Bloxham Road (W)	9062	4078	94	91	1026	9	0	0
	9062	4076	782	757	1890	40	0	0
Browning Road (N)	4078	4076	38	38	802	5	4	0
	4078	9062	40	40	458	9	7	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	859	828	2000	41	0	0
	4076	4078	0	0	448	0	5	0
Bloxham Road (W)	9062	4078	317	312	998	31	0	0
	9062	4076	802	790	1622	49	0	0
Browning Road (N)	4078	4076	39	38	302	13	10	0
	4078	9062	292	284	419	68	14	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	614	585	1907	31	0	0
	4076	4078	47	44	673	7	4	0
Bloxham Road (W)	9062	4078	57	54	1198	4	0	0
	9062	4076	577	548	1935	28	0	0
Browning Road (N)	4078	4076	38	38	908	4	4	0
	4078	9062	35	35	531	7	6	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	857	828	2000	41	0	0
	4076	4078	0	0	470	0	5	0
Bloxham Road (W)	9062	4078	252	249	1033	24	0	0
	9062	4076	757	748	1699	44	0	0
Browning Road (N)	4078	4076	14	13	508	3	6	0
	4078	9062	193	189	442	43	9	0

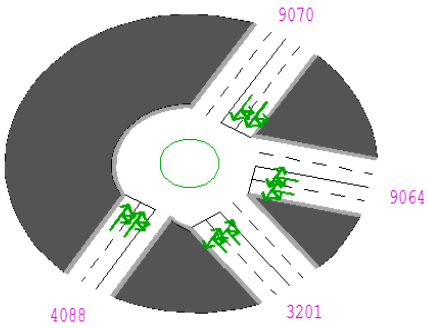
DS3withLR AM

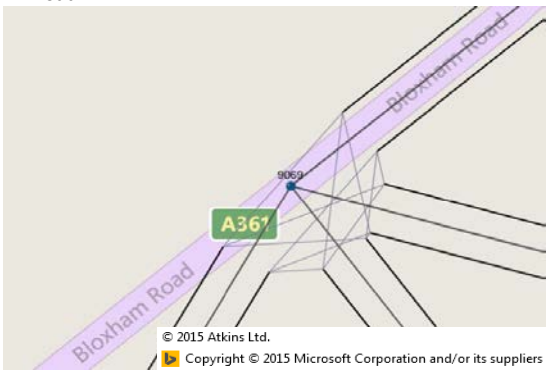
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	703	669	1905	35	0	0
	4076	4078	42	40	560	7	4	0
Bloxham Road (W)	9062	4078	114	110	1024	11	0	0
	9062	4076	785	758	1866	41	0	0
Browning Road (N)	4078	4076	38	38	798	5	4	0
	4078	9062	41	41	458	9	7	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (E)	4076	9062	861	828	2000	41	0	0
	4076	4078	0	0	446	0	5	0
Bloxham Road (W)	9062	4078	329	324	997	32	0	0
	9062	4076	804	791	1607	49	0	0
Browning Road (N)	4078	4076	39	38	328	11	9	0
	4078	9062	278	270	419	65	13	0

16. Node 9069 - A361 Bloxham Road/West End of Link Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1387	0	8	0
	9070	3201	0	0	1387	0	13	0
	9070	4088	593	571	1958	29	17	0
Link Road (NE)	9064	3201	0	0	1185	0	8	0
	9064	4088	0	0	1185	0	13	0
	9064	9070	0	0	1185	0	18	0
Site Access (SE)	3201	4088	0	0	1186	0	8	0
	3201	9070	0	0	1186	0	13	0
	3201	9064	0	0	1186	0	18	0
Bloxham Road (S)	4088	9070	440	407	1751	23	8	0
	4088	9064	0	0	1344	0	13	0
	4088	3201	0	0	1344	0	17	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1165	0	8	0
	9070	3201	0	0	1165	0	13	0
	9070	4088	825	793	1958	40	17	0
Link Road (NE)	9064	3201	0	0	1053	0	9	0
	9064	4088	0	0	1053	0	14	0
	9064	9070	0	0	1053	0	18	0
Site Access (SE)	3201	4088	0	0	1054	0	9	0
	3201	9070	0	0	1054	0	14	0
	3201	9064	0	0	1054	0	18	0
Bloxham Road (S)	4088	9070	720	709	1751	40	8	0
	4088	9064	0	0	1042	0	13	0
	4088	3201	0	0	1042	0	17	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1285	0	8	0
	9070	3201	117	111	1396	8	13	0
	9070	4088	553	526	1811	29	17	0
Link Road (NE)	9064	3201	0	0	1118	0	9	0
	9064	4088	0	0	1118	0	13	0
	9064	9070	0	0	1118	0	18	0
Site Access (SE)	3201	4088	111	111	900	12	9	0
	3201	9070	312	312	1101	28	13	0
	3201	9064	0	0	789	0	18	0
Bloxham Road (S)	4088	9070	394	367	1492	25	8	0
	4088	9064	0	0	1125	0	13	0
	4088	3201	50	47	1171	4	18	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	993	0	8	0
	9070	3201	316	280	1274	22	13	0
	9070	4088	640	567	1560	36	17	0
Link Road (NE)	9064	3201	0	0	928	0	9	0
	9064	4088	0	0	928	0	14	0
	9064	9070	0	0	928	0	19	0
Site Access (SE)	3201	4088	79	79	1013	8	9	0
	3201	9070	176	176	1109	16	13	0
	3201	9064	0	0	933	0	18	0
Bloxham Road (S)	4088	9070	657	635	1477	43	8	0
	4088	9064	0	0	842	0	13	0
	4088	3201	160	154	996	15	18	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1388	0	8	0
	9070	3201	0	0	1388	0	13	0
	9070	4088	593	570	1958	29	17	0
Link Road (NE)	9064	3201	0	0	1186	0	8	0
	9064	4088	0	0	1186	0	13	0
	9064	9070	0	0	1186	0	18	0
Site Access (SE)	3201	4088	0	0	1187	0	8	0
	3201	9070	0	0	1187	0	13	0
	3201	9064	0	0	1187	0	18	0
Bloxham Road (S)	4088	9070	443	409	1751	23	8	0
	4088	9064	0	0	1342	0	13	0
	4088	3201	0	0	1342	0	17	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1165	0	8	0
	9070	3201	0	0	1165	0	13	0
	9070	4088	827	793	1958	41	17	0
Link Road (NE)	9064	3201	0	0	1053	0	9	0
	9064	4088	0	0	1053	0	14	0
	9064	9070	0	0	1053	0	18	0
Site Access (SE)	3201	4088	0	0	1053	0	9	0
	3201	9070	0	0	1053	0	14	0
	3201	9064	0	0	1053	0	18	0
Bloxham Road (S)	4088	9070	721	708	1751	40	8	0
	4088	9064	0	0	1043	0	13	0
	4088	3201	0	0	1043	0	17	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1292	0	8	0
	9070	3201	114	109	1401	8	13	0
	9070	4088	548	522	1814	29	17	0
Link Road (NE)	9064	3201	0	0	1122	0	9	0
	9064	4088	0	0	1122	0	13	0
	9064	9070	0	0	1122	0	18	0
Site Access (SE)	3201	4088	110	110	903	12	9	0
	3201	9070	312	312	1104	28	13	0
	3201	9064	0	0	792	0	18	0
Bloxham Road (S)	4088	9070	399	372	1493	25	8	0
	4088	9064	0	0	1121	0	13	0
	4088	3201	49	46	1166	4	18	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	1006	0	8	0
	9070	3201	318	280	1286	22	13	0
	9070	4088	631	556	1562	36	17	0
Link Road (NE)	9064	3201	0	0	936	0	9	0
	9064	4088	0	0	936	0	14	0
	9064	9070	0	0	936	0	19	0
Site Access (SE)	3201	4088	79	79	1019	8	9	0
	3201	9070	176	176	1115	16	13	0
	3201	9064	0	0	940	0	18	0
Bloxham Road (S)	4088	9070	660	637	1479	43	8	0
	4088	9064	0	0	843	0	13	0
	4088	3201	158	152	995	15	18	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	46	44	1417	3	8	0
	9070	3201	0	0	1373	0	13	0
	9070	4088	563	541	1914	28	17	0
Link Road (NE)	9064	3201	0	0	1203	0	8	0
	9064	4088	0	0	1203	0	13	0
	9064	9070	0	0	1203	0	18	0
Site Access (SE)	3201	4088	0	0	1204	0	8	0
	3201	9070	0	0	1204	0	13	0
	3201	9064	0	0	1204	0	18	0
Bloxham Road (S)	4088	9070	437	405	1751	23	8	0
	4088	9064	0	0	1346	0	13	0
	4088	3201	0	0	1346	0	17	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	3	3	1166	0	8	0
	9070	3201	0	0	1163	0	13	0
	9070	4088	825	792	1955	41	17	0
Link Road (NE)	9064	3201	0	0	1053	0	9	0
	9064	4088	0	0	1053	0	14	0
	9064	9070	0	0	1053	0	18	0
Site Access (SE)	3201	4088	0	0	1054	0	9	0
	3201	9070	0	0	1054	0	14	0
	3201	9064	0	0	1054	0	18	0
Bloxham Road (S)	4088	9070	720	709	1751	40	8	0
	4088	9064	0	0	1042	0	13	0
	4088	3201	0	0	1042	0	17	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	103	99	1318	7	8	0
	9070	3201	116	112	1331	8	13	0
	9070	4088	496	475	1695	28	17	0
Link Road (NE)	9064	3201	4	4	1150	0	9	0
	9064	4088	0	0	1146	0	13	0
	9064	9070	0	0	1146	0	18	0
Site Access (SE)	3201	4088	96	96	916	11	9	0
	3201	9070	300	300	1120	27	13	0
	3201	9064	27	27	846	3	18	0
Bloxham Road (S)	4088	9070	400	371	1485	25	8	0
	4088	9064	0	0	1115	0	13	0
	4088	3201	46	43	1157	4	18	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	0	0	954	0	8	0
	9070	3201	290	267	1221	22	13	0
	9070	4088	689	635	1588	40	17	0
Link Road (NE)	9064	3201	76	72	893	8	9	0
	9064	4088	0	0	821	0	14	0
	9064	9070	35	33	854	4	19	0
Site Access (SE)	3201	4088	66	66	939	7	9	0
	3201	9070	156	156	1029	15	14	0
	3201	9064	32	32	905	4	18	0
Bloxham Road (S)	4088	9070	676	659	1498	44	8	0
	4088	9064	0	0	839	0	13	0
	4088	3201	105	102	941	11	18	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	46	44	1408	3	8	0
	9070	3201	0	0	1364	0	13	0
	9070	4088	569	547	1911	29	17	0
Link Road (NE)	9064	3201	0	0	1181	0	8	0
	9064	4088	4	4	1185	0	13	0
	9064	9070	14	14	1195	1	18	0
Site Access (SE)	3201	4088	0	0	1189	0	8	0
	3201	9070	0	0	1189	0	13	0
	3201	9064	0	0	1189	0	18	0
Bloxham Road (S)	4088	9070	444	409	1738	24	8	0
	4088	9064	4	4	1332	0	13	0
	4088	3201	0	0	1328	0	17	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	25	24	1165	2	8	0
	9070	3201	0	0	1141	0	13	0
	9070	4088	826	788	1929	41	17	0
Link Road (NE)	9064	3201	0	0	1049	0	9	0
	9064	4088	0	0	1049	0	14	0
	9064	9070	7	7	1056	1	18	0
Site Access (SE)	3201	4088	0	0	1052	0	9	0
	3201	9070	0	0	1052	0	14	0
	3201	9064	0	0	1052	0	18	0
Bloxham Road (S)	4088	9070	722	709	1739	41	8	0
	4088	9064	7	7	1037	1	13	0
	4088	3201	0	0	1030	0	17	0

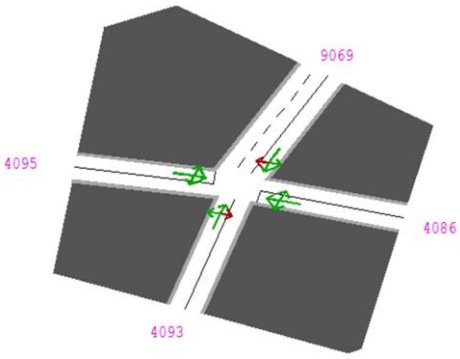
DS3withLR AM

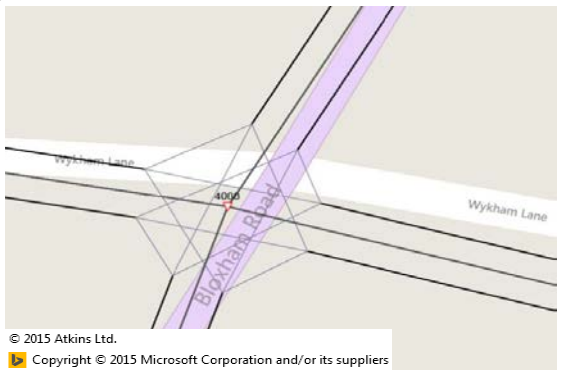
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	93	89	1310	7	8	0
	9070	3201	114	109	1330	8	13	0
	9070	4088	508	487	1708	29	17	0
Link Road (NE)	9064	3201	8	8	1123	1	9	0
	9064	4088	10	10	1125	1	13	0
	9064	9070	14	14	1130	1	18	0
Site Access (SE)	3201	4088	96	96	895	11	9	0
	3201	9070	300	300	1099	27	13	0
	3201	9064	27	27	826	3	18	0
Bloxham Road (S)	4088	9070	410	379	1477	26	8	0
	4088	9064	4	4	1102	0	13	0
	4088	3201	41	38	1137	3	18	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9070	9064	3	3	958	0	8	0
	9070	3201	292	269	1224	22	13	0
	9070	4088	676	623	1578	39	17	0
Link Road (NE)	9064	3201	74	71	877	8	9	0
	9064	4088	8	7	814	1	14	0
	9064	9070	50	48	855	6	19	0
Site Access (SE)	3201	4088	66	66	934	7	9	0
	3201	9070	156	156	1023	15	14	0
	3201	9064	32	32	899	4	18	0
Bloxham Road (S)	4088	9070	676	659	1480	45	8	0
	4088	9064	7	7	829	1	13	0
	4088	3201	105	103	924	11	18	0

