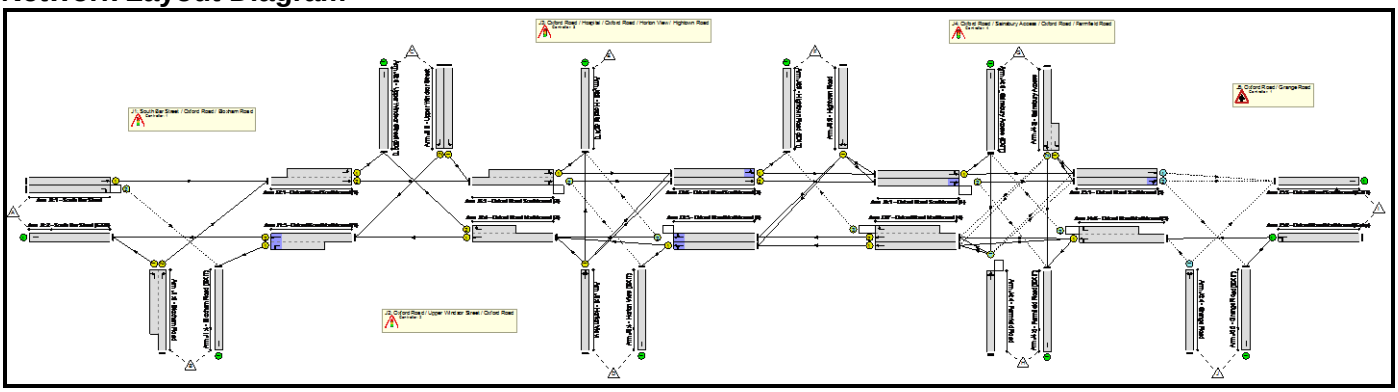
- Oxford Road Network (Bloxham Road to Grange Road)

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

User and Project Details

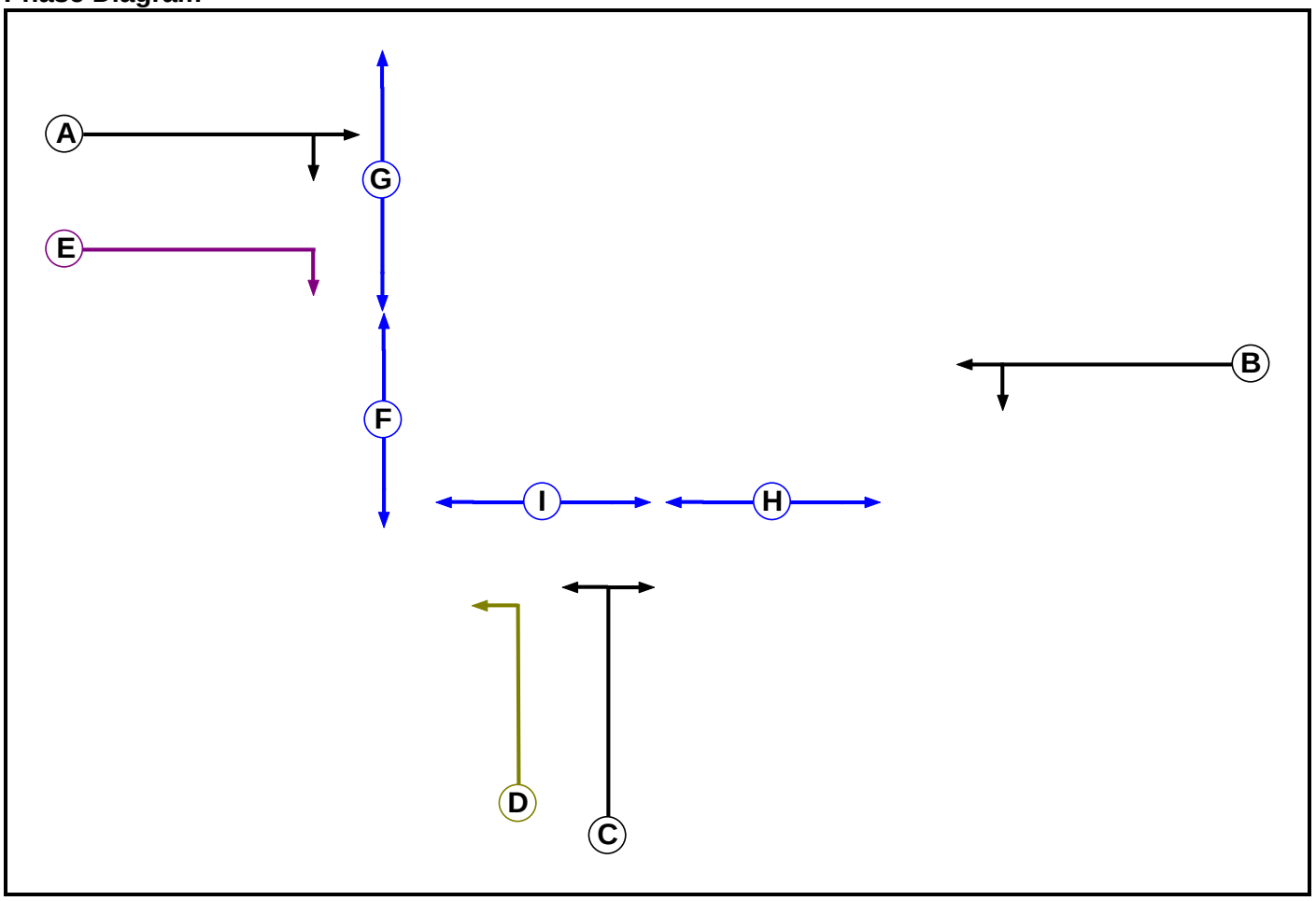
Project:	**Wykham Park Farm, Banbury**
Title:	**Baseline Committed Developments**
Location:	
File name:	Oxford Road Network + Improvements + SBA + Sainsbury - Jubb.lsg3x
Author:	SRadford
Company:	Jubb
Address:	
Notes:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Filter	C	4	0
E	Ind. Arrow	A	4	4
F	Pedestrian		5	5
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		5	5

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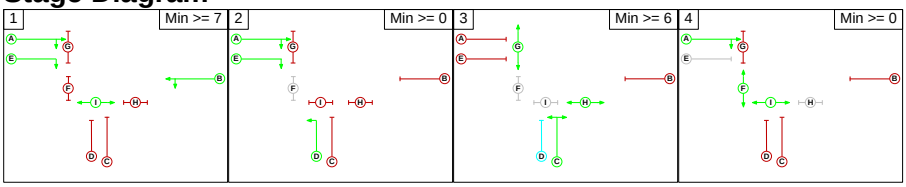
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	-	-	-	5	-	-
B	-		5	5	-	6	-	5	-
C	6	5		-	5	-	-	-	-
D	-	5	-		-	-	-	-	5
E	-	-	5	-		-	5	6	-
F	-	6	-	-	-		-	-	-
G	6	-	-	-	6	-		-	-
H	-	8	-	-	8	-	-		-
I	-	-	-	6	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E I
2	A D E
3	C G H
4	A F I

Stage Diagram



Phase Delays

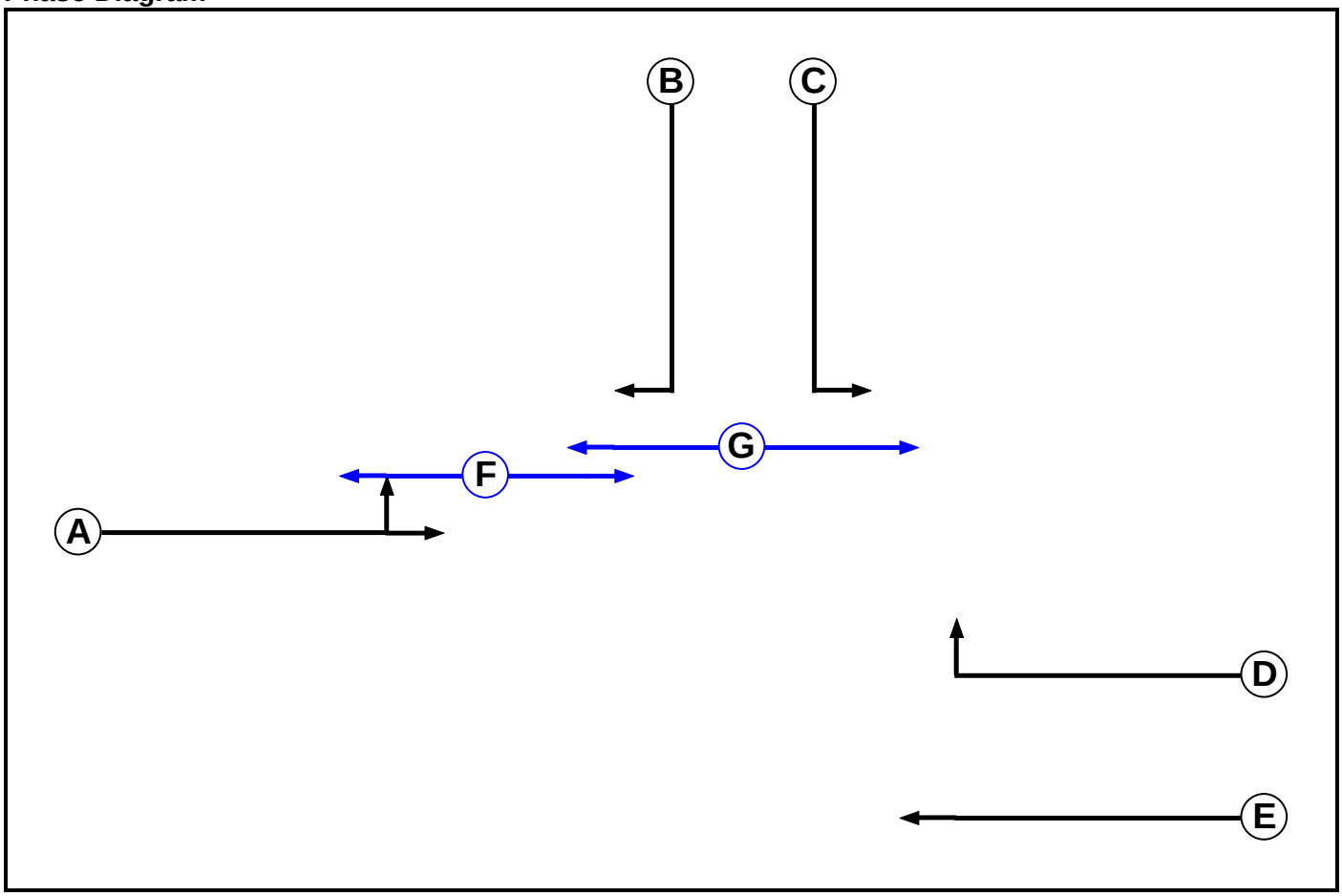
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	6	6
2	X		6	X
3	8	8		6
4	6	6	5	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

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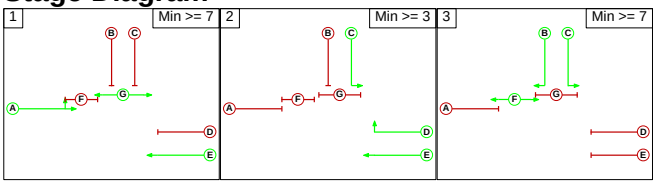
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		6	7	6	-	6	-
B	6		-	6	7	-	5
C	6	-		-	-	-	5
D	6	6	-		-	7	-
E	-	6	-	-		-	-
F	10	-	-	10	-		-
G	-	10	10	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