17. Node 4088 - A361 Bloxham Road/Wykham Lane





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	179	172	1197	14	0	0
	9069	4093	414	398	1782	22	0	0
	9069	4095	0	0	299	0	3	0
Wykham Lane (E)	4086	4093	160	137	135	102	67	2
	4086	4095	117	101	99	102	67	2
	4086	9069	213	183	181	102	67	3
Bloxham Road (S)	4093	4095	0	0	783	0	0	0
	4093	9069	226	226	1447	16	0	0
	4093	4086	110	110	346	32	5	0
Wykham Lane (W)	4095	9069	0	0	434	0	4	0
	4095	4086	103	101	362	28	7	0
	4095	4093	0	0	266	0	7	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	56	54	945	6	0	0
	9069	4093	769	739	1943	38	0	0
	9069	4095	0	0	222	0	4	0
Wykham Lane (E)	4086	4093	236	211	210	100	61	1
	4086	4095	68	60	60	100	61	0
	4086	9069	103	92	91	100	61	0
Bloxham Road (S)	4093	4095	0	0	676	0	0	0
	4093	9069	618	618	1670	37	0	0
	4093	4086	59	59	241	25	6	0
Wykham Lane (W)	4095	9069	0	0	400	0	5	0
	4095	4086	66	66	285	23	10	0
	4095	4093	0	0	211	0	11	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	206	198	1115	18	0	0
	9069	4093	438	421	1659	25	0	0
	9069	4095	20	19	285	7	4	0
Wykham Lane (E)	4086	4093	160	136	200	68	12	0
	4086	4095	65	55	99	56	16	0
	4086	9069	205	174	217	80	16	0
Bloxham Road (S)	4093	4095	0	0	767	0	0	0
	4093	9069	236	236	1431	17	0	0
	4093	4086	111	111	337	33	6	0
Wykham Lane (W)	4095	9069	4	4	428	1	4	0
	4095	4086	103	101	350	29	8	0
	4095	4093	0	0	258	0	7	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	92	82	1073	8	0	0
	9069	4093	627	563	1901	30	0	0
	9069	4095	0	0	245	0	5	0
Wykham Lane (E)	4086	4093	199	175	167	104	188	7
	4086	4095	53	47	45	104	188	2
	4086	9069	173	152	146	104	188	6
Bloxham Road (S)	4093	4095	0	0	679	0	0	0
	4093	9069	638	638	1695	38	0	0
	4093	4086	60	60	256	23	5	0
Wykham Lane (W)	4095	9069	6	6	149	4	12	0
	4095	4086	49	48	133	36	18	0
	4095	4093	166	162	246	66	18	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	177	170	1196	14	0	0
	9069	4093	416	400	1785	22	0	0
	9069	4095	0	0	299	0	3	0
Wykham Lane (E)	4086	4093	164	141	139	102	75	3
	4086	4095	111	95	93	102	75	2
	4086	9069	217	187	183	102	75	4
Bloxham Road (S)	4093	4095	0	0	773	0	0	0
	4093	9069	226	226	1431	16	0	0
	4093	4086	113	113	347	33	5	0
Wykham Lane (W)	4095	9069	0	0	430	0	4	0
	4095	4086	105	103	362	28	7	0
	4095	4093	0	0	263	0	7	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	58	55	946	6	0	0
	9069	4093	769	738	1940	38	0	0
	9069	4095	0	0	222	0	4	0
Wykham Lane (E)	4086	4093	243	214	213	101	65	1
	4086	4095	68	60	59	101	65	0
	4086	9069	103	91	90	101	65	0
Bloxham Road (S)	4093	4095	0	0	654	0	0	0
	4093	9069	618	618	1637	38	0	0
	4093	4086	65	65	241	27	6	0
Wykham Lane (W)	4095	9069	0	0	396	0	5	0
	4095	4086	68	68	284	24	10	0
	4095	4093	0	0	209	0	11	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	200	193	1115	17	0	0
	9069	4093	438	421	1666	25	0	0
	9069	4095	20	19	287	7	4	0
Wykham Lane (E)	4086	4093	166	142	186	76	14	0
	4086	4095	70	60	90	67	19	0
	4086	9069	209	178	208	86	20	0
Bloxham Road (S)	4093	4095	0	0	758	0	0	0
	4093	9069	235	235	1417	17	0	0
	4093	4086	114	114	338	34	6	0
Wykham Lane (W)	4095	9069	4	3	424	1	4	0
	4095	4086	105	103	350	29	8	0
	4095	4093	0	0	255	0	7	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	92	82	1081	8	0	0
	9069	4093	618	552	1901	29	0	0
	9069	4095	0	0	247	0	5	0
Wykham Lane (E)	4086	4093	203	177	170	104	189	8
	4086	4095	53	46	45	104	189	2
	4086	9069	173	151	145	104	189	6
Bloxham Road (S)	4093	4095	0	0	660	0	0	0
	4093	9069	638	638	1666	38	0	0
	4093	4086	65	65	258	25	5	0
Wykham Lane (W)	4095	9069	6	6	135	4	13	0
	4095	4086	51	50	126	40	19	0
	4095	4093	174	170	245	69	19	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	149	143	1197	12	0	0
	9069	4093	414	398	1822	22	0	0
	9069	4095	0	0	307	0	3	0
Wykham Lane (E)	4086	4093	160	138	136	102	67	2
	4086	4095	119	102	101	102	67	2
	4086	9069	211	182	179	102	67	3
Bloxham Road (S)	4093	4095	0	0	787	0	0	0
	4093	9069	226	226	1453	16	0	0
	4093	4086	110	110	350	31	5	0
Wykham Lane (W)	4095	9069	0	0	436	0	4	0
	4095	4086	103	101	366	28	7	0
	4095	4093	0	0	267	0	7	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	56	53	945	6	0	0
	9069	4093	769	738	1943	38	0	0
	9069	4095	0	0	223	0	4	0
Wykham Lane (E)	4086	4093	236	211	210	100	61	1
	4086	4095	68	60	60	100	61	0
	4086	9069	103	92	91	100	61	0
Bloxham Road (S)	4093	4095	0	0	676	0	0	0
	4093	9069	617	617	1670	37	0	0
	4093	4086	59	59	241	25	6	0
Wykham Lane (W)	4095	9069	0	0	400	0	5	0
	4095	4086	66	66	285	23	10	0
	4095	4093	0	0	212	0	11	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	134	129	1113	12	0	0
	9069	4093	438	423	1752	24	0	0
	9069	4095	20	19	305	6	4	0
Wykham Lane (E)	4086	4093	158	136	133	102	82	3
	4086	4095	119	103	100	102	82	2
	4086	9069	206	178	174	102	82	4
Bloxham Road (S)	4093	4095	0	0	776	0	0	0
	4093	9069	236	236	1446	16	0	0
	4093	4086	111	111	345	32	5	0
Wykham Lane (W)	4095	9069	4	4	433	1	4	0
	4095	4086	103	101	359	28	7	0
	4095	4093	0	0	258	0	7	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	77	72	1025	7	0	0
	9069	4093	678	629	1916	33	0	0
	9069	4095	0	0	236	0	5	0
Wykham Lane (E)	4086	4093	214	185	184	101	153	2
	4086	4095	67	58	58	101	153	1
	4086	9069	137	118	117	101	153	1
Bloxham Road (S)	4093	4095	0	0	673	0	0	0
	4093	9069	638	638	1686	38	0	0
	4093	4086	60	60	249	24	5	0
Wykham Lane (W)	4095	9069	6	6	223	3	10	0
	4095	4086	50	49	174	28	14	0
	4095	4093	117	115	237	48	15	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	154	148	1190	12	0	0
	9069	4093	418	402	1808	22	0	0
	9069	4095	1	1	305	0	3	0
Wykham Lane (E)	4086	4093	163	140	137	102	78	3
	4086	4095	112	96	94	102	78	2
	4086	9069	218	187	183	102	78	4
Bloxham Road (S)	4093	4095	0	0	783	0	0	0
	4093	9069	229	229	1449	16	0	0
	4093	4086	110	110	349	32	5	0
Wykham Lane (W)	4095	9069	1	1	434	0	4	0
	4095	4086	103	101	363	28	7	0
	4095	4093	0	0	265	0	7	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	56	53	948	6	0	0
	9069	4093	771	735	1943	38	0	0
	9069	4095	0	0	223	0	4	0
Wykham Lane (E)	4086	4093	240	212	211	100	62	1
	4086	4095	68	60	59	100	62	0
	4086	9069	104	92	92	100	62	0
Bloxham Road (S)	4093	4095	0	0	672	0	0	0
	4093	9069	623	623	1671	37	0	0
	4093	4086	60	60	241	25	6	0
Wykham Lane (W)	4095	9069	2	2	398	0	5	0
	4095	4086	66	66	283	23	10	0
	4095	4093	0	0	210	0	11	0

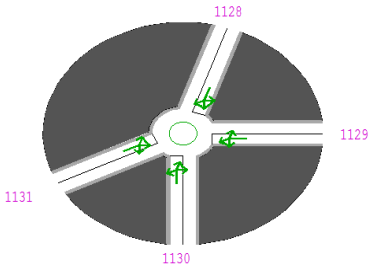
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	142	137	1091	13	0	0
	9069	4093	448	432	1720	25	0	0
	9069	4095	24	24	300	8	4	0
Wykham Lane (E)	4086	4093	155	134	130	103	92	4
	4086	4095	116	99	97	103	92	3
	4086	9069	212	182	178	103	92	5
Bloxham Road (S)	4093	4095	0	0	771	0	0	0
	4093	9069	238	238	1440	17	0	0
	4093	4086	111	111	342	32	5	0
Wykham Lane (W)	4095	9069	5	4	430	1	4	0
	4095	4086	103	101	355	28	7	0
	4095	4093	0	0	256	0	7	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bloxham Road (N)	9069	4086	78	73	1028	7	0	0
	9069	4093	671	623	1913	33	0	0
	9069	4095	1	1	236	0	5	0
Wykham Lane (E)	4086	4093	215	185	183	101	153	2
	4086	4095	67	58	57	101	153	1
	4086	9069	138	118	117	101	153	1
Bloxham Road (S)	4093	4095	0	0	670	0	0	0
	4093	9069	644	644	1687	38	0	0
	4093	4086	60	60	249	24	5	0
Wykham Lane (W)	4095	9069	8	8	201	4	10	0
	4095	4086	50	49	160	30	15	0
	4095	4093	129	127	236	54	16	0

18. Node 1001 - A361 South Bar/West Bar Street/High Street/Horse Fair



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	135	128	715	18	4	0
	1128	1130	193	183	771	24	4	0
	1128	1131	102	97	684	14	4	0
	1128	1128	0	0	587	0	4	0
High Street (E)	1129	1130	53	50	357	14	4	0
	1129	1131	445	426	733	58	4	0
	1129	1128	211	202	509	40	4	0
	1129	1129	0	0	307	0	4	0
South Bar Street (S)	1130	1131	0	0	382	0	6	0
	1130	1128	390	365	746	49	6	0
	1130	1129	51	48	430	11	6	0
	1130	1130	0	0	382	0	6	0
West Bar Street (W)	1131	1128	57	55	633	9	4	0
	1131	1129	216	209	787	27	4	0
	1131	1130	0	0	578	0	4	0
	1131	1131	0	0	578	0	4	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	51	50	523	9	4	0
	1128	1130	285	276	750	37	4	0
	1128	1131	118	114	588	19	4	0
	1128	1128	0	0	473	0	4	0
High Street (E)	1129	1130	0	0	155	0	6	0
	1129	1131	376	368	523	70	6	0
	1129	1128	424	415	570	73	6	0
	1129	1129	0	0	155	0	6	0
South Bar Street (S)	1130	1131	0	0	240	0	8	0
	1130	1128	198	192	432	44	8	0
	1130	1129	297	288	528	54	8	0
	1130	1130	0	0	240	0	8	0
West Bar Street (W)	1131	1128	58	56	562	10	5	0
	1131	1129	163	159	665	24	5	0
	1131	1130	0	0	505	0	5	0
	1131	1131	0	0	505	0	5	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	132	126	534	23	4	0
	1128	1130	415	395	804	49	4	0
	1128	1131	1	1	410	0	4	0
	1128	1128	0	0	409	0	4	0
High Street (E)	1129	1130	102	98	449	22	5	0
	1129	1131	330	317	668	47	5	0
	1129	1128	152	146	497	29	5	0
	1129	1129	0	0	351	0	5	0
South Bar Street (S)	1130	1131	0	0	371	0	5	0
	1130	1128	514	476	847	56	5	0
	1130	1129	65	60	430	14	5	0
	1130	1130	0	0	371	0	5	0
West Bar Street (W)	1131	1128	37	36	464	8	5	0
	1131	1129	304	293	722	41	5	0
	1131	1130	57	55	484	11	5	0
	1131	1131	0	0	429	0	5	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	60	58	445	13	5	0
	1128	1130	386	372	760	49	5	0
	1128	1131	98	94	482	20	5	0
	1128	1128	0	0	388	0	5	0
High Street (E)	1129	1130	0	0	251	0	5	0
	1129	1131	384	376	628	60	5	0
	1129	1128	283	278	529	52	5	0
	1129	1129	0	0	251	0	5	0
South Bar Street (S)	1130	1131	0	0	179	0	8	0
	1130	1128	397	379	557	68	8	0
	1130	1129	238	227	405	56	8	0
	1130	1130	0	0	179	0	8	0
West Bar Street (W)	1131	1128	92	89	502	18	6	0
	1131	1129	232	224	637	35	6	0
	1131	1130	0	0	413	0	6	0
	1131	1131	0	0	413	0	6	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	134	128	722	18	4	0
	1128	1130	197	187	782	24	4	0
	1128	1131	93	89	683	13	4	0
	1128	1128	0	0	595	0	4	0
High Street (E)	1129	1130	48	46	339	14	4	0
	1129	1131	459	439	732	60	4	0
	1129	1128	219	209	502	42	4	0
	1129	1129	0	0	292	0	4	0
South Bar Street (S)	1130	1131	0	0	379	0	6	0
	1130	1128	393	367	746	49	6	0
	1130	1129	46	43	422	10	6	0
	1130	1130	0	0	379	0	6	0
West Bar Street (W)	1131	1128	53	51	633	8	4	0
	1131	1129	214	207	788	26	4	0
	1131	1130	0	0	581	0	4	0
	1131	1131	0	0	581	0	4	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	56	54	518	10	4	0
	1128	1130	304	294	758	39	4	0
	1128	1131	112	108	572	19	4	0
	1128	1128	0	0	464	0	4	0
High Street (E)	1129	1130	0	0	139	0	6	0
	1129	1131	376	367	506	73	6	0
	1129	1128	438	427	566	75	6	0
	1129	1129	0	0	139	0	6	0
South Bar Street (S)	1130	1131	0	0	237	0	8	0
	1130	1128	213	205	442	46	8	0
	1130	1129	285	276	512	54	8	0
	1130	1130	0	0	237	0	8	0
West Bar Street (W)	1131	1128	51	50	558	9	5	0
	1131	1129	161	157	665	24	5	0
	1131	1130	0	0	508	0	5	0
	1131	1131	0	0	508	0	5	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	132	126	537	23	4	0
	1128	1130	410	391	802	49	4	0
	1128	1131	1	1	412	0	4	0
	1128	1128	0	0	411	0	4	0
High Street (E)	1129	1130	119	114	451	25	5	0
	1129	1131	328	315	652	48	5	0
	1129	1128	151	145	482	30	5	0
	1129	1129	0	0	337	0	5	0
South Bar Street (S)	1130	1131	0	0	364	0	5	0
	1130	1128	523	484	849	57	5	0
	1130	1129	64	59	423	14	5	0
	1130	1130	0	0	364	0	5	0
West Bar Street (W)	1131	1128	38	37	457	8	5	0
	1131	1129	303	292	712	41	5	0
	1131	1130	64	62	482	13	5	0
	1131	1131	0	0	420	0	5	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	60	58	439	13	5	0
	1128	1130	392	376	757	50	5	0
	1128	1131	102	98	478	20	5	0
	1128	1128	0	0	381	0	5	0
High Street (E)	1129	1130	0	0	242	0	6	0
	1129	1131	387	378	620	61	6	0
	1129	1128	289	282	524	54	6	0
	1129	1129	0	0	241	0	6	0
South Bar Street (S)	1130	1131	0	0	168	0	8	0
	1130	1128	403	383	551	70	8	0
	1130	1129	240	229	397	58	8	0
	1130	1130	0	0	168	0	8	0
West Bar Street (W)	1131	1128	99	96	500	19	6	0
	1131	1129	229	221	626	35	6	0
	1131	1130	0	0	404	0	6	0
	1131	1131	0	0	404	0	6	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	134	128	716	18	4	0
	1128	1130	198	188	776	24	4	0
	1128	1131	96	91	679	13	4	0
	1128	1128	0	0	588	0	4	0
High Street (E)	1129	1130	47	45	352	13	4	0
	1129	1131	450	432	739	58	4	0
	1129	1128	210	202	509	40	4	0
	1129	1129	0	0	308	0	4	0
South Bar Street (S)	1130	1131	0	0	382	0	6	0
	1130	1128	392	367	748	49	6	0
	1130	1129	49	46	428	11	6	0
	1130	1130	0	0	382	0	6	0
West Bar Street (W)	1131	1128	52	51	630	8	4	0
	1131	1129	218	211	790	27	4	0
	1131	1130	1	1	580	0	4	0
	1131	1131	0	0	579	0	4	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	52	51	527	10	4	0
	1128	1130	285	276	752	37	4	0
	1128	1131	116	113	589	19	4	0
	1128	1128	0	0	476	0	4	0
High Street (E)	1129	1130	0	0	155	0	6	0
	1129	1131	374	366	521	70	6	0
	1129	1128	427	418	573	73	6	0
	1129	1129	0	0	155	0	6	0
South Bar Street (S)	1130	1131	0	0	240	0	8	0
	1130	1128	203	196	436	45	8	0
	1130	1129	293	284	524	54	8	0
	1130	1130	0	0	240	0	8	0
West Bar Street (W)	1131	1128	53	52	561	9	5	0
	1131	1129	163	159	668	24	5	0
	1131	1130	0	0	509	0	5	0
	1131	1131	0	0	509	0	5	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	132	127	591	21	4	0
	1128	1130	230	221	686	32	4	0
	1128	1131	136	130	595	22	4	0
	1128	1128	0	0	465	0	4	0
High Street (E)	1129	1130	42	40	259	16	5	0
	1129	1131	443	423	641	66	5	0
	1129	1128	267	255	473	54	5	0
	1129	1129	0	0	219	0	5	0
South Bar Street (S)	1130	1131	0	0	347	0	6	0
	1130	1128	347	323	670	48	6	0
	1130	1129	95	89	435	20	6	0
	1130	1130	0	0	347	0	6	0
West Bar Street (W)	1131	1128	37	36	527	7	5	0
	1131	1129	257	247	739	33	5	0
	1131	1130	46	44	536	8	5	0
	1131	1131	0	0	492	0	5	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	60	57	465	12	5	0
	1128	1130	301	290	697	42	5	0
	1128	1131	161	155	562	28	5	0
	1128	1128	0	0	407	0	5	0
High Street (E)	1129	1130	0	0	63	0	10	0
	1129	1131	390	379	442	86	10	0
	1129	1128	487	473	536	88	10	0
	1129	1129	0	0	63	0	10	0
South Bar Street (S)	1130	1131	0	0	225	0	9	0
	1130	1128	156	150	376	40	9	0
	1130	1129	309	297	523	57	9	0
	1130	1130	0	0	225	0	9	0
West Bar Street (W)	1131	1128	68	66	552	12	6	0
	1131	1129	163	158	644	25	6	0
	1131	1130	0	0	486	0	6	0
	1131	1131	0	0	486	0	6	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	134	128	722	18	4	0
	1128	1130	193	184	778	24	4	0
	1128	1131	97	92	686	13	4	0
	1128	1128	0	0	594	0	4	0
High Street (E)	1129	1130	53	51	347	15	4	0
	1129	1131	454	434	730	60	4	0
	1129	1128	216	207	502	41	4	0
	1129	1129	0	0	296	0	4	0
South Bar Street (S)	1130	1131	0	0	379	0	6	0
	1130	1128	396	369	748	49	6	0
	1130	1129	46	43	422	10	6	0
	1130	1130	0	0	379	0	6	0
West Bar Street (W)	1131	1128	53	51	631	8	4	0
	1131	1129	216	208	788	26	4	0
	1131	1130	1	1	580	0	4	0
	1131	1131	0	0	580	0	4	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	56	54	519	10	4	0
	1128	1130	303	293	757	39	4	0
	1128	1131	113	109	574	19	4	0
	1128	1128	0	0	465	0	4	0
High Street (E)	1129	1130	0	0	145	0	6	0
	1129	1131	374	365	510	72	6	0
	1129	1128	433	423	568	74	6	0
	1129	1129	0	0	145	0	6	0
South Bar Street (S)	1130	1131	0	0	241	0	8	0
	1130	1128	210	203	444	46	8	0
	1130	1129	285	276	517	53	8	0
	1130	1130	0	0	241	0	8	0
West Bar Street (W)	1131	1128	51	49	563	9	5	0
	1131	1129	159	156	669	23	5	0
	1131	1130	0	0	513	0	5	0
	1131	1131	0	0	513	0	5	0