Stage Diagram



Phase Delays

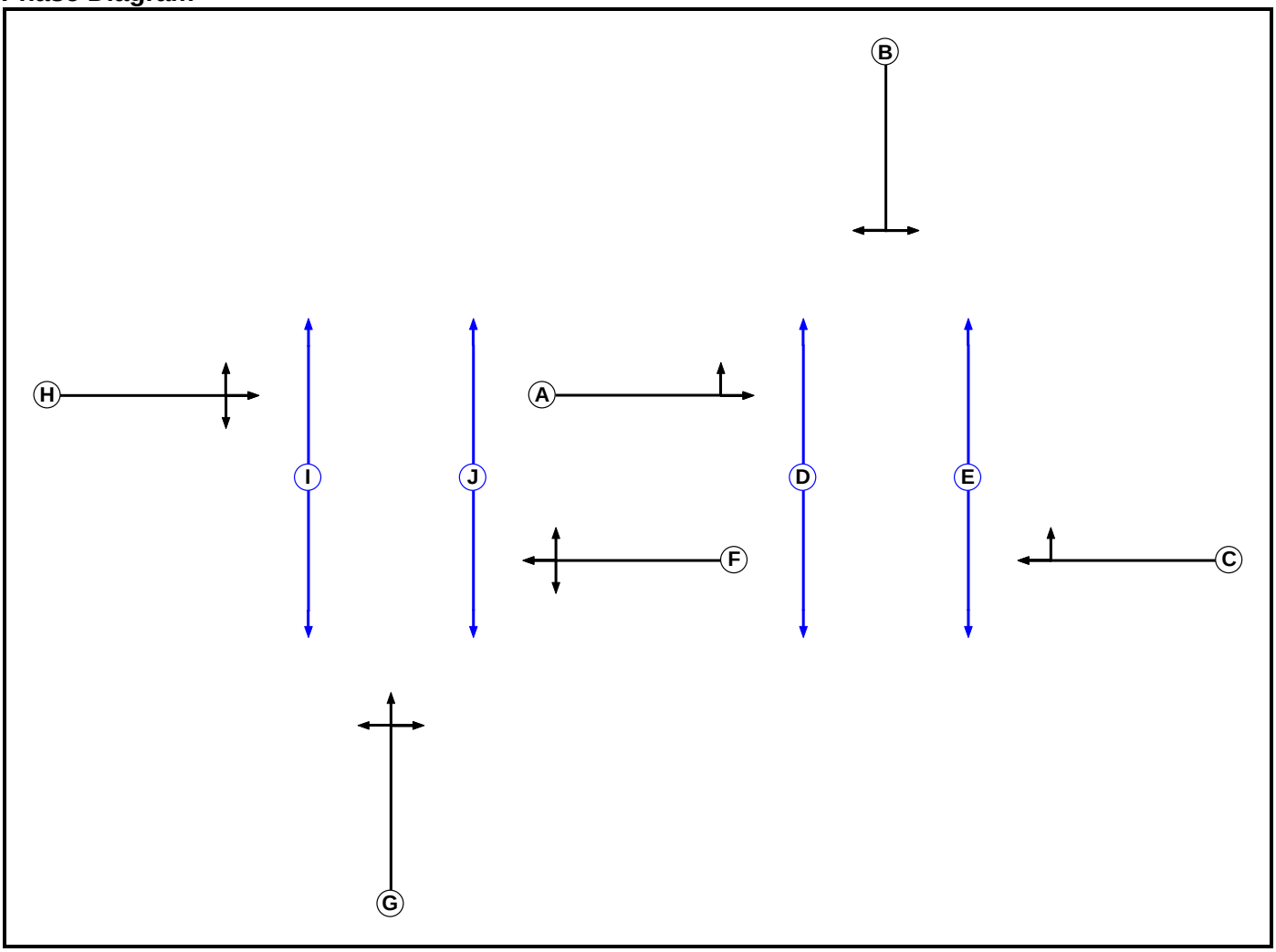
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		10	10
2	6		7
3	10	10	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

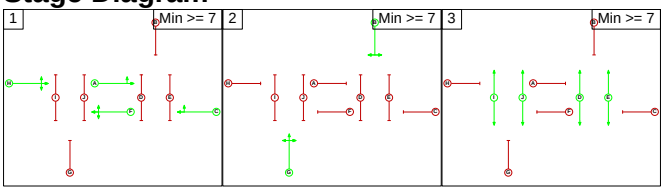
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		6	-	5	7	-	-	-	-	-
B	6		6	6	6	-	-	-	-	-
C	-	6		7	5	-	-	-	-	-
D	13	13	13		-	-	-	-	-	-
E	13	13	13	-		-	-	-	-	-
F	-	-	-	-	-		6	-	6	5
G	-	-	-	-	-	5		6	6	6
H	-	-	-	-	-	-	5		5	6
I	-	-	-	-	-	13	13	13		-
J	-	-	-	-	-	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

Stage Diagram



Phase Delays

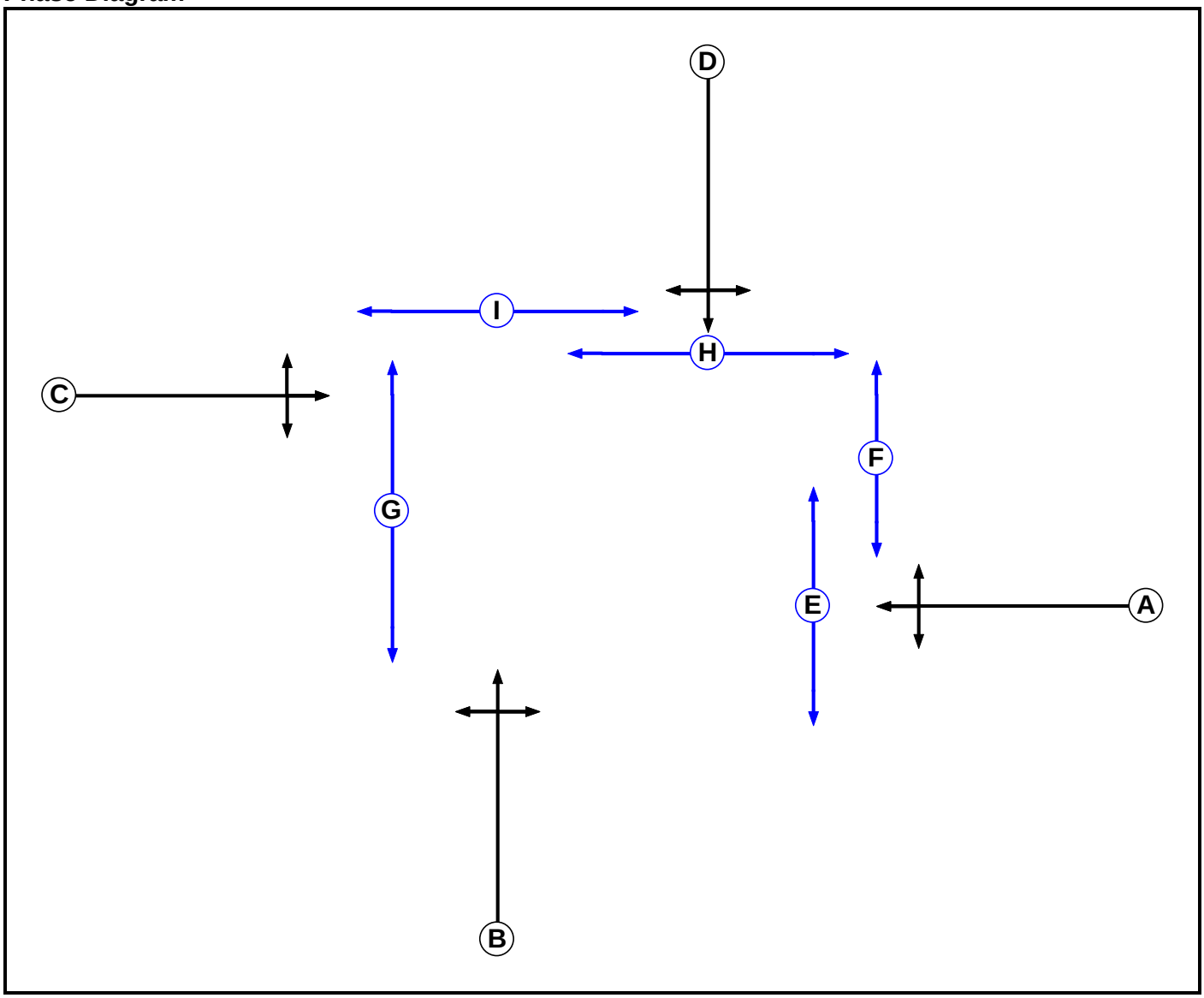
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		6	7
2	6		6
3	13	13	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

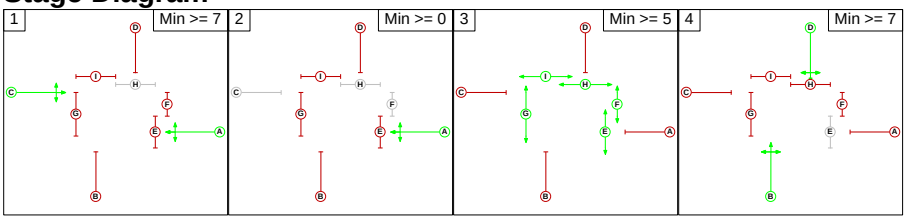
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		6	-	6	5	-	9	-	10
B	5		5	-	-	8	5	-	8
C	-	5		5	-	8	5	-	5
D	5	-	5		-	7	5	8	-
E	7	-	-	-		-	-	-	-
F	-	6	6	6	-		-	-	-
G	17	17	17	17	-	-		-	-
H	-	-	-	7	-	-	-		-
I	6	6	6	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	E F G H I
4	B D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		0	10	6
2	2		10	6
3	17	17		17
4	5	5	8	

Give-Way Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	0	J1:5/2	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road

There are no Opposed Lanes in this Junction

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	0	J3:5/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:5/2	1.09	To J2:4/1 (Ahead)					
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	0	J3:1/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:1/2	1.09	To J3:6/2 (Ahead)					
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	0	J3:6/1	1.09	All	3.00	-	0.50	3	2.00
				J3:6/2	1.09	All					

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	0	J4:6/1	1.09	All	2.50	2.50	0.50	3	2.00
J4:2/2 (Sainsbury Access)	J3:7/1 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)	-	-	-	-	-
				J4:2/1	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
	J3:7/2 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
J4:4/1 (Farmfield Road)	J5:1/1 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)	2.00	2.00	0.50	2	2.00
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
	J5:1/2 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	0	J4:1/1	1.09	All	2.50	-	0.50	3	2.00
				J4:1/2	1.09	To J5:1/2 (Ahead)					

Junction: J5: Oxford Road / Grange Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J5:1/1 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/2	1.09	To J5:3/1 (Ahead)	-	-	-	-	-
J5:1/2 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/1	1.09	All	-	-	-	-	-
	J5:5/1 (Right)	1439	0	J5:2/1	1.09	All					
J5:4/1 (Grange Road)	J4:6/1 (Left)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)	-	-	-	-	-
	J5:3/1 (Right)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)					
				J5:1/2	1.09	All					

Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	C D	2	3	22.6	Geom	-	3.25	0.00	Y	Arm J1:2 Left	30.00
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Right	10.00
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm J1:4 Left	8.00
J1:5/2 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead	Inf

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J2:4 Left	10.00
											Arm J3:2 Ahead	Inf
											Arm J3:6 Right	20.00
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:4 Left	9.60
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:2 Right	11.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:9 Left	8.00
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J4:1 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf

J3:7/2 (Oxford Road Northbound (4))	U	C	2	3	16.0	Geom	-	2.80	0.00	N	Arm J3:5 Ahead	Inf
J3:7/3 (Oxford Road Northbound (4))	O	C	2	3	16.0	Geom	-	3.00	0.00	Y	Arm J3:9 Right	14.90
J3:8/1 (Hightown Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:5 Right	15.00
											Arm J4:1 Left	12.50
J3:9/1 (Hightown Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	12.50
											Arm J5:1 Ahead	Inf
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	12.50
											Arm J5:1 Ahead	Inf
J4:2/1 (Sainsbury Access)	U	D	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	O	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right	11.40
											Arm J4:5 Ahead	Inf
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Farmfield Road)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:7 Left	13.00
											Arm J4:3 Ahead	Inf
											Arm J5:1 Right	20.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:7 Ahead	Inf
											Arm J4:5 Left	15.00
J4:6/2 (Oxford Road Northbound (5))	O	A	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	15.00

Junction: J5: Oxford Road / Grange Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.25	0.00	Y	Arm J5:3 Ahead	Inf
J5:1/2 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead Arm J5:5 Right	Inf 12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead Arm J5:5 Left	Inf 9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left Arm J5:3 Right	14.00 9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 Base AM'	08:00	09:00	01:00	
2: '2027 Base PM'	17:00	18:00	01:00	
3: '2027 Base + Dev AM '	08:00	09:00	01:00	
4: '2027 Base + Dev PM'	17:00	18:00	01:00	

Scenario 3: '2027 Base + Dev AM ' (FG3: '2027 Base + Dev AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	370	162	38	8	57	38	7	257	18	955
	B	695	0	87	21	4	31	20	4	138	9	1009
	C	133	67	0	29	6	44	29	5	196	13	522
	D	58	29	41	0	18	33	22	4	146	10	361
	E	0	0	0	0	0	0	0	0	0	0	0
	F	52	26	37	15	2	0	21	4	145	10	312
	G	21	11	15	6	1	11	0	53	47	3	168
	H	34	17	24	10	1	17	20	0	113	8	244
	I	245	124	174	73	8	123	76	24	0	35	882
	J	27	14	19	8	1	14	8	3	70	0	164
	Tot.	1265	658	559	200	49	330	234	104	1112	106	4617