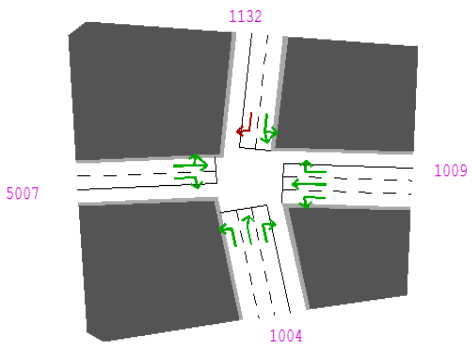
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	130	124	587	21	4	0
	1128	1130	233	224	687	33	4	0
	1128	1131	134	128	591	22	4	0
	1128	1128	0	0	463	0	4	0
High Street (E)	1129	1130	32	30	248	12	5	0
	1129	1131	451	430	648	66	5	0
	1129	1128	264	252	470	54	5	0
	1129	1129	0	0	218	0	5	0
South Bar Street (S)	1130	1131	0	0	340	0	6	0
	1130	1128	352	327	668	49	6	0
	1130	1129	97	90	430	21	6	0
	1130	1130	0	0	340	0	6	0
West Bar Street (W)	1131	1128	38	36	521	7	5	0
	1131	1129	251	241	726	33	5	0
	1131	1130	58	56	541	10	5	0
	1131	1131	0	0	485	0	5	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Horse Fair (N)	1128	1129	60	58	454	13	5	0
	1128	1130	322	309	705	44	5	0
	1128	1131	155	149	545	27	5	0
	1128	1128	0	0	396	0	5	0
High Street (E)	1129	1130	0	0	58	0	10	0
	1129	1131	393	381	439	87	10	0
	1129	1128	485	470	528	89	10	0
	1129	1129	0	0	58	0	10	0
South Bar Street (S)	1130	1131	0	0	228	0	8	0
	1130	1128	161	154	382	40	8	0
	1130	1129	305	293	521	56	8	0
	1130	1130	0	0	228	0	8	0
West Bar Street (W)	1131	1128	64	63	553	11	6	0
	1131	1129	163	158	649	24	6	0
	1131	1130	0	0	490	0	6	0
	1131	1131	0	0	490	0	6	0

19. Node 1007 - A361 North Bar/B4100 Warwick Road/A361 Southam Road/Castle Street



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	52	48	348	14	35	0
	1132	1004	88	80	384	21	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	164	156	220	71	50	0
	1009	5007	254	242	240	101	69	2
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	81	78	704	11	23	0
	1004	1132	614	592	736	80	32	0
	1004	1009	170	164	162	101	72	2
Warwick Road (W)	5007	1132	0	0	0	0	56	0
	5007	1009	525	505	502	100	56	2
	5007	1004	221	212	503	42	34	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	54	5	43	0
	1132	1004	393	378	430	88	43	0
	1132	5007	96	93	92	100	69	0
Castle Street (E)	1009	1004	211	206	220	94	52	0
	1009	5007	250	245	240	102	176	5
	1009	1132	178	174	236	74	50	0
North Bar Street (S)	1004	5007	305	299	727	41	26	0
	1004	1132	437	429	736	58	28	0
	1004	1009	166	163	162	100	62	1
Warwick Road (W)	5007	1132	0	0	46	0	54	0
	5007	1009	467	456	502	91	41	0
	5007	1004	84	82	503	16	31	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	84	75	323	23	37	0
	1132	1004	117	105	356	30	37	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	204	196	220	89	51	0
	1009	5007	252	243	240	101	74	3
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	69	66	663	10	22	0
	1004	1132	660	632	736	86	33	0
	1004	1009	172	165	162	101	81	2
Warwick Road (W)	5007	1132	0	0	0	0	64	0
	5007	1009	527	506	502	101	64	3
	5007	1004	236	227	503	45	34	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	3	87	50	0
	1132	1004	445	427	430	99	45	0
	1132	5007	81	78	77	102	99	2
Castle Street (E)	1009	1004	228	222	220	101	67	2
	1009	5007	253	246	240	103	179	7
	1009	1132	170	166	236	70	50	0
North Bar Street (S)	1004	5007	295	287	727	39	26	0
	1004	1132	506	493	736	67	29	0
	1004	1009	169	164	162	101	74	2
Warwick Road (W)	5007	1132	0	0	25	0	54	0
	5007	1009	491	477	502	95	42	0
	5007	1004	81	79	503	16	31	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	59	53	353	15	35	0
	1132	1004	81	74	379	20	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	158	150	220	68	50	0
	1009	5007	254	242	240	101	71	2
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	78	75	699	11	23	0
	1004	1132	620	597	736	81	32	0
	1004	1009	170	164	162	101	73	2
Warwick Road (W)	5007	1132	0	0	0	0	58	0
	5007	1009	526	505	502	100	58	2
	5007	1004	224	215	503	43	34	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	48	5	43	0
	1132	1004	400	384	430	89	43	0
	1132	5007	95	91	90	101	75	1
Castle Street (E)	1009	1004	213	208	220	95	52	0
	1009	5007	251	246	240	102	177	6
	1009	1132	177	173	236	73	50	0
North Bar Street (S)	1004	5007	309	303	727	42	26	0
	1004	1132	443	434	736	59	28	0
	1004	1009	167	164	162	101	67	1
Warwick Road (W)	5007	1132	0	0	46	0	54	0
	5007	1009	468	455	502	91	41	0
	5007	1004	87	84	503	17	31	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	95	86	329	26	37	0
	1132	1004	110	99	346	29	37	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	200	192	220	87	51	0
	1009	5007	252	243	240	101	74	3
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	69	66	655	10	22	0
	1004	1132	670	640	736	87	33	0
	1004	1009	172	165	162	101	79	2
Warwick Road (W)	5007	1132	0	0	0	101	63	0
	5007	1009	527	505	502	101	63	3
	5007	1004	237	227	503	45	35	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	3	100	51	0
	1132	1004	451	432	430	100	51	2
	1132	5007	80	77	75	102	106	2
Castle Street (E)	1009	1004	229	222	220	101	70	2
	1009	5007	254	247	240	103	183	8
	1009	1132	165	160	236	68	50	0
North Bar Street (S)	1004	5007	297	288	727	40	26	0
	1004	1132	513	499	736	68	30	0
	1004	1009	169	165	162	101	78	2
Warwick Road (W)	5007	1132	0	0	7	0	54	0
	5007	1009	511	496	502	99	42	0
	5007	1004	83	80	503	16	31	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	53	49	349	14	35	0
	1132	1004	86	78	383	20	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	167	159	220	72	50	0
	1009	5007	254	242	240	101	70	2
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	79	77	703	11	23	0
	1004	1132	614	593	736	81	32	0
	1004	1009	170	164	162	101	71	2
Warwick Road (W)	5007	1132	0	0	0	0	58	0
	5007	1009	525	505	502	100	58	2
	5007	1004	221	213	503	42	34	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	57	5	43	0
	1132	1004	390	375	430	87	43	0
	1132	5007	97	93	92	101	73	1
Castle Street (E)	1009	1004	211	207	220	94	52	0
	1009	5007	250	245	240	102	174	5
	1009	1132	179	175	236	74	50	0
North Bar Street (S)	1004	5007	304	299	727	41	26	0
	1004	1132	436	428	736	58	28	0
	1004	1009	166	163	162	100	63	1
Warwick Road (W)	5007	1132	0	0	43	0	54	0
	5007	1009	470	458	502	91	41	0
	5007	1004	84	82	503	16	31	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	82	75	363	21	36	0
	1132	1004	71	65	357	18	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	181	175	220	79	51	0
	1009	5007	251	243	240	101	74	3
	1009	1132	1	1	236	1	45	0
North Bar Street (S)	1004	5007	85	82	721	11	23	0
	1004	1132	596	574	736	78	31	0
	1004	1009	171	165	162	102	82	3
Warwick Road (W)	5007	1132	0	0	0	0	60	0
	5007	1009	528	505	502	101	60	3
	5007	1004	247	236	503	47	35	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	6	42	51	0
	1132	1004	433	414	430	96	44	0
	1132	5007	100	95	94	101	81	1
Castle Street (E)	1009	1004	228	222	220	101	68	2
	1009	5007	253	247	240	103	182	7
	1009	1132	186	181	236	77	50	0
North Bar Street (S)	1004	5007	324	317	727	44	26	0
	1004	1132	426	417	736	57	28	0
	1004	1009	169	165	162	102	85	3
Warwick Road (W)	5007	1132	0	0	40	0	54	0
	5007	1009	476	462	502	92	41	0
	5007	1004	86	84	503	17	31	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	59	54	352	15	35	0
	1132	1004	83	75	378	20	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	159	151	220	69	50	0
	1009	5007	254	242	240	101	71	2
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	79	76	698	11	23	0
	1004	1132	621	598	736	81	32	0
	1004	1009	170	164	162	101	73	2
Warwick Road (W)	5007	1132	0	0	0	0	59	0
	5007	1009	526	505	502	101	59	3
	5007	1004	223	214	503	43	34	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	46	6	43	0
	1132	1004	401	385	430	89	43	0
	1132	5007	95	91	91	101	78	1
Castle Street (E)	1009	1004	213	209	220	95	52	0
	1009	5007	251	245	240	102	175	6
	1009	1132	180	176	236	74	50	0
North Bar Street (S)	1004	5007	304	298	727	41	26	0
	1004	1132	443	434	736	59	28	0
	1004	1009	167	164	162	101	67	1
Warwick Road (W)	5007	1132	0	0	48	0	54	0
	5007	1009	466	454	502	90	41	0
	5007	1004	86	83	503	17	31	0

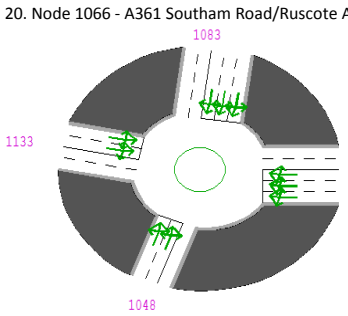
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	86	80	368	22	36	0
	1132	1004	64	59	352	17	36	0
	1132	5007	0	0	60	0	60	0
Castle Street (E)	1009	1004	179	173	220	79	51	0
	1009	5007	251	243	240	101	74	3
	1009	1132	0	0	236	0	45	0
North Bar Street (S)	1004	5007	81	78	717	11	23	0
	1004	1132	601	578	736	79	31	0
	1004	1009	172	165	162	102	83	3
Warwick Road (W)	5007	1132	0	0	0	0	60	0
	5007	1009	528	505	502	101	60	3
	5007	1004	247	237	503	47	35	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1132	1009	3	3	3	84	51	0
	1132	1004	445	426	430	99	45	0
	1132	5007	100	95	94	101	80	1
Castle Street (E)	1009	1004	228	222	220	101	66	2
	1009	5007	253	246	240	103	178	6
	1009	1132	186	181	236	77	50	0
North Bar Street (S)	1004	5007	319	311	727	43	26	0
	1004	1132	428	418	736	57	28	0
	1004	1009	170	166	162	102	90	3
Warwick Road (W)	5007	1132	0	0	38	0	54	0
	5007	1009	479	464	502	92	41	0
	5007	1004	87	84	503	17	31	0