Traffic Lane Flows

Lane	Scenario 3: 2027 Base + Dev AM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	585
J1:1/2	370
J1:2/1	1265
J1:3/1 (short)	695
J1:3/2 (with short)	1009(In) 314(Out)
J1:4/1	658
J1:5/1 (short)	288
J1:5/2 (with short)	858(In) 570(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	249
J2:1/2 (with short)	899(In) 650(Out)
J2:2/1	322
J2:2/2	200
J2:3/1	559
J2:4/1 (with short)	968(In) 658(Out)
J2:4/2 (short)	310
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	491
J3:1/2 (with short)	972(In) 481(Out)
J3:2/1	49
J3:3/1	361
J3:4/1	200
J3:5/1	484
J3:5/2	481
J3:6/1	609
J3:6/2	472
J3:7/1	411
J3:7/2 (with short)	587(In) 422(Out)
J3:7/3 (short)	165
J3:8/1	312
J3:9/1	330
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	589

J4:1/2	507
J4:2/1 (short)	50
J4:2/2 (with short)	168(In) 118(Out)
J4:3/1	234
J4:4/1	244
J4:5/1	104
J4:6/1 (with short)	941(In) 857(Out)
J4:6/2 (short)	84
Junction: J5: Oxford Road / Grange Road	
J5:1/1	619
J5:1/2	494
J5:2/1	882
J5:3/1	1112
J5:4/1	164
J5:5/1	106

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	3.7 %	1881	1881
				Arm J3:6 Ahead	Inf	96.3 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	18.3 %	2037	2037
				Arm J3:6 Ahead	Inf	81.7 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	35.5 %	1799	1799
				Arm J3:2 Ahead	Inf	5.0 %		
				Arm J3:6 Right	20.00	59.6 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	76.9 %	1848	1848
				Arm J3:4 Left	9.60	23.1 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.3 %	1908	1908
				Arm J3:2 Right	11.00	2.7 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	27.1 %	1822	1822
				Arm J4:1 Ahead	Inf	72.9 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	42.3 %	1732	1732
				Arm J4:1 Left	12.50	57.7 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	22.1 %	1866	1866
				Arm J5:1 Ahead	Inf	77.9 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	4.7 %	2043	2043
				Arm J5:1 Ahead	Inf	95.3 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.1 %	1795	1795
				Arm J4:5 Ahead	Inf	44.9 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	42.2 %	1810	1810
				Arm J4:3 Ahead	Inf	8.2 %		
				Arm J5:1 Right	20.00	49.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	96.8 %	1909	1909
				Arm J4:5 Left	15.00	3.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	85.6 %	1881	1881
				Arm J5:5 Right	12.00	14.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.0 %	1903	1903
				Arm J5:5 Left	9.30	4.0 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	57.3 %	1678	1678
				Arm J5:3 Right	9.40	42.7 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Base + Dev PM' (FG4: '2027 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	590	115	42	2	59	92	4	331	27	1262
	B	424	0	44	16	1	23	35	2	127	10	682
	C	173	135	0	20	1	27	43	2	154	13	568
	D	48	37	35	0	21	25	39	2	139	11	357
	E	0	0	0	0	0	0	0	0	0	0	0
	F	48	38	36	25	1	0	49	2	179	14	392
	G	5	4	4	3	0	3	0	73	29	2	123
	H	74	58	55	39	1	37	85	0	201	16	566
	I	230	181	170	121	4	115	115	36	0	72	1044
	J	11	9	8	6	0	6	6	2	32	0	80
	Tot.	1013	1052	467	272	31	295	464	123	1192	165	5074

Traffic Lane Flows

Lane	Scenario 4: 2027 Base + Dev PM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	672
J1:1/2	590
J1:2/1	1013
J1:3/1 (short)	424
J1:3/2 (with short)	682(In) 258(Out)
J1:4/1	1052
J1:5/1 (short)	462
J1:5/2 (with short)	1051(In) 589(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	159
J2:1/2 (with short)	930(In) 771(Out)
J2:2/1	260
J2:2/2	308
J2:3/1	467
J2:4/1 (with short)	1051(In) 743(Out)
J2:4/2 (short)	308
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	574
J3:1/2 (with short)	1031(In) 457(Out)
J3:2/1	31
J3:3/1	357
J3:4/1	272
J3:5/1	590
J3:5/2	541
J3:6/1	690
J3:6/2	475
J3:7/1	498
J3:7/2 (with short)	646(In) 485(Out)
J3:7/3 (short)	161
J3:8/1	392
J3:9/1	295
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	674

J4:1/2	601
J4:2/1 (short)	31
J4:2/2 (with short)	123(In) 92(Out)
J4:3/1	464
J4:4/1	566
J4:5/1	123
J4:6/1 (with short)	1020(In) 899(Out)
J4:6/2 (short)	121
Junction: J5: Oxford Road / Grange Road	
J5:1/1	646
J5:1/2	607
J5:2/1	1044
J5:3/1	1192
J5:4/1	80
J5:5/1	165

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	0.7 %	1908	1908
				Arm J3:6 Ahead	Inf	99.3 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	17.1 %	2039	2039
				Arm J3:6 Ahead	Inf	82.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	33.6 %	1802	1802
				Arm J3:2 Ahead	Inf	5.9 %		
				Arm J3:6 Right	20.00	60.5 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	67.1 %	1821	1821
				Arm J3:4 Left	9.60	32.9 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.9 %	1912	1912
				Arm J3:2 Right	11.00	1.1 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	19.4 %	1848	1848
				Arm J4:1 Ahead	Inf	80.6 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	37.8 %	1730	1730
				Arm J4:1 Left	12.50	62.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

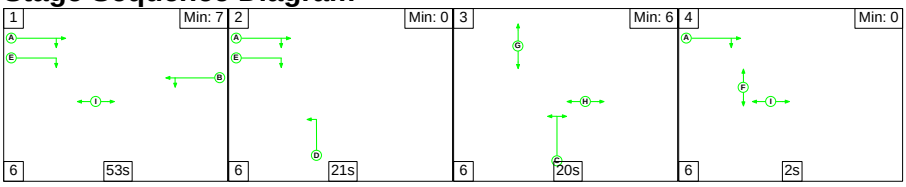
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	38.3 %	1831	1831
				Arm J5:1 Ahead	Inf	61.7 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	2.0 %	2050	2050
				Arm J5:1 Ahead	Inf	98.0 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	20.7 %	1874	1874
				Arm J4:5 Ahead	Inf	79.3 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	46.6 %	1815	1815
				Arm J4:3 Ahead	Inf	15.0 %		
				Arm J5:1 Right	20.00	38.3 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	95.8 %	1907	1907
				Arm J4:5 Left	15.00	4.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	84.7 %	1879	1879
				Arm J5:5 Right	12.00	15.3 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	93.1 %	1894	1894
				Arm J5:5 Left	9.30	6.9 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	60.0 %	1680	1680
				Arm J5:3 Right	9.40	40.0 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2027 Base AM' (FG1: '2027 Base AM', Plan 1: 'Network Control Plan 1')
C1

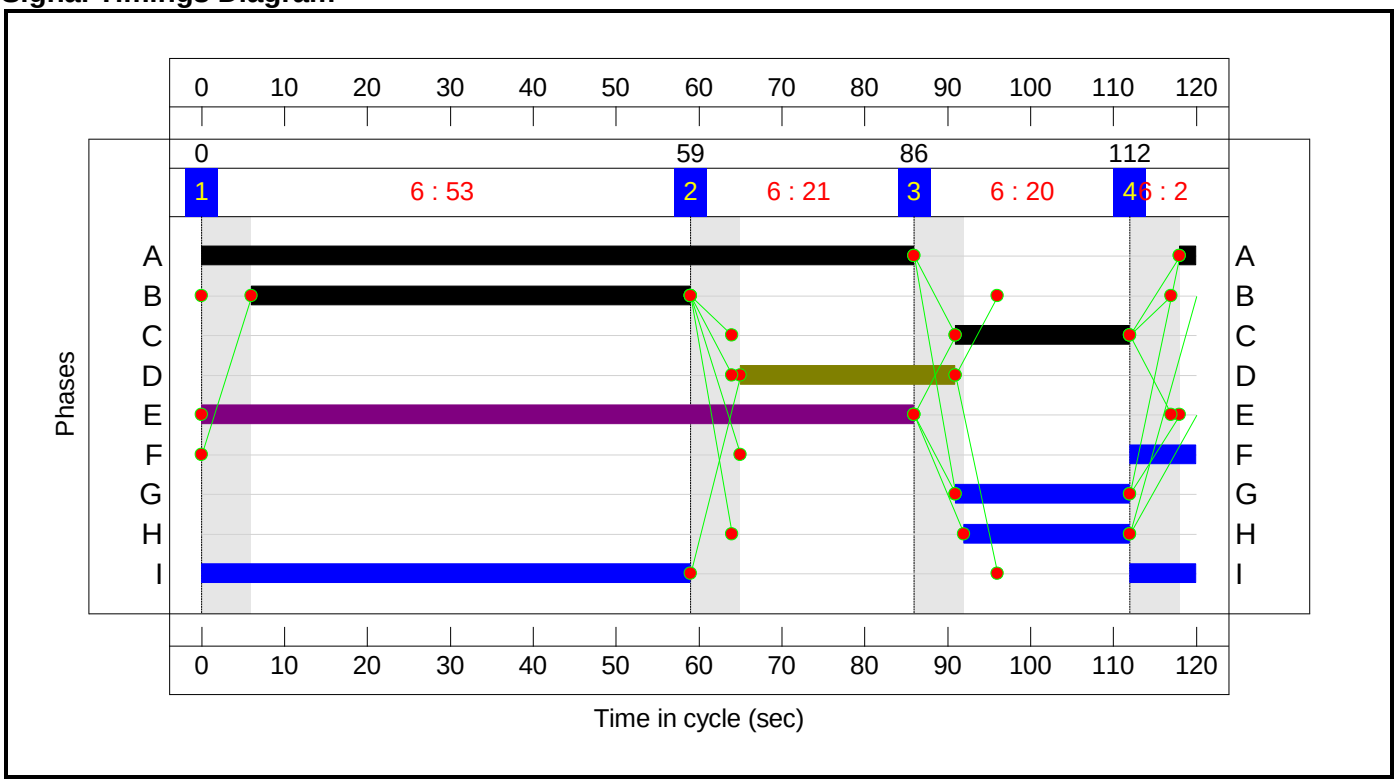
Stage Sequence Diagram



Stage Timings

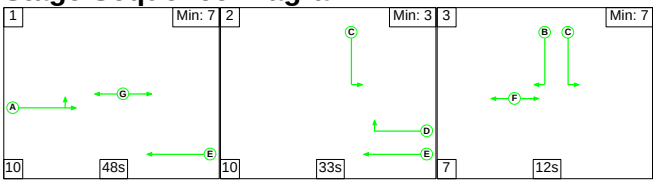
Stage	1	2	3	4
Duration	53	21	20	2
Change Point	0	59	86	112