20. Node 1066 - A361 Southam Road/Ruscote Avenue/A422 Hennef Way



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	802	801	1242	64	6	0
	1083	1048	61	61	502	12	6	0
	1083	1133	1	1	442	0	6	0
	1083	1083	0	0	441	0	6	0
Hennef Way (E)	1135	1048	204	158	705	22	3	0
	1135	1133	983	763	1310	58	3	0
	1135	1083	1492	1159	1706	68	3	0
	1135	1135	0	0	546	0	3	0
Southam Road (S)	1048	1133	233	226	334	68	14	0
	1048	1083	431	418	526	79	14	0
	1048	1135	319	310	418	74	14	0
	1048	1048	0	0	108	0	14	0
Ruscote Avenue (W)	1133	1083	0	0	276	0	11	0
	1133	1135	1134	1122	1397	80	11	0
	1133	1048	19	19	295	7	11	0
	1133	1133	0	0	276	0	11	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	795	794	1048	76	8	0
	1083	1048	193	193	446	43	8	0
	1083	1133	24	24	278	9	8	0
	1083	1083	0	0	253	0	8	0
Hennef Way (E)	1135	1048	266	241	551	44	4	0
	1135	1133	910	825	1135	73	4	0
	1135	1083	1146	1038	1349	77	4	0
	1135	1135	0	0	311	0	4	0
Southam Road (S)	1048	1133	117	115	333	35	9	0
	1048	1083	366	361	579	62	9	0
	1048	1135	392	386	605	64	9	0
	1048	1048	0	0	218	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	344	0	10	0
	1133	1135	986	959	1303	74	10	0
	1133	1048	187	182	526	35	10	0
	1133	1133	0	0	344	0	10	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	798	798	1257	64	6	0
	1083	1048	65	64	523	12	6	0
	1083	1133	1	1	459	0	6	0
	1083	1083	0	0	459	0	6	0
Hennef Way (E)	1135	1048	242	186	775	24	3	0
	1135	1133	959	736	1326	56	3	0
	1135	1083	1453	1116	1705	65	3	0
	1135	1135	0	0	589	0	3	0
Southam Road (S)	1048	1133	266	257	347	74	15	0
	1048	1083	493	476	566	84	15	0
	1048	1135	285	275	365	75	15	0
	1048	1048	0	0	90	0	15	0
Ruscote Avenue (W)	1133	1083	0	0	289	0	11	0
	1133	1135	1140	1125	1414	80	11	0
	1133	1048	16	16	305	5	11	0
	1133	1133	0	0	289	0	11	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	812	811	1023	79	8	0
	1083	1048	226	226	438	52	8	0
	1083	1133	25	25	238	11	8	0
	1083	1083	0	0	212	0	8	0
Hennef Way (E)	1135	1048	268	239	588	41	4	0
	1135	1133	909	813	1161	70	4	0
	1135	1083	1103	985	1334	74	4	0
	1135	1135	0	0	348	0	4	0
Southam Road (S)	1048	1133	128	126	331	38	10	0
	1048	1083	424	415	620	67	10	0
	1048	1135	375	368	573	64	10	0
	1048	1048	0	0	205	0	10	0
Ruscote Avenue (W)	1133	1083	0	0	356	0	10	0
	1133	1135	977	950	1305	73	10	0
	1133	1048	197	191	547	35	10	0
	1133	1133	0	0	356	0	10	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	800	800	1248	64	6	0
	1083	1048	61	61	509	12	6	0
	1083	1133	1	1	449	0	6	0
	1083	1083	0	0	448	0	6	0
Hennef Way (E)	1135	1048	205	159	708	22	3	0
	1135	1133	970	751	1300	58	3	0
	1135	1083	1512	1170	1719	68	3	0
	1135	1135	0	0	549	0	3	0
Southam Road (S)	1048	1133	248	241	350	69	14	0
	1048	1083	428	415	524	79	14	0
	1048	1135	308	299	408	73	14	0
	1048	1048	0	0	109	0	14	0
Ruscote Avenue (W)	1133	1083	0	0	278	0	11	0
	1133	1135	1134	1122	1401	80	11	0
	1133	1048	19	19	297	6	11	0
	1133	1133	0	0	278	0	11	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	800	800	1047	76	8	0
	1083	1048	195	195	442	44	8	0
	1083	1133	24	24	271	9	8	0
	1083	1083	0	0	247	0	8	0
Hennef Way (E)	1135	1048	263	237	555	43	4	0
	1135	1133	916	824	1142	72	4	0
	1135	1083	1148	1033	1351	76	4	0
	1135	1135	0	0	318	0	4	0
Southam Road (S)	1048	1133	118	116	334	35	9	0
	1048	1083	371	365	583	63	9	0
	1048	1135	391	385	603	64	9	0
	1048	1048	0	0	218	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	346	0	10	0
	1133	1135	984	957	1303	73	10	0
	1133	1048	189	184	530	35	10	0
	1133	1133	0	0	346	0	10	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	799	799	1258	64	6	0
	1083	1048	64	64	523	12	6	0
	1083	1133	1	1	460	0	6	0
	1083	1083	0	0	459	0	6	0
Hennef Way (E)	1135	1048	245	187	790	24	3	0
	1135	1133	958	733	1336	55	3	0
	1135	1083	1443	1105	1707	65	3	0
	1135	1135	0	0	602	0	3	0
Southam Road (S)	1048	1133	267	258	349	74	15	0
	1048	1083	502	484	575	84	15	0
	1048	1135	283	273	364	75	15	0
	1048	1048	0	0	91	0	15	0
Ruscote Avenue (W)	1133	1083	0	0	293	0	11	0
	1133	1135	1141	1125	1418	79	11	0
	1133	1048	16	16	309	5	11	0
	1133	1133	0	0	293	0	11	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	823	822	1032	80	8	0
	1083	1048	229	229	439	52	8	0
	1083	1133	26	26	236	11	8	0
	1083	1083	0	0	210	0	8	0
Hennef Way (E)	1135	1048	264	235	598	39	4	0
	1135	1133	913	811	1175	69	4	0
	1135	1083	1094	972	1336	73	4	0
	1135	1135	0	0	364	0	4	0
Southam Road (S)	1048	1133	131	128	358	36	9	0
	1048	1083	428	419	649	65	9	0
	1048	1135	352	344	574	60	9	0
	1048	1048	0	0	230	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	378	0	10	0
	1133	1135	973	947	1325	71	10	0
	1133	1048	199	194	572	34	10	0
	1133	1133	0	0	378	0	10	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	801	801	1243	64	6	0
	1083	1048	61	61	503	12	6	0
	1083	1133	1	1	443	0	6	0
	1083	1083	0	0	442	0	6	0
Hennef Way (E)	1135	1048	204	158	705	22	3	0
	1135	1133	988	768	1315	58	3	0
	1135	1083	1487	1155	1702	68	3	0
	1135	1135	0	0	547	0	3	0
Southam Road (S)	1048	1133	229	222	329	68	14	0
	1048	1083	438	425	532	80	14	0
	1048	1135	318	308	415	74	14	0
	1048	1048	0	0	107	0	14	0
Ruscote Avenue (W)	1133	1083	0	0	275	0	11	0
	1133	1135	1134	1122	1397	80	11	0
	1133	1048	19	18	293	6	11	0
	1133	1133	0	0	275	0	11	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	792	792	1049	75	8	0
	1083	1048	193	193	451	43	8	0
	1083	1133	24	24	281	8	8	0
	1083	1083	0	0	258	0	8	0
Hennef Way (E)	1135	1048	267	242	558	43	4	0
	1135	1133	908	823	1139	72	4	0
	1135	1083	1144	1036	1352	77	4	0
	1135	1135	0	0	316	0	4	0
Southam Road (S)	1048	1133	119	117	341	34	9	0
	1048	1083	363	358	582	61	9	0
	1048	1135	390	384	608	63	9	0
	1048	1048	0	0	224	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	349	0	10	0
	1133	1135	988	962	1311	73	10	0
	1133	1048	183	179	528	34	10	0
	1133	1133	0	0	349	0	10	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	805	804	1251	64	6	0
	1083	1048	58	58	505	12	6	0
	1083	1133	1	1	448	0	6	0
	1083	1083	0	0	447	0	6	0
Hennef Way (E)	1135	1048	230	177	662	27	3	0
	1135	1133	1003	774	1259	61	3	0
	1135	1083	1551	1196	1682	71	3	0
	1135	1135	0	0	485	0	3	0
Southam Road (S)	1048	1133	234	227	309	73	16	0
	1048	1083	445	431	513	84	16	0
	1048	1135	307	298	380	78	16	0
	1048	1048	0	0	82	0	16	0
Ruscote Avenue (W)	1133	1083	0	0	250	0	12	0
	1133	1135	1140	1126	1376	82	12	0
	1133	1048	15	15	265	6	12	0
	1133	1133	0	0	250	0	12	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	797	797	1020	78	8	0
	1083	1048	221	221	444	50	8	0
	1083	1133	25	25	249	10	8	0
	1083	1083	0	0	223	0	8	0
Hennef Way (E)	1135	1048	265	236	538	44	4	0
	1135	1133	931	829	1131	73	4	0
	1135	1083	1152	1026	1329	77	4	0
	1135	1135	0	0	303	0	4	0
Southam Road (S)	1048	1133	110	108	346	31	9	0
	1048	1083	362	355	593	60	9	0
	1048	1135	391	384	621	62	9	0
	1048	1048	0	0	238	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	358	0	10	0
	1133	1135	984	957	1314	73	10	0
	1133	1048	189	184	542	34	10	0
	1133	1133	0	0	358	0	10	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	800	800	1247	64	6	0
	1083	1048	61	61	508	12	6	0
	1083	1133	1	1	448	0	6	0
	1083	1083	0	0	447	0	6	0
Hennef Way (E)	1135	1048	205	158	710	22	3	0
	1135	1133	985	762	1314	58	3	0
	1135	1083	1493	1156	1708	68	3	0
	1135	1135	0	0	552	0	3	0
Southam Road (S)	1048	1133	235	227	338	67	14	0
	1048	1083	441	427	538	79	14	0
	1048	1135	309	300	410	73	14	0
	1048	1048	0	0	111	0	14	0
Ruscote Avenue (W)	1133	1083	0	0	279	0	11	0
	1133	1135	1134	1122	1401	80	11	0
	1133	1048	19	19	298	6	11	0
	1133	1133	0	0	279	0	11	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	801	800	1046	77	8	0
	1083	1048	196	196	442	44	8	0
	1083	1133	24	24	270	9	8	0
	1083	1083	0	0	246	0	8	0
Hennef Way (E)	1135	1048	269	242	561	43	4	0
	1135	1133	911	820	1139	72	4	0
	1135	1083	1144	1030	1348	76	4	0
	1135	1135	0	0	319	0	4	0
Southam Road (S)	1048	1133	121	119	341	35	9	0
	1048	1083	368	362	584	62	9	0
	1048	1135	391	385	606	63	9	0
	1048	1048	0	0	222	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	350	0	10	0
	1133	1135	982	956	1306	73	10	0
	1133	1048	190	185	535	35	10	0
	1133	1133	0	0	350	0	10	0

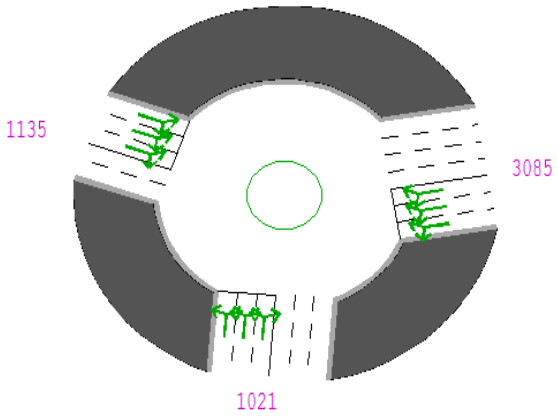
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	805	805	1252	64	6	0
	1083	1048	58	58	506	12	6	0
	1083	1133	1	1	448	0	6	0
	1083	1083	0	0	447	0	6	0
Hennef Way (E)	1135	1048	225	173	670	26	3	0
	1135	1133	1005	773	1270	61	3	0
	1135	1083	1547	1190	1686	71	3	0
	1135	1135	0	0	497	0	3	0
Southam Road (S)	1048	1133	234	227	308	74	16	0
	1048	1083	452	438	519	84	16	0
	1048	1135	305	296	377	78	16	0
	1048	1048	0	0	82	0	16	0
Ruscote Avenue (W)	1133	1083	0	0	252	0	12	0
	1133	1135	1141	1126	1378	82	12	0
	1133	1048	15	15	267	6	12	0
	1133	1133	0	0	252	0	12	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Southam Road (N)	1083	1135	801	801	1018	79	8	0
	1083	1048	224	224	440	51	8	0
	1083	1133	26	26	242	11	8	0
	1083	1083	0	0	217	0	8	0
Hennef Way (E)	1135	1048	265	235	546	43	4	0
	1135	1133	936	829	1141	73	4	0
	1135	1083	1141	1011	1322	76	4	0
	1135	1135	0	0	312	0	4	0
Southam Road (S)	1048	1133	109	107	353	30	9	0
	1048	1083	364	356	603	59	9	0
	1048	1135	390	382	629	61	9	0
	1048	1048	0	0	246	0	9	0
Ruscote Avenue (W)	1133	1083	0	0	368	0	10	0
	1133	1135	979	949	1317	72	10	0
	1133	1048	198	192	560	34	10	0
	1133	1133	0	0	368	0	10	0

21. Node 1067 - A422 Hennef Way/Concord Avenue



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	975	828	719	115	364	110
	3085	1135	2097	1782	1546	115	364	236
	3085	3085	0	0	0	0	364	0
Concord Avenue (S)	1021	1135	582	536	1027	52	6	0
	1021	3085	546	503	995	51	6	0
	1021	1021	0	0	492	0	6	0
Hennef Way (W)	1135	3085	1689	1672	1747	96	7	0
	1135	1021	566	560	635	88	7	0
	1135	1135	0	0	75	0	7	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	667	658	589	112	307	69
	3085	1135	1744	1719	1539	112	307	180
	3085	3085	0	0	0	0	307	0
Concord Avenue (S)	1021	1135	579	565	772	73	9	0
	1021	3085	782	763	971	79	9	0
	1021	1021	0	0	208	0	9	0
Hennef Way (W)	1135	3085	1409	1387	1370	101	40	17
	1135	1021	764	752	743	101	40	9
	1135	1135	0	0	0	0	40	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	963	816	702	116	389	114
	3085	1135	2133	1807	1553	116	389	253
	3085	3085	0	0	0	0	389	0
Concord Avenue (S)	1021	1135	522	485	971	50	6	0
	1021	3085	596	554	1040	53	6	0
	1021	1021	0	0	486	0	6	0
Hennef Way (W)	1135	3085	1643	1624	1696	96	8	0
	1135	1021	580	573	645	89	8	0
	1135	1135	0	0	71	0	8	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	735	725	638	114	362	87
	3085	1135	1719	1695	1492	114	362	203
	3085	3085	0	0	0	0	362	0
Concord Avenue (S)	1021	1135	561	545	779	70	8	0
	1021	3085	813	791	1025	77	8	0
	1021	1021	0	0	234	0	8	0
Hennef Way (W)	1135	3085	1398	1375	1352	102	49	23
	1135	1021	766	753	741	102	49	13
	1135	1135	0	0	0	0	49	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	982	833	720	116	374	113
	3085	1135	2102	1784	1541	116	374	242
	3085	3085	0	0	0	0	374	0
Concord Avenue (S)	1021	1135	585	538	1025	52	6	0
	1021	3085	554	509	996	51	6	0
	1021	1021	0	0	487	0	6	0
Hennef Way (W)	1135	3085	1673	1656	1739	95	7	0
	1135	1021	570	564	647	87	7	0
	1135	1135	0	0	82	0	7	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	687	675	601	112	325	74
	3085	1135	1745	1715	1527	112	325	188
	3085	3085	0	0	0	0	325	0
Concord Avenue (S)	1021	1135	582	566	774	73	9	0
	1021	3085	792	771	978	79	9	0
	1021	1021	0	0	207	0	9	0
Hennef Way (W)	1135	3085	1408	1386	1365	102	46	21
	1135	1021	767	755	743	102	46	12
	1135	1135	0	0	0	0	46	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	966	817	702	116	390	115
	3085	1135	2136	1807	1552	116	390	255
	3085	3085	0	0	0	116	390	0
Concord Avenue (S)	1021	1135	510	474	963	49	6	0
	1021	3085	606	563	1052	54	6	0
	1021	1021	0	0	489	0	6	0
Hennef Way (W)	1135	3085	1642	1622	1688	96	8	0
	1135	1021	581	574	640	90	8	0
	1135	1135	0	0	66	0	8	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	753	739	649	114	374	90
	3085	1135	1715	1684	1478	114	374	206
	3085	3085	0	0	0	0	374	0
Concord Avenue (S)	1021	1135	556	539	762	71	8	0
	1021	3085	844	819	1041	79	8	0
	1021	1021	0	0	222	0	8	0
Hennef Way (W)	1135	3085	1376	1353	1327	102	54	26
	1135	1021	772	759	745	102	54	15
	1135	1135	0	0	0	0	54	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	976	829	719	115	365	110
	3085	1135	2097	1782	1545	115	365	237
	3085	3085	0	0	0	0	365	0
Concord Avenue (S)	1021	1135	582	536	1028	52	6	0
	1021	3085	545	502	995	51	6	0
	1021	1021	0	0	492	0	6	0
Hennef Way (W)	1135	3085	1688	1671	1747	96	7	0
	1135	1021	566	561	637	88	7	0
	1135	1135	0	0	76	0	7	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	672	662	593	112	306	69
	3085	1135	1740	1715	1537	112	306	179
	3085	3085	0	0	0	0	306	0
Concord Avenue (S)	1021	1135	578	564	765	74	9	0
	1021	3085	792	772	973	79	9	0
	1021	1021	0	0	201	0	9	0
Hennef Way (W)	1135	3085	1406	1386	1366	101	44	20
	1135	1021	763	752	741	101	44	11
	1135	1135	0	0	0	0	44	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	956	811	696	116	393	114
	3085	1135	2136	1812	1557	116	393	255
	3085	3085	0	0	0	0	393	0
Concord Avenue (S)	1021	1135	648	590	1008	59	6	0
	1021	3085	565	515	932	55	6	0
	1021	1021	0	0	417	0	6	0
Hennef Way (W)	1135	3085	1671	1653	1724	96	7	0
	1135	1021	581	575	646	89	7	0
	1135	1135	0	0	71	0	7	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	729	718	630	114	372	88
	3085	1135	1739	1712	1501	114	372	211
	3085	3085	0	0	0	0	372	0
Concord Avenue (S)	1021	1135	609	589	782	75	9	0
	1021	3085	807	781	974	80	9	0
	1021	1021	0	0	193	0	9	0
Hennef Way (W)	1135	3085	1406	1384	1360	102	50	24
	1135	1021	765	753	740	102	50	13
	1135	1135	0	0	0	0	50	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	983	834	721	116	372	113
	3085	1135	2101	1783	1542	116	372	241
	3085	3085	0	0	0	0	372	0
Concord Avenue (S)	1021	1135	582	534	1023	52	6	0
	1021	3085	556	511	999	51	6	0
	1021	1021	0	0	489	0	6	0
Hennef Way (W)	1135	3085	1675	1659	1739	95	7	0
	1135	1021	569	563	643	88	7	0
	1135	1135	0	0	80	0	7	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	689	679	603	112	329	75
	3085	1135	1743	1716	1526	112	329	190
	3085	3085	0	0	0	0	329	0
Concord Avenue (S)	1021	1135	582	566	774	73	9	0
	1021	3085	793	772	979	79	9	0
	1021	1021	0	0	207	0	9	0
Hennef Way (W)	1135	3085	1408	1387	1365	102	47	22
	1135	1021	766	754	742	102	47	12
	1135	1135	0	0	0	0	47	0

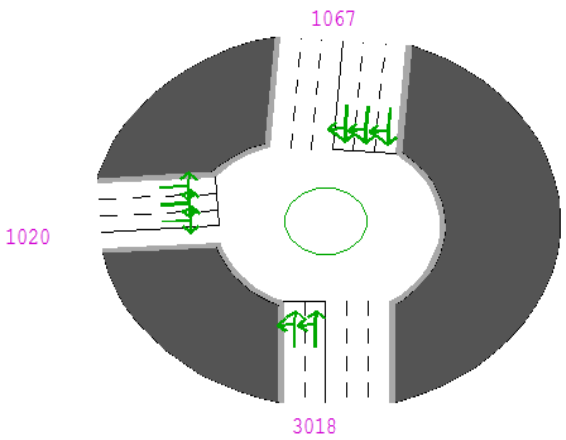
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	969	820	704	116	393	116
	3085	1135	2132	1805	1550	116	393	255
	3085	3085	0	0	0	0	393	0
Concord Avenue (S)	1021	1135	645	586	1006	58	6	0
	1021	3085	574	522	941	55	6	0
	1021	1021	0	0	420	0	6	0
Hennef Way (W)	1135	3085	1670	1652	1719	96	8	0
	1135	1021	581	574	642	90	8	0
	1135	1135	0	0	67	0	8	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hennef Way (E)	3085	1021	749	737	642	115	388	94
	3085	1135	1736	1708	1489	115	388	219
	3085	3085	0	0	0	0	388	0
Concord Avenue (S)	1021	1135	606	586	787	74	9	0
	1021	3085	813	786	987	80	9	0
	1021	1021	0	0	201	0	9	0
Hennef Way (W)	1135	3085	1405	1381	1357	102	49	23
	1135	1021	765	752	739	102	49	13
	1135	1135	0	0	0	0	49	0

22. Node 1021 - A4260 Concord Avenue/Cherwell Drive



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	828	687	1688	41	4	0
	1067	1020	713	592	1592	37	4	0
Concord Avenue (S)	3018	1020	20	18	401	5	5	0
	3018	1067	1041	955	1338	71	5	0
Cherwell Drive (W)	1020	1067	87	84	969	9	4	0
	1020	3018	512	491	1376	36	4	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1137	1059	2097	50	3	0
	1067	1020	294	274	1312	21	3	0
Concord Avenue (S)	3018	1020	18	17	563	3	4	0
	3018	1067	926	897	1443	62	4	0
Cherwell Drive (W)	1020	1067	435	431	1080	40	4	0
	1020	3018	383	380	1029	37	4	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	815	673	1650	41	4	0
	1067	1020	728	602	1578	38	4	0
Concord Avenue (S)	3018	1020	26	24	394	6	5	0
	3018	1067	1031	957	1326	72	5	0
Cherwell Drive (W)	1020	1067	87	82	934	9	4	0
	1020	3018	553	526	1378	38	4	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1174	1078	2038	53	3	0
	1067	1020	327	301	1261	24	3	0
Concord Avenue (S)	3018	1020	21	20	547	4	4	0
	3018	1067	945	913	1440	63	4	0
Cherwell Drive (W)	1020	1067	429	423	1042	41	5	0
	1020	3018	424	418	1037	40	5	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	838	693	1681	41	4	0
	1067	1020	715	591	1579	37	4	0
Concord Avenue (S)	3018	1020	20	18	392	5	5	0
	3018	1067	1052	964	1338	72	5	0
Cherwell Drive (W)	1020	1067	86	83	960	9	4	0
	1020	3018	523	500	1377	36	4	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1156	1069	2089	51	3	0
	1067	1020	298	275	1296	21	3	0
Concord Avenue (S)	3018	1020	16	15	551	3	4	0
	3018	1067	942	909	1445	63	4	0
Cherwell Drive (W)	1020	1067	432	428	1073	40	4	0
	1020	3018	392	387	1032	38	4	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	818	674	1634	41	4	0
	1067	1020	730	602	1562	39	4	0
Concord Avenue (S)	3018	1020	32	30	396	7	5	0
	3018	1067	1030	954	1321	72	5	0
Cherwell Drive (W)	1020	1067	87	82	916	9	4	0
	1020	3018	573	544	1378	39	4	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1196	1093	2032	54	3	0
	1067	1020	329	301	1239	24	3	0
Concord Avenue (S)	3018	1020	20	19	536	4	4	0
	3018	1067	958	924	1441	64	4	0
Cherwell Drive (W)	1020	1067	442	435	1034	42	5	0
	1020	3018	433	426	1025	42	5	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	826	686	1685	41	4	0
	1067	1020	715	594	1593	37	4	0
Concord Avenue (S)	3018	1020	21	19	400	5	5	0
	3018	1067	1041	955	1336	71	5	0
Cherwell Drive (W)	1020	1067	87	83	968	9	4	0
	1020	3018	513	492	1377	36	4	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1140	1060	2097	51	3	0
	1067	1020	295	274	1312	21	3	0
Concord Avenue (S)	3018	1020	17	16	559	3	4	0
	3018	1067	930	901	1444	62	4	0
Cherwell Drive (W)	1020	1067	439	435	1081	40	4	0
	1020	3018	383	379	1025	37	4	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	852	705	1685	42	4	0
	1067	1020	685	567	1546	37	4	0
Concord Avenue (S)	3018	1020	26	23	343	7	5	0
	3018	1067	1130	1026	1345	76	5	0
Cherwell Drive (W)	1020	1067	83	79	935	8	4	0
	1020	3018	551	525	1381	38	4	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1180	1082	2059	53	3	0
	1067	1020	314	288	1265	23	3	0
Concord Avenue (S)	3018	1020	17	17	507	3	4	0
	3018	1067	991	953	1443	66	4	0
Cherwell Drive (W)	1020	1067	424	418	1051	40	5	0
	1020	3018	414	409	1042	39	5	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	835	691	1679	41	4	0
	1067	1020	716	593	1581	38	4	0
Concord Avenue (S)	3018	1020	21	19	393	5	5	0
	3018	1067	1050	962	1336	72	5	0
Cherwell Drive (W)	1020	1067	87	83	960	9	4	0
	1020	3018	523	500	1377	36	4	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1158	1071	2093	51	3	0
	1067	1020	297	275	1297	21	3	0
Concord Avenue (S)	3018	1020	17	17	552	3	4	0
	3018	1067	940	908	1443	63	4	0
Cherwell Drive (W)	1020	1067	435	430	1076	40	4	0
	1020	3018	388	384	1030	37	4	0

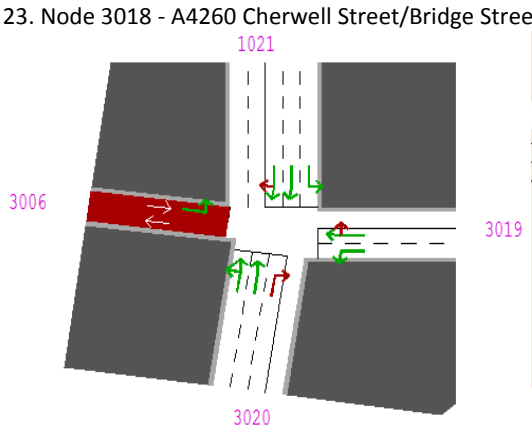
DS3withLR AM

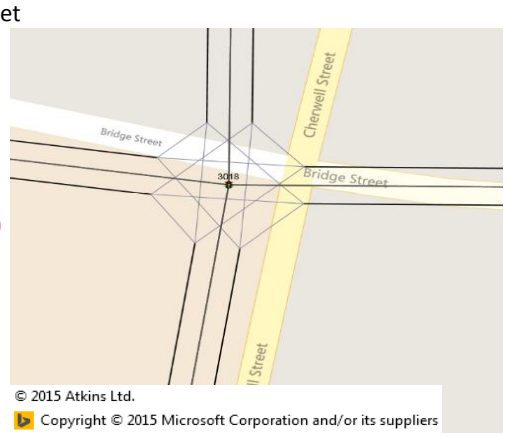
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	854	704	1669	42	4	0
	1067	1020	696	575	1540	37	4	0
Concord Avenue (S)	3018	1020	24	22	334	6	5	0
	3018	1067	1138	1030	1343	77	5	0
Cherwell Drive (W)	1020	1067	81	77	925	8	4	0
	1020	3018	561	535	1383	39	4	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Concord Avenue (N)	1067	3018	1199	1094	2050	53	3	0
	1067	1020	315	287	1243	23	3	0
Concord Avenue (S)	3018	1020	18	18	498	4	4	0
	3018	1067	1003	962	1442	67	4	0
Cherwell Drive (W)	1020	1067	416	410	1040	39	5	0
	1020	3018	427	421	1050	40	5	0