Signal Timings Diagram



C2

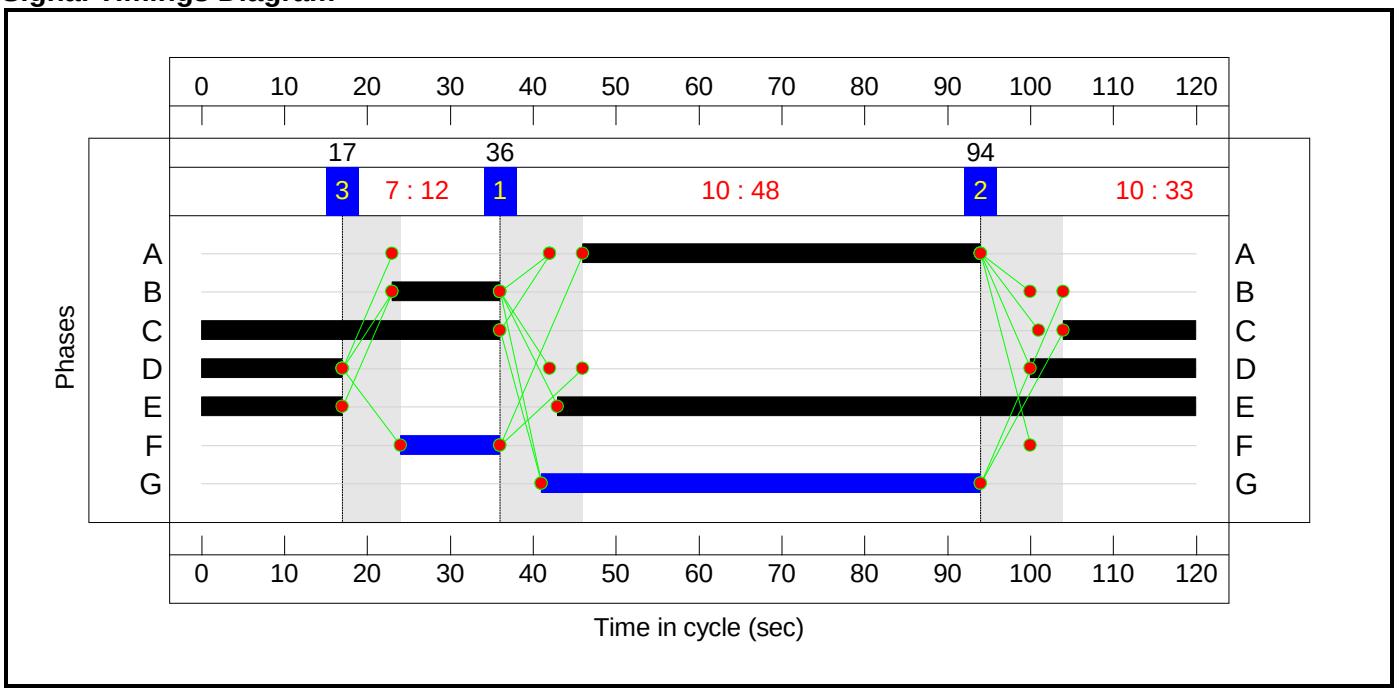
Stage Sequence Diagram



Stage Timings

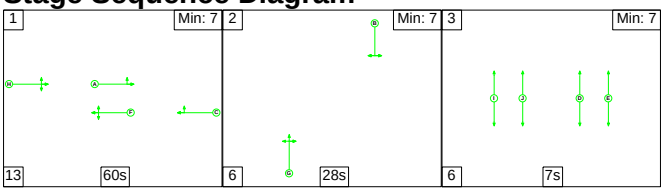
Stage	1	2	3
Duration	48	33	12
Change Point	36	94	17

Signal Timings Diagram



C3

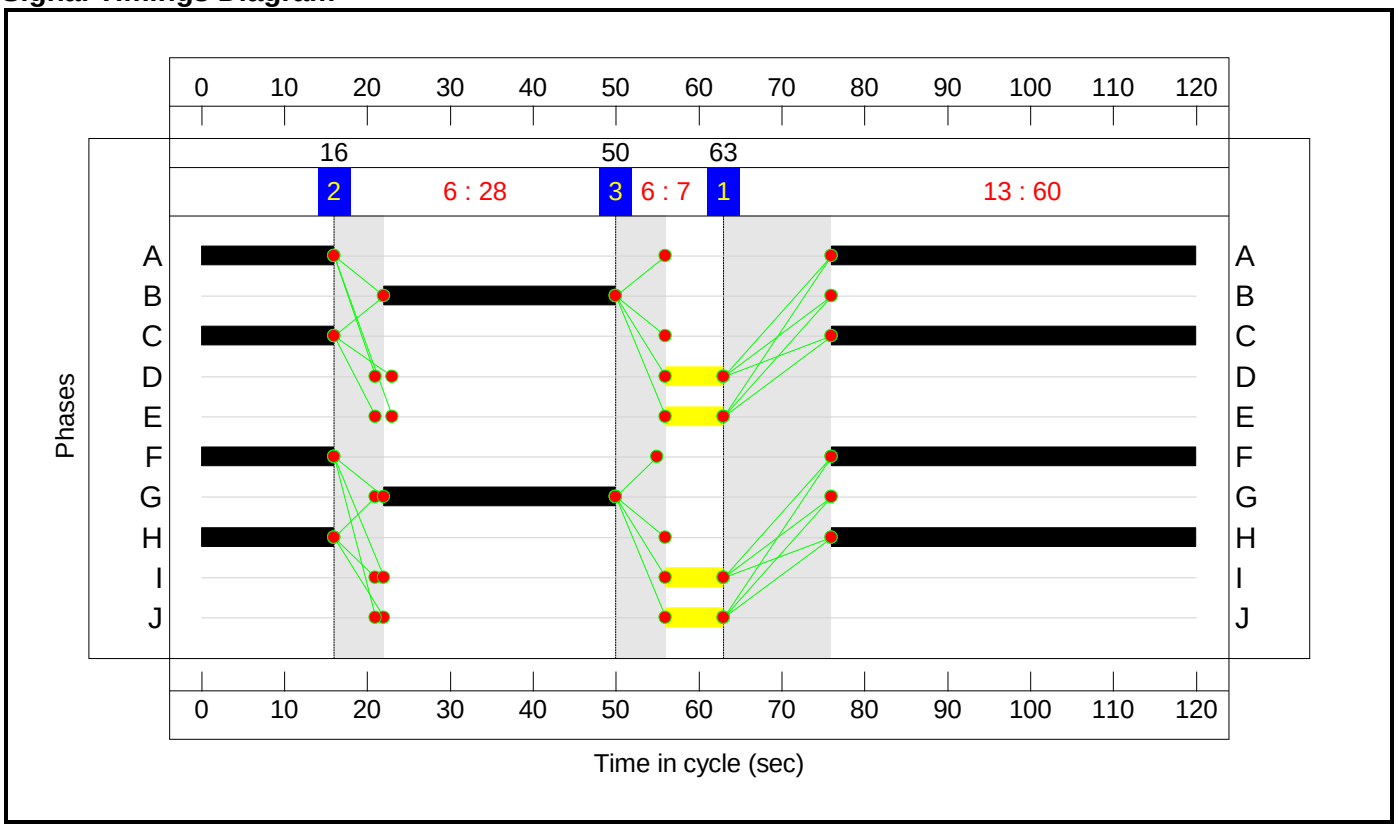
Stage Sequence Diagram



Stage Timings

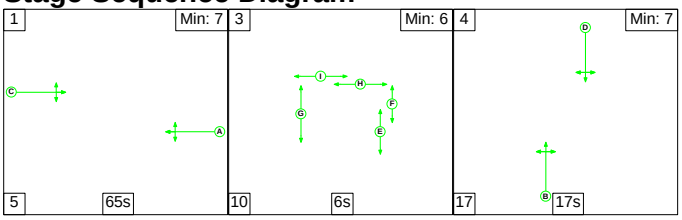
Stage	1	2	3
Duration	60	28	7
Change Point	63	16	50