23. Node 3018 - A4260 Cherwell Street/Bridge Street





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	827	727	714	102	48	13
	1021	3020	513	451	1016	44	15	0
	1021	3006	0	0	168	0	23	0
Bridge Street (E)	3019	3020	717	611	588	104	132	24
	3019	3006	0	0	0	0	153	0
	3019	1021	282	240	230	105	153	11
Cherwell Street (S)	3020	3006	0	0	238	0	15	0
	3020	1021	779	744	1262	59	9	0
	3020	3019	178	170	155	110	225	15
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	654	619	1268	49	6	0
	1021	3020	867	820	1016	81	20	0
	1021	3006	0	0	98	0	31	0
Bridge Street (E)	3019	3020	633	620	588	105	135	32
	3019	3006	0	0	0	0	147	0
	3019	1021	247	241	230	105	147	12
Cherwell Street (S)	3020	3006	0	0	265	0	10	0
	3020	1021	697	685	1262	54	9	0
	3020	3019	285	280	275	102	162	4
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	860	754	739	102	51	15
	1021	3020	508	445	1016	44	15	0
	1021	3006	0	0	167	0	23	0
Bridge Street (E)	3019	3020	720	606	588	103	132	19
	3019	3006	0	0	0	0	153	0
	3019	1021	283	238	230	104	153	9
Cherwell Street (S)	3020	3006	0	0	234	0	15	0
	3020	1021	774	752	1262	60	9	0
	3020	3019	182	176	161	110	235	16
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	699	654	1268	52	6	0
	1021	3020	900	842	1016	83	21	0
	1021	3006	0	0	87	0	31	0
Bridge Street (E)	3019	3020	646	620	588	106	137	33
	3019	3006	0	0	0	0	140	0
	3019	1021	250	240	230	104	140	10
Cherwell Street (S)	3020	3006	0	0	256	0	10	0
	3020	1021	716	704	1262	56	9	0
	3020	3019	287	282	275	102	179	6
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	833	731	717	102	50	14
	1021	3020	527	462	1016	45	15	0
	1021	3006	0	0	166	0	23	0
Bridge Street (E)	3019	3020	719	609	588	104	134	22
	3019	3006	0	0	0	0	149	0
	3019	1021	282	239	230	104	149	9
Cherwell Street (S)	3020	3006	0	0	234	0	15	0
	3020	1021	790	752	1262	60	9	0
	3020	3019	180	172	156	110	228	16
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	663	624	1268	49	6	0
	1021	3020	885	832	1016	82	20	0
	1021	3006	0	0	92	0	31	0
Bridge Street (E)	3019	3020	638	619	588	105	133	31
	3019	3006	0	0	0	0	151	0
	3019	1021	250	242	230	105	151	13
Cherwell Street (S)	3020	3006	0	0	260	0	10	0
	3020	1021	709	695	1262	55	9	0
	3020	3019	285	280	275	102	165	4
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	867	760	744	102	53	16
	1021	3020	523	459	1016	45	15	0
	1021	3006	0	0	166	0	23	0
Bridge Street (E)	3019	3020	720	605	588	103	133	18
	3019	3006	0	0	0	0	152	0
	3019	1021	283	238	230	104	152	8
Cherwell Street (S)	3020	3006	0	0	233	0	15	0
	3020	1021	778	754	1262	60	9	0
	3020	3019	182	177	162	109	238	15
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	708	660	1268	52	6	0
	1021	3020	921	859	1016	85	21	0
	1021	3006	0	0	79	0	31	0
Bridge Street (E)	3019	3020	652	620	588	106	137	33
	3019	3006	0	0	0	0	141	0
	3019	1021	251	239	230	104	141	10
Cherwell Street (S)	3020	3006	0	0	252	0	10	0
	3020	1021	727	713	1262	57	9	0
	3020	3019	288	282	275	103	183	7
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	827	727	715	102	47	13
	1021	3020	513	451	1016	44	15	0
	1021	3006	0	0	168	0	23	0
Bridge Street (E)	3019	3020	717	611	588	104	132	23
	3019	3006	0	0	0	0	153	0
	3019	1021	282	240	230	105	153	10
Cherwell Street (S)	3020	3006	0	0	238	0	15	0
	3020	1021	780	744	1262	59	9	0
	3020	3019	178	170	155	110	222	15
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	654	618	1268	49	6	0
	1021	3020	869	821	1016	81	20	0
	1021	3006	0	0	98	0	31	0
Bridge Street (E)	3019	3020	633	619	588	105	134	32
	3019	3006	0	0	0	0	148	0
	3019	1021	247	242	230	105	148	12
Cherwell Street (S)	3020	3006	0	0	264	0	10	0
	3020	1021	700	688	1262	55	9	0
	3020	3019	284	279	275	101	163	4
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	860	754	738	102	54	16
	1021	3020	543	476	1016	47	15	0
	1021	3006	0	0	151	0	23	0
Bridge Street (E)	3019	3020	728	605	588	103	136	17
	3019	3006	0	0	0	0	144	0
	3019	1021	285	237	230	103	144	8
Cherwell Street (S)	3020	3006	0	0	203	0	15	0
	3020	1021	870	819	1262	65	10	0
	3020	3019	186	175	160	109	239	15
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	688	643	1268	51	6	0
	1021	3020	907	848	1016	83	21	0
	1021	3006	0	0	84	0	31	0
Bridge Street (E)	3019	3020	650	620	588	106	136	32
	3019	3006	0	0	0	0	143	0
	3019	1021	252	240	230	105	143	10
Cherwell Street (S)	3020	3006	0	0	240	0	15	0
	3020	1021	757	740	1262	59	9	0
	3020	3019	289	282	275	102	182	7
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	834	732	718	102	49	14
	1021	3020	524	460	1016	45	15	0
	1021	3006	0	0	166	0	23	0
Bridge Street (E)	3019	3020	719	610	588	104	134	22
	3019	3006	0	0	0	0	149	0
	3019	1021	282	239	230	104	149	9
Cherwell Street (S)	3020	3006	0	0	235	0	15	0
	3020	1021	789	751	1262	60	9	0
	3020	3019	180	172	156	110	228	16
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	659	620	1268	49	6	0
	1021	3020	886	834	1016	82	20	0
	1021	3006	0	0	91	0	31	0
Bridge Street (E)	3019	3020	637	619	588	105	133	31
	3019	3006	0	0	0	0	151	0
	3019	1021	249	242	230	105	151	13
Cherwell Street (S)	3020	3006	0	0	261	0	10	0
	3020	1021	708	695	1262	55	9	0
	3020	3019	285	280	275	102	165	4
Bridge Street (W)	3006	1021	0	0	75	0	51	0

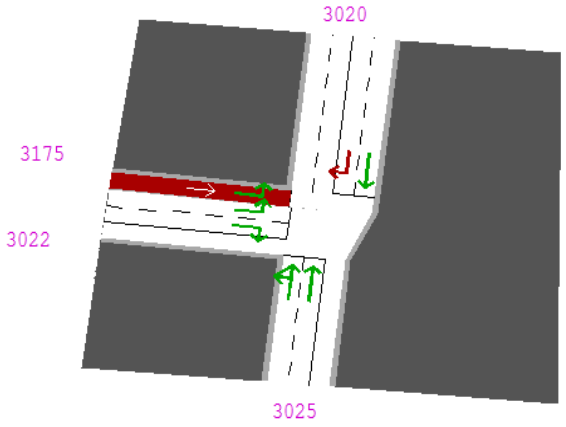
DS3withLR AM

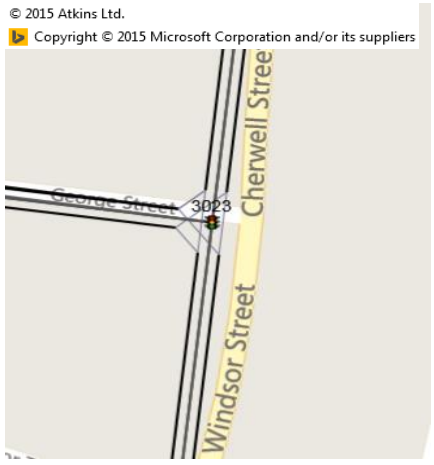
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	865	758	741	102	55	17
	1021	3020	550	481	1016	47	15	0
	1021	3006	0	0	150	0	23	0
Bridge Street (E)	3019	3020	726	605	588	103	136	17
	3019	3006	0	0	0	0	144	0
	3019	1021	285	237	230	103	144	7
Cherwell Street (S)	3020	3006	0	0	202	0	15	0
	3020	1021	877	822	1262	65	10	0
	3020	3019	187	176	161	109	242	15
Bridge Street (W)	3006	1021	0	0	75	0	51	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	1021	3019	700	652	1268	51	6	0
	1021	3020	926	862	1016	85	21	0
	1021	3006	0	0	77	0	31	0
Bridge Street (E)	3019	3020	654	620	588	105	136	32
	3019	3006	0	0	0	0	144	0
	3019	1021	253	240	230	104	144	10
Cherwell Street (S)	3020	3006	0	0	235	0	15	0
	3020	1021	768	750	1262	59	9	0
	3020	3019	290	283	275	103	185	7
Bridge Street (W)	3006	1021	0	0	75	0	51	0

24. Node 3023 - A4260 Cherwell Street/George Street/A4260 Windsor Street





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	605	511	932	55	10	0
	3020	3022	626	528	810	65	20	0
Windsor Street (S)	3025	3022	0	0	269	0	26	0
	3025	3020	858	817	1460	56	27	0
George Street (W)	3022	3020	99	97	570	17	26	0
	3022	3025	259	254	247	103	100	7
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	880	826	878	94	17	0
	3020	3022	620	582	634	92	22	0
Windsor Street (S)	3025	3022	42	41	400	10	25	0
	3025	3020	577	568	1430	40	25	0
George Street (W)	3022	3020	391	383	570	67	32	0
	3022	3025	161	158	247	64	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	602	506	933	54	10	0
	3020	3022	626	527	834	63	18	0
Windsor Street (S)	3025	3022	0	0	288	0	25	0
	3025	3020	796	771	1460	53	27	0
George Street (W)	3022	3020	160	156	570	27	27	0
	3022	3025	259	253	247	103	96	7
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	908	840	870	97	18	0
	3020	3022	637	590	620	95	23	0
Windsor Street (S)	3025	3022	42	42	398	10	25	0
	3025	3020	579	572	1430	40	25	0
George Street (W)	3022	3020	410	399	570	70	33	0
	3022	3025	148	144	247	58	45	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	621	523	933	56	10	0
	3020	3022	625	527	803	66	20	0
Windsor Street (S)	3025	3022	0	0	263	0	26	0
	3025	3020	876	831	1460	57	27	0
George Street (W)	3022	3020	94	93	570	16	26	0
	3022	3025	259	254	247	103	102	7
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	904	843	883	95	17	0
	3020	3022	619	577	617	94	23	0
Windsor Street (S)	3025	3022	42	41	392	10	25	0
	3025	3020	597	586	1430	41	25	0
George Street (W)	3022	3020	383	375	570	66	32	0
	3022	3025	164	161	247	65	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	613	516	929	55	10	0
	3020	3022	631	531	833	64	18	0
Windsor Street (S)	3025	3022	0	0	287	0	25	0
	3025	3020	799	773	1460	53	27	0
George Street (W)	3022	3020	160	156	570	27	27	0
	3022	3025	260	254	247	103	104	8
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	929	854	867	98	18	0
	3020	3022	644	593	606	98	24	0
Windsor Street (S)	3025	3022	42	42	393	11	25	0
	3025	3020	592	584	1429	41	25	0
George Street (W)	3022	3020	409	398	570	70	33	0
	3022	3025	157	153	247	62	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	604	510	931	55	10	0
	3020	3022	626	529	810	65	20	0
Windsor Street (S)	3025	3022	0	0	269	0	26	0
	3025	3020	858	817	1460	56	27	0
George Street (W)	3022	3020	100	98	570	17	26	0
	3022	3025	259	254	247	103	99	7
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	880	825	876	94	17	0
	3020	3022	622	584	635	92	22	0
Windsor Street (S)	3025	3022	42	41	398	10	25	0
	3025	3020	580	571	1430	40	25	0
George Street (W)	3022	3020	391	383	570	67	32	0
	3022	3025	157	154	247	62	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	657	550	946	58	10	0
	3020	3022	614	514	785	65	21	0
Windsor Street (S)	3025	3022	0	0	250	0	26	0
	3025	3020	920	862	1460	59	27	0
George Street (W)	3022	3020	134	131	570	23	27	0
	3022	3025	260	254	247	103	102	7
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	928	856	880	97	18	0
	3020	3022	629	580	604	96	24	0
Windsor Street (S)	3025	3022	42	41	383	11	25	0
	3025	3020	620	606	1429	42	25	0
George Street (W)	3022	3020	412	401	570	70	33	0
	3022	3025	148	144	247	58	45	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	622	524	937	56	10	0
	3020	3022	621	523	804	65	20	0
Windsor Street (S)	3025	3022	0	0	264	0	26	0
	3025	3020	874	829	1460	57	27	0
George Street (W)	3022	3020	95	93	570	16	26	0
	3022	3025	259	254	247	103	103	8
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	903	843	881	96	17	0
	3020	3022	620	579	617	94	23	0
Windsor Street (S)	3025	3022	42	41	393	11	25	0
	3025	3020	595	584	1430	41	25	0
George Street (W)	3022	3020	385	376	570	66	32	0
	3022	3025	162	158	247	64	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

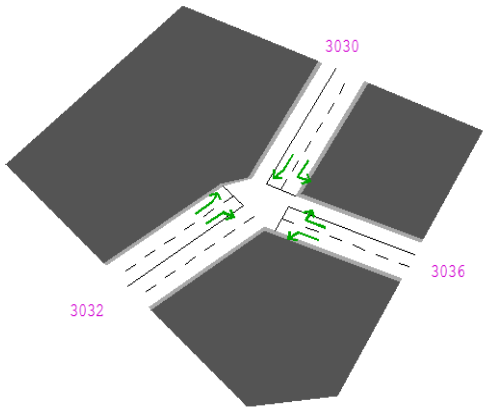
DS3withLR AM

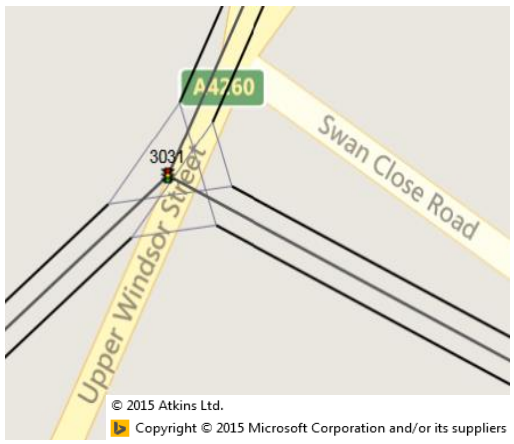
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	669	561	952	59	10	0
	3020	3022	606	508	782	65	22	0
Windsor Street (S)	3025	3022	0	0	248	0	26	0
	3025	3020	930	867	1460	59	27	0
George Street (W)	3022	3020	132	129	570	23	27	0
	3022	3025	261	254	247	103	104	8
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Cherwell Street (N)	3020	3025	952	874	884	99	19	0
	3020	3022	628	576	586	98	25	0
Windsor Street (S)	3025	3022	42	41	376	11	25	0
	3025	3020	636	621	1429	43	26	0
George Street (W)	3022	3020	408	398	570	70	33	0
	3022	3025	157	153	247	62	46	0
George Street Bus Lane (W)	3175	3020	0	0	150	0	47	0

25. Node 3031 - A4260 Upper Windsor Street/Swan Close Road





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	723	634	1337	47	4	0
	3030	3032	141	123	453	27	33	0
Swan Close Road (E)	3036	3032	1	1	612	0	8	0
	3036	3030	867	848	829	102	68	19
Upper Windsor Street (S)	3032	3030	95	84	643	13	22	0
	3032	3036	4	4	94	4	48	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1041	984	1342	73	5	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	5	5	628	1	8	0
	3036	3030	838	832	829	100	34	3
Upper Windsor Street (S)	3032	3030	19	18	643	3	21	0
	3032	3036	2	2	94	2	48	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	743	649	1342	48	4	0
	3030	3032	118	104	453	23	32	0
Swan Close Road (E)	3036	3032	0	0	620	0	8	0
	3036	3030	857	840	829	101	51	11
Upper Windsor Street (S)	3032	3030	1	1	643	0	21	0
	3032	3036	1	1	94	1	48	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1056	984	1342	73	5	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	0	0	689	0	8	0
	3036	3030	777	771	829	93	26	0
Upper Windsor Street (S)	3032	3030	0	0	643	0	21	0
	3032	3036	3	3	94	3	48	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	735	643	1333	48	4	0
	3030	3032	145	127	453	28	33	0
Swan Close Road (E)	3036	3032	2	2	609	0	8	0
	3036	3030	869	851	829	103	75	22
Upper Windsor Street (S)	3032	3030	118	104	643	16	22	0
	3032	3036	10	9	94	10	48	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1068	1004	1342	75	6	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	8	8	627	1	8	0
	3036	3030	839	833	829	100	35	4
Upper Windsor Street (S)	3032	3030	19	18	643	3	21	0
	3032	3036	2	2	94	2	48	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	758	662	1342	49	4	0
	3030	3032	115	100	453	22	32	0
Swan Close Road (E)	3036	3032	0	0	617	0	8	0
	3036	3030	860	843	829	102	58	14
Upper Windsor Street (S)	3032	3030	3	3	643	0	21	0
	3032	3036	1	1	94	1	48	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1086	1007	1342	75	6	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	0	0	684	0	8	0
	3036	3030	784	776	829	94	26	0
Upper Windsor Street (S)	3032	3030	2	2	643	0	21	0
	3032	3036	3	3	94	3	48	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	724	635	1338	47	4	0
	3030	3032	139	122	453	27	33	0
Swan Close Road (E)	3036	3032	1	1	612	0	8	0
	3036	3030	867	848	829	102	68	19
Upper Windsor Street (S)	3032	3030	98	87	643	13	22	0
	3032	3036	4	3	94	4	48	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1037	979	1342	73	5	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	4	4	628	1	8	0
	3036	3030	838	832	829	100	35	3
Upper Windsor Street (S)	3032	3030	19	18	643	3	21	0
	3032	3036	2	2	94	2	48	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	746	648	1311	49	4	0
	3030	3032	171	149	453	33	33	0
Swan Close Road (E)	3036	3032	3	3	604	0	8	0
	3036	3030	877	856	829	103	85	26
Upper Windsor Street (S)	3032	3030	202	177	643	28	23	0
	3032	3036	0	0	94	0	48	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1048	973	1342	73	5	0
	3030	3032	28	26	453	6	31	0
Swan Close Road (E)	3036	3032	7	7	627	1	8	0
	3036	3030	839	833	829	100	36	4
Upper Windsor Street (S)	3032	3030	47	43	643	7	21	0
	3032	3036	3	2	94	2	48	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	733	641	1330	48	4	0
	3030	3032	148	130	453	29	33	0
Swan Close Road (E)	3036	3032	1	1	609	0	8	0
	3036	3030	869	851	829	103	75	22
Upper Windsor Street (S)	3032	3030	113	101	643	16	22	0
	3032	3036	12	11	94	12	48	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1065	1001	1342	75	5	0
	3030	3032	0	0	453	0	30	0
Swan Close Road (E)	3036	3032	6	6	627	1	8	0
	3036	3030	839	833	829	100	35	4
Upper Windsor Street (S)	3032	3030	18	17	643	3	21	0
	3032	3036	2	2	94	2	48	0

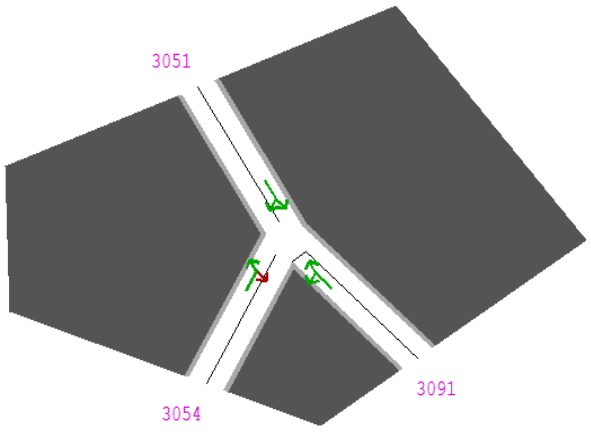
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	752	653	1305	50	4	0
	3030	3032	178	155	453	34	33	0
Swan Close Road (E)	3036	3032	4	4	599	1	8	0
	3036	3030	883	861	829	104	97	32
Upper Windsor Street (S)	3032	3030	203	178	643	28	23	0
	3032	3036	8	7	94	7	48	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Upper Windsor Street (N)	3030	3036	1078	998	1342	74	5	0
	3030	3032	31	29	453	6	31	0
Swan Close Road (E)	3036	3032	9	9	626	1	8	0
	3036	3030	841	834	829	101	37	4
Upper Windsor Street (S)	3032	3030	43	39	643	6	21	0
	3032	3036	3	2	94	3	48	0

26. Node 3052 - Swan Close Road/Bankside



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	629	567	1421	40	0	0
	3051	3054	34	31	1066	3	0	0
Bankside (E)	3091	3054	0	0	288	0	3	0
	3091	3051	665	648	855	76	3	0
Hightown Road (S)	3054	3051	44	37	1460	3	0	0
	3054	3091	0	0	670	0	4	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1052	1009	1399	72	0	0
	3051	3054	60	58	530	11	0	0
Bankside (E)	3091	3054	0	0	467	0	3	0
	3091	3051	513	508	842	60	3	0
Hightown Road (S)	3054	3051	60	57	1460	4	0	0
	3054	3091	0	0	491	0	6	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	632	570	1412	40	0	0
	3051	3054	43	39	1060	4	0	0
Bankside (E)	3091	3054	0	0	300	0	3	0
	3091	3051	648	633	849	75	3	0
Hightown Road (S)	3054	3051	59	52	1460	4	0	0
	3054	3091	0	0	661	0	4	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1049	997	1376	72	0	0
	3051	3054	83	79	538	15	0	0
Bankside (E)	3091	3054	0	0	503	0	3	0
	3091	3051	478	472	828	57	4	0
Hightown Road (S)	3054	3051	88	83	1460	6	0	0
	3054	3091	0	0	483	0	6	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	647	582	1422	41	0	0
	3051	3054	34	31	1048	3	0	0
Bankside (E)	3091	3054	0	0	278	0	3	0
	3091	3051	672	655	855	77	3	0
Hightown Road (S)	3054	3051	44	38	1460	3	0	0
	3054	3091	0	0	665	0	4	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1111	1061	1403	76	0	0
	3051	3054	57	55	468	12	0	0
Bankside (E)	3091	3054	0	0	435	0	3	0
	3091	3051	538	531	843	63	3	0
Hightown Road (S)	3054	3051	60	57	1460	4	0	0
	3054	3091	0	0	469	0	6	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	648	583	1411	41	0	0
	3051	3054	45	40	1043	4	0	0
Bankside (E)	3091	3054	0	0	282	0	3	0
	3091	3051	661	646	849	76	4	0
Hightown Road (S)	3054	3051	58	51	1460	3	0	0
	3054	3091	0	0	656	0	4	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1107	1048	1377	76	0	0
	3051	3054	83	78	477	16	0	0
Bankside (E)	3091	3054	0	0	483	0	3	0
	3091	3051	494	487	829	59	4	0
Hightown Road (S)	3054	3051	84	79	1460	5	0	0
	3054	3091	0	0	463	0	6	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	628	567	1420	40	0	0
	3051	3054	35	32	1066	3	0	0
Bankside (E)	3091	3054	0	0	288	0	3	0
	3091	3051	664	647	855	76	3	0
Hightown Road (S)	3054	3051	44	37	1460	3	0	0
	3054	3091	0	0	670	0	4	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1054	1011	1398	72	0	0
	3051	3054	61	58	527	11	0	0
Bankside (E)	3091	3054	0	0	462	0	3	0
	3091	3051	516	511	841	61	3	0
Hightown Road (S)	3054	3051	63	59	1460	4	0	0
	3054	3091	0	0	489	0	6	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	629	563	1406	40	0	0
	3051	3054	49	44	1065	4	0	0
Bankside (E)	3091	3054	0	0	269	0	3	0
	3091	3051	673	656	848	77	4	0
Hightown Road (S)	3054	3051	57	48	1460	3	0	0
	3054	3091	0	0	664	0	4	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1086	1031	1402	74	0	0
	3051	3054	57	54	504	11	0	0
Bankside (E)	3091	3054	0	0	453	0	3	0
	3091	3051	523	516	839	62	3	0
Hightown Road (S)	3054	3051	74	70	1460	5	0	0
	3054	3091	0	0	477	0	6	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	647	582	1421	41	0	0
	3051	3054	35	31	1048	3	0	0
Bankside (E)	3091	3054	0	0	277	0	3	0
	3091	3051	672	656	855	77	3	0
Hightown Road (S)	3054	3051	44	37	1460	3	0	0
	3054	3091	0	0	665	0	4	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1105	1057	1401	75	0	0
	3051	3054	59	56	473	12	0	0
Bankside (E)	3091	3054	0	0	437	0	3	0
	3091	3051	536	529	841	63	3	0
Hightown Road (S)	3054	3051	64	61	1460	4	0	0
	3054	3091	0	0	469	0	6	0

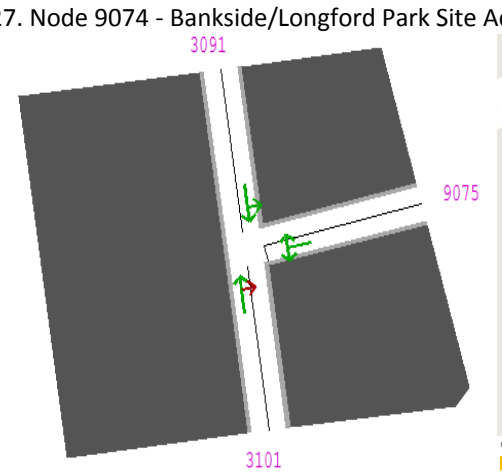
DS3withLR AM

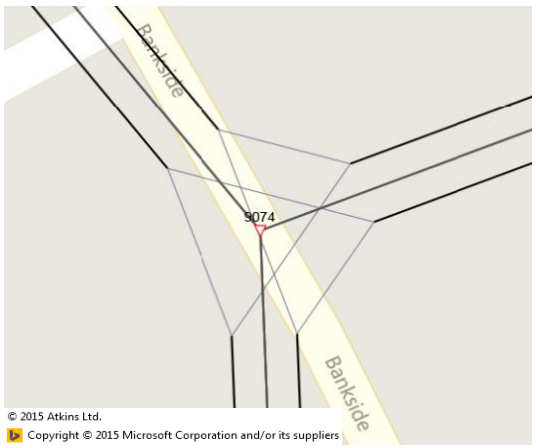
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	643	575	1408	41	0	0
	3051	3054	47	42	1051	4	0	0
Bankside (E)	3091	3054	0	0	254	0	3	0
	3091	3051	685	667	849	79	4	0
Hightown Road (S)	3054	3051	57	47	1460	3	0	0
	3054	3091	0	0	660	0	4	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Hightown Road (N)	3051	3091	1143	1082	1405	77	0	0
	3051	3054	56	53	443	12	0	0
Bankside (E)	3091	3054	0	0	436	0	3	0
	3091	3051	536	529	839	63	3	0
Hightown Road (S)	3054	3051	77	73	1460	5	0	0
	3054	3091	0	0	455	0	6	0

27. Node 9074 - Bankside/Longford Park Site Access





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1333	8	0	0
	3091	3101	427	385	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	514	0	6	0
	9075	3091	202	202	520	39	7	0
Bankside (S)	3101	3091	204	187	2000	9	0	0
	3101	9075	0	0	695	0	5	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	133	127	1285	10	0	0
	3091	3101	461	442	1846	24	0	0
Longford Park Access (E)	9075	3101	0	0	584	0	5	0
	9075	3091	140	140	534	26	6	0
Bankside (S)	3101	3091	95	90	2000	5	0	0
	3101	9075	0	0	677	0	5	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1331	8	0	0
	3091	3101	430	387	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	519	0	6	0
	9075	3091	203	203	531	38	7	0
Bankside (S)	3101	3091	176	161	2000	8	0	0
	3101	9075	0	0	703	0	5	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	137	130	1295	10	0	0
	3091	3101	453	430	1843	23	0	0
Longford Park Access (E)	9075	3101	0	0	607	0	5	0
	9075	3091	131	131	542	24	6	0
Bankside (S)	3101	3091	94	88	2000	4	0	0
	3101	9075	0	0	685	0	5	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1320	8	0	0
	3091	3101	445	400	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	498	0	6	0
	9075	3091	203	203	509	40	8	0
Bankside (S)	3101	3091	210	193	2000	10	0	0
	3101	9075	0	0	682	0	5	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	133	127	1240	10	0	0
	3091	3101	519	496	1846	27	0	0
Longford Park Access (E)	9075	3101	0	0	534	0	6	0
	9075	3091	140	140	494	28	7	0
Bankside (S)	3101	3091	118	111	2000	6	0	0
	3101	9075	0	0	631	0	5	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1319	8	0	0
	3091	3101	446	401	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	503	0	6	0
	9075	3091	203	203	518	39	7	0
Bankside (S)	3101	3091	189	175	2000	9	0	0
	3101	9075	0	0	688	0	5	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	140	133	1254	11	0	0
	3091	3101	507	480	1839	26	0	0
Longford Park Access (E)	9075	3101	0	0	559	0	6	0
	9075	3091	134	134	509	26	7	0
Bankside (S)	3101	3091	105	98	2000	5	0	0
	3101	9075	0	0	644	0	5	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1333	8	0	0
	3091	3101	426	384	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	514	0	6	0
	9075	3091	202	202	521	39	7	0
Bankside (S)	3101	3091	204	187	2000	9	0	0
	3101	9075	0	0	696	0	5	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	133	127	1284	10	0	0
	3091	3101	463	444	1846	24	0	0
Longford Park Access (E)	9075	3101	0	0	582	0	5	0
	9075	3091	140	140	533	26	7	0
Bankside (S)	3101	3091	97	92	2000	5	0	0
	3101	9075	0	0	675	0	5	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	119	107	1336	8	0	0
	3091	3101	425	381	1871	20	0	0
Longford Park Access (E)	9075	3101	0	0	511	0	6	0
	9075	3091	206	206	522	39	7	0
Bankside (S)	3101	3091	206	189	2000	9	0	0
	3101	9075	0	0	697	0	5	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	139	132	1268	10	0	0
	3091	3101	488	464	1840	25	0	0
Longford Park Access (E)	9075	3101	0	0	563	0	6	0
	9075	3091	142	142	520	27	7	0
Bankside (S)	3101	3091	102	95	2000	5	0	0
	3101	9075	0	0	657	0	5	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	118	106	1320	8	0	0
	3091	3101	444	400	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	499	0	6	0
	9075	3091	202	202	509	40	8	0
Bankside (S)	3101	3091	209	193	2000	10	0	0
	3101	9075	0	0	682	0	5	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	133	127	1245	10	0	0
	3091	3101	514	491	1846	27	0	0
Longford Park Access (E)	9075	3101	0	0	539	0	6	0
	9075	3091	140	140	498	28	7	0
Bankside (S)	3101	3091	117	111	2000	6	0	0
	3101	9075	0	0	635	0	5	0

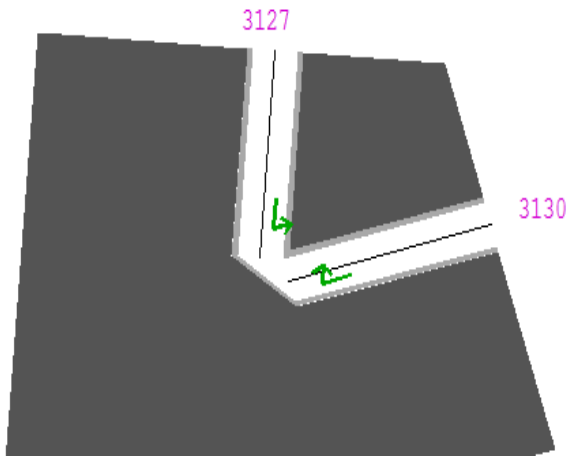
DS3withLR AM

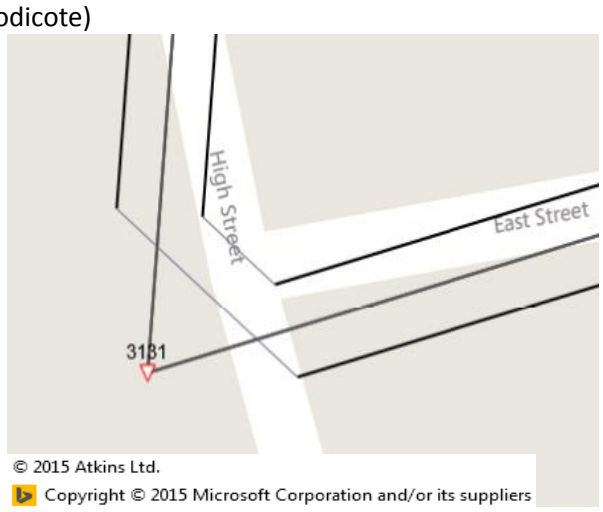
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	119	106	1326	8	0	0
	3091	3101	439	393	1871	21	0	0
Longford Park Access (E)	9075	3101	0	0	495	0	6	0
	9075	3091	206	206	507	41	8	0
Bankside (S)	3101	3091	223	205	2000	10	0	0
	3101	9075	0	0	682	0	5	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Bankside (N)	3091	9075	140	132	1225	11	0	0
	3091	3101	544	515	1840	28	0	0
Longford Park Access (E)	9075	3101	0	0	518	0	6	0
	9075	3091	141	141	485	29	8	0
Bankside (S)	3101	3091	116	108	2000	5	0	0
	3101	9075	0	0	616	0	5	0

28. Node 3131 - White Post Road/East Street (Bodicote)





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	373	364	1460	25	0	0
East Street (E)	3130	3127	434	348	1460	24	0	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	267	261	1460	18	0	0
East Street (E)	3130	3127	752	706	1460	48	0	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	419	407	1460	28	0	0
East Street (E)	3130	3127	449	359	1460	25	0	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	288	275	1460	19	0	0
East Street (E)	3130	3127	786	703	1460	48	0	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	386	376	1460	26	0	0
East Street (E)	3130	3127	434	348	1460	24	0	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	263	257	1460	18	0	0
East Street (E)	3130	3127	766	709	1460	49	0	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	424	413	1460	28	0	0
East Street (E)	3130	3127	448	358	1460	25	0	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	294	281	1460	19	0	0
East Street (E)	3130	3127	790	694	1460	48	0	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	375	365	1460	25	0	0
East Street (E)	3130	3127	435	350	1460	24	0	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	262	257	1460	18	0	0
East Street (E)	3130	3127	754	710	1460	49	0	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	416	406	1460	28	0	0
East Street (E)	3130	3127	442	353	1460	24	0	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	280	271	1460	19	0	0
East Street (E)	3130	3127	782	707	1460	48	0	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	387	377	1460	26	0	0
East Street (E)	3130	3127	431	346	1460	24	0	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	266	259	1460	18	0	0
East Street (E)	3130	3127	764	706	1460	48	0	0

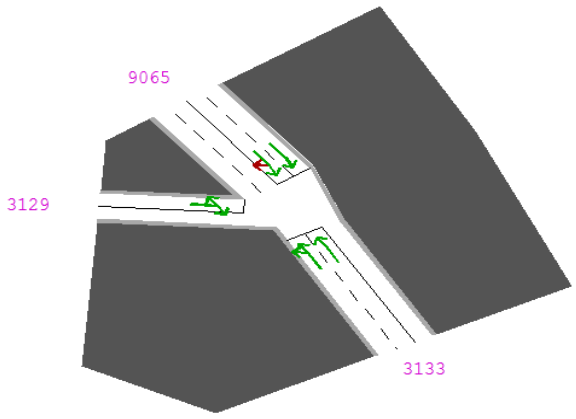
DS3withLR AM

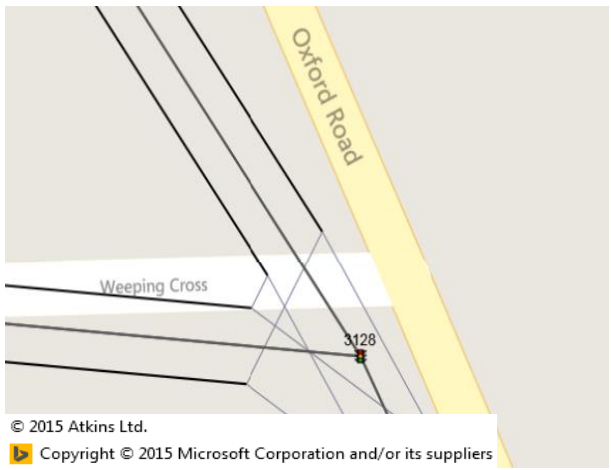
Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	420	410	1460	28	0	0
East Street (E)	3130	3127	442	354	1460	24	0	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
High Street (N)	3127	3130	287	277	1460	19	0	0
East Street (E)	3130	3127	785	698	1460	48	0	0

29. Node 3128 - A4260 Oxford Road/Weeping Cross





DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1279	1184	1698	70	18	0
	9065	3129	0	0	103	0	29	0
Oxford Road (S)	3133	3129	437	350	428	82	20	0
	3133	9065	1409	1131	1321	86	20	0
Weeping Cross (W)	3129	9065	0	0	41	0	36	0
	3129	3133	378	369	409	90	29	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1247	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	753	719	707	102	54	12
	3133	9065	788	752	739	102	54	13
Weeping Cross (W)	3129	9065	0	0	121	0	29	0
	3129	3133	267	261	409	64	27	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1274	1184	1698	70	18	0
	9065	3129	0	0	102	0	29	0
Oxford Road (S)	3133	3129	452	361	433	83	21	0
	3133	9065	1414	1131	1309	86	20	0
Weeping Cross (W)	3129	9065	0	0	0	0	44	0
	3129	3133	424	412	409	101	44	3

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1258	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	788	740	704	105	111	36
	3133	9065	806	757	723	105	111	34
Weeping Cross (W)	3129	9065	0	0	106	0	29	0
	3129	3133	288	276	409	67	28	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1277	1184	1698	70	18	0
	9065	3129	0	0	103	0	29	0
Oxford Road (S)	3133	3129	436	350	427	82	20	0
	3133	9065	1412	1133	1321	86	20	0
Weeping Cross (W)	3129	9065	0	0	29	0	36	0
	3129	3133	391	381	409	93	30	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1249	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	767	730	710	103	73	20
	3133	9065	795	756	736	103	73	21
Weeping Cross (W)	3129	9065	0	0	123	0	29	0
	3129	3133	264	258	409	63	27	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1281	1184	1698	70	18	0
	9065	3129	0	0	102	0	29	0
Oxford Road (S)	3133	3129	450	360	431	84	21	0
	3133	9065	1418	1134	1311	86	20	0
Weeping Cross (W)	3129	9065	0	0	0	0	68	0
	3129	3133	429	418	409	102	68	9

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1260	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	791	741	695	107	136	46
	3133	9065	811	759	716	106	136	43
Weeping Cross (W)	3129	9065	0	0	100	0	29	0
	3129	3133	294	281	409	69	28	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1278	1184	1698	70	18	0
	9065	3129	0	0	103	0	29	0
Oxford Road (S)	3133	3129	438	352	429	82	20	0
	3133	9065	1406	1130	1320	86	20	0
Weeping Cross (W)	3129	9065	0	0	40	0	36	0
	3129	3133	380	370	409	90	29	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1246	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	755	721	711	101	48	10
	3133	9065	787	752	741	101	48	11
Weeping Cross (W)	3129	9065	0	0	125	0	29	0
	3129	3133	263	257	409	63	27	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1279	1184	1698	70	18	0
	9065	3129	0	0	103	0	29	0
Oxford Road (S)	3133	3129	444	355	430	83	21	0
	3133	9065	1415	1131	1316	86	20	0
Weeping Cross (W)	3129	9065	0	0	0	0	36	0
	3129	3133	421	410	409	100	36	1

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1258	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	783	738	708	104	96	30
	3133	9065	802	757	728	104	96	29
Weeping Cross (W)	3129	9065	0	0	111	0	29	0
	3129	3133	281	271	409	66	27	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1276	1184	1698	70	18	0
	9065	3129	0	0	103	0	29	0
Oxford Road (S)	3133	3129	434	348	425	82	20	0
	3133	9065	1416	1135	1324	86	20	0
Weeping Cross (W)	3129	9065	0	0	28	0	36	0
	3129	3133	391	382	409	93	30	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1250	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	765	728	707	103	74	21
	3133	9065	795	756	736	103	74	20
Weeping Cross (W)	3129	9065	0	0	121	0	29	0
	3129	3133	266	260	409	64	27	0

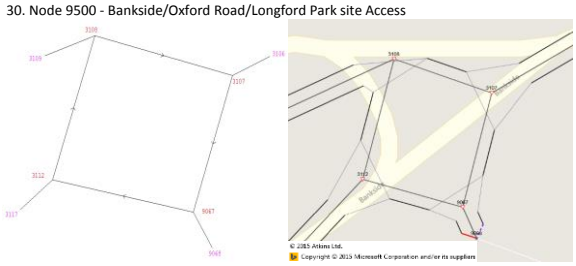
DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1287	1184	1698	70	18	0
	9065	3129	0	0	102	0	29	0
Oxford Road (S)	3133	3129	445	356	430	83	21	0
	3133	9065	1414	1132	1315	86	20	0
Weeping Cross (W)	3129	9065	0	0	0	0	56	0
	3129	3133	425	415	409	101	56	6

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Oxford Road (N)	9065	3133	1261	1168	1698	69	18	0
	9065	3129	0	0	91	0	23	0
Oxford Road (S)	3133	3129	786	738	699	106	121	40
	3133	9065	806	757	719	105	121	38
Weeping Cross (W)	3129	9065	0	0	104	0	29	0
	3129	3133	287	277	409	68	28	0

30. Node 9500 - Bankside/Oxford Road/Longford Park site Access



DMnoLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	204	194	3000	25	3	0
	3106	3108	576	546	3000	25	3	0
Bankside (W)	9068	3112	74	74	2732	6	4	0
	9068	3108	0	0	2732	6	4	0
	9068	3107	96	96	2732	6	4	0
Oxford Road Offslip (SB)	3117	3108	2	2	3000	12	3	0
	3117	3107	316	270	3000	12	3	0
	3117	9067	73	62	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	1	1	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DMnoLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	25	3	0
	3106	3112	141	138	3000	25	3	0
	3106	3108	569	555	3000	25	3	0
Bankside (W)	9068	3112	75	75	2967	4	4	0
	9068	3108	0	0	2967	4	4	0
	9068	3107	57	57	2967	4	4	0
Oxford Road Offslip (SB)	3117	3108	0	0	3000	11	3	0
	3117	3107	373	332	3000	11	3	0
	3117	9067	3	3	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	36	36	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS1noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	23	3	0
	3106	3112	165	155	3000	23	3	0
	3106	3108	566	534	3000	23	3	0
Bankside (W)	9068	3112	85	85	2918	6	4	0
	9068	3108	0	0	2918	6	4	0
	9068	3107	96	96	2918	6	4	0
Oxford Road Offslip (SB)	3117	3108	10	9	3000	11	3	0
	3117	3107	319	274	3000	11	3	0
	3117	9067	75	65	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	1	1	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS1noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	26	3	0
	3106	3112	171	166	3000	26	3	0
	3106	3108	559	543	3000	26	3	0
Bankside (W)	9068	3112	85	85	2910	5	4	0
	9068	3108	0	0	2910	5	4	0
	9068	3107	57	57	2910	5	4	0
Oxford Road Offslip (SB)	3117	3108	0	0	3000	11	3	0
	3117	3107	326	279	3000	11	3	0
	3117	9067	21	18	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	22	22	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS2noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	217	205	3000	25	3	0
	3106	3108	571	540	3000	25	3	0
Bankside (W)	9068	3112	80	80	2720	6	4	0
	9068	3108	0	0	2720	6	4	0
	9068	3107	96	96	2720	6	4	0
Oxford Road Offslip (SB)	3117	3108	3	2	3000	12	3	0
	3117	3107	341	298	3000	12	3	0
	3117	9067	73	64	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	2	2	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS2noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	27	3	0
	3106	3112	206	201	3000	27	3	0
	3106	3108	565	549	3000	27	3	0
Bankside (W)	9068	3112	75	75	2736	5	4	0
	9068	3108	0	0	2736	5	4	0
	9068	3107	57	57	2736	5	4	0
Oxford Road Offslip (SB)	3117	3108	1	0	3000	12	3	0
	3117	3107	398	354	3000	12	3	0
	3117	9067	4	3	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	37	37	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS3noLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	24	3	0
	3106	3112	191	180	3000	24	3	0
	3106	3108	559	526	3000	24	3	0
Bankside (W)	9068	3112	88	88	2864	6	4	0
	9068	3108	0	0	2864	6	4	0
	9068	3107	96	96	2864	6	4	0
Oxford Road Offslip (SB)	3117	3108	13	12	3000	12	3	0
	3117	3107	345	303	3000	12	3	0
	3117	9067	76	66	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	1	1	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS3noLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	27	3	0
	3106	3112	235	227	3000	27	3	0
	3106	3108	550	533	3000	27	3	0
Bankside (W)	9068	3112	83	83	2699	5	4	0
	9068	3108	0	0	2699	5	4	0
	9068	3107	57	57	2699	5	4	0
Oxford Road Offslip (SB)	3117	3108	0	0	3000	11	3	0
	3117	3107	344	296	3000	11	3	0
	3117	9067	20	17	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	22	22	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DMwithLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	202	192	3000	25	3	0
	3106	3108	581	551	3000	25	3	0
Bankside (W)	9068	3112	78	78	2725	6	4	0
	9068	3108	0	0	2725	6	4	0
	9068	3107	96	96	2725	6	4	0
Oxford Road Offslip (SB)	3117	3108	2	2	3000	12	3	0
	3117	3107	329	281	3000	12	3	0
	3117	9067	71	61	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	3	3	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DMwithLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	25	3	0
	3106	3112	141	137	3000	25	3	0
	3106	3108	570	556	3000	25	3	0
Bankside (W)	9068	3112	75	75	2960	4	4	0
	9068	3108	0	0	2960	4	4	0
	9068	3107	57	57	2960	4	4	0
Oxford Road Offslip (SB)	3117	3108	0	0	3000	11	3	0
	3117	3107	376	335	3000	11	3	0
	3117	9067	6	5	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	34	33	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS1withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	214	202	3000	25	3	0
	3106	3108	566	535	3000	25	3	0
Bankside (W)	9068	3112	83	83	2735	6	4	0
	9068	3108	0	0	2735	6	4	0
	9068	3107	96	96	2735	6	4	0
Oxford Road Offslip (SB)	3117	3108	11	9	3000	12	3	0
	3117	3107	359	308	3000	12	3	0
	3117	9067	75	64	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	1	1	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS1withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	28	3	0
	3106	3112	217	211	3000	28	3	0
	3106	3108	574	557	3000	28	3	0
Bankside (W)	9068	3112	77	77	2687	5	4	0
	9068	3108	0	0	2687	5	4	0
	9068	3107	57	57	2687	5	4	0
Oxford Road Offslip (SB)	3117	3108	0	0	3000	11	3	0
	3117	3107	377	328	3000	11	3	0
	3117	9067	12	10	3000	11	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	28	27	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS2withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	218	205	3000	25	3	0
	3106	3108	570	538	3000	25	3	0
Bankside (W)	9068	3112	81	81	2714	6	4	0
	9068	3108	0	0	2714	6	4	0
	9068	3107	96	96	2714	6	4	0
Oxford Road Offslip (SB)	3117	3108	5	4	3000	12	3	0
	3117	3107	346	300	3000	12	3	0
	3117	9067	73	63	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	2	2	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS2withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	27	3	0
	3106	3112	211	205	3000	27	3	0
	3106	3108	562	547	3000	27	3	0
Bankside (W)	9068	3112	77	77	2748	5	4	0
	9068	3108	0	0	2748	5	4	0
	9068	3107	57	57	2748	5	4	0
Oxford Road Offslip (SB)	3117	3108	1	0	3000	12	3	0
	3117	3107	395	351	3000	12	3	0
	3117	9067	9	8	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	32	31	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

DS3withLR AM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	0	0	3000	25	3	0
	3106	3112	225	212	3000	25	3	0
	3106	3108	562	530	3000	25	3	0
Bankside (W)	9068	3112	85	85	2708	7	4	0
	9068	3108	0	0	2708	7	4	0
	9068	3107	96	96	2708	7	4	0
Oxford Road Offslip (SB)	3117	3108	12	10	3000	13	3	0
	3117	3107	381	331	3000	13	3	0
	3117	9067	75	65	3000	13	3	0
Bankside (E)	3109	3107	0	0	3000	0	3	0
	3109	9067	2	1	3000	0	3	0
	3109	3112	0	0	3000	0	3	0

DS3withLR PM

Entry Arm	Entry Arm	Exit Arm	Demand Flow	Actual Flow	Capacity	V/C %	Delay	Queue at End
Longford Park Access (S)	3106	9067	62	61	3000	30	3	0
	3106	3112	284	275	3000	30	3	0
	3106	3108	569	551	3000	30	3	0
Bankside (W)	9068	3112	81	81	2473	6	4	0
	9068	3108	0	0	2473	6	4	0
	9068	3107	57	57	2473	6	4	0
Oxford Road Offslip (SB)	3117	3108	1	0	3000	12	3	0
	3117	3107	397	344	3000	12	3	0
	3117	9067	16	14	3000	12	3	0
Bankside (E)	3109	3107	0	0	3000	1	3	0
	3109	9067	26	26	3000	1	3	0
	3109	3112	0	0	3000	1	3	0

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