Signal Timings Diagram



C4

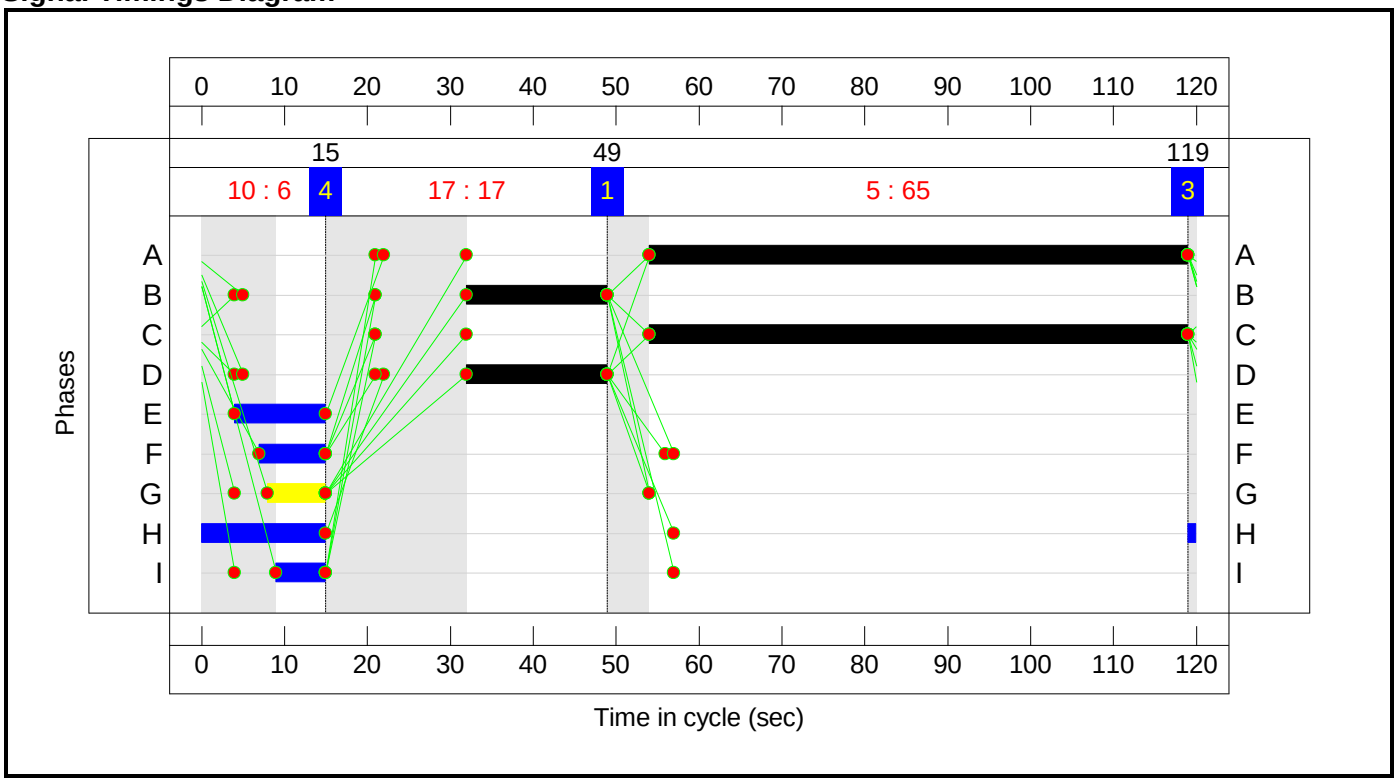
Stage Sequence Diagram



Stage Timings

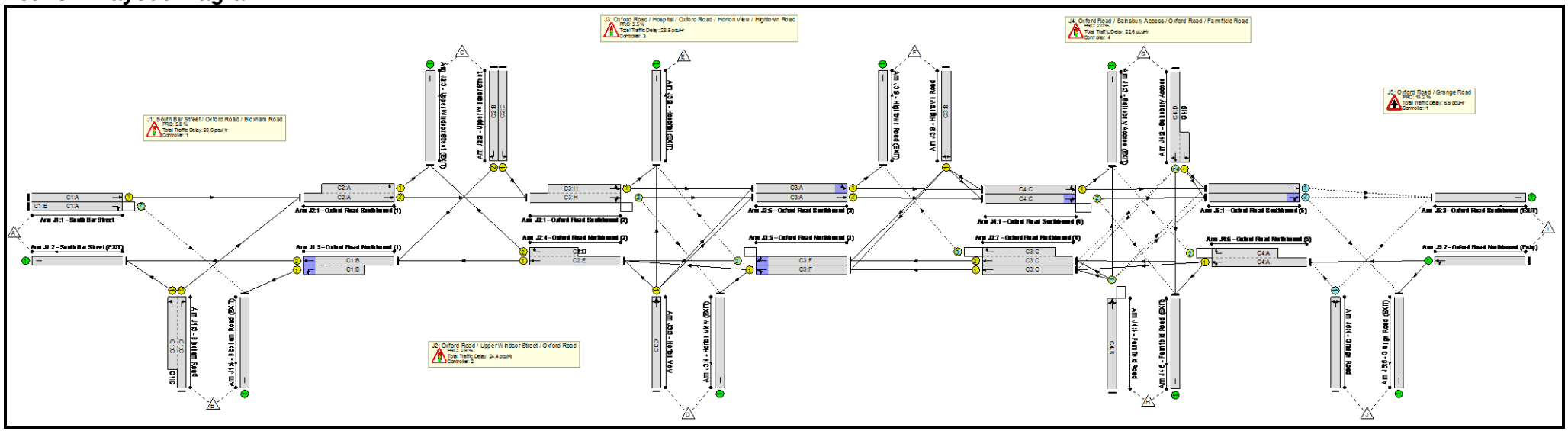
Stage	1	3	4
Duration	65	6	17
Change Point	49	119	15

Signal Timings Diagram



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	88	-	583	1663	1233	47.3%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	88	86	342	1568	612	55.9%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	1	21:47	26	872	1687:1848	309+725	85.0 : 84.0%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	53	-	840	2005:1613	678+323	83.9 : 83.9%
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	48	-	846	2055:1751	739+227	87.5 : 87.5%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	52	-	321	1801	795	40.4%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	13	-	183	1984	231	79.1%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	94:37	-	966	1915:1902	759+357	86.5 : 86.5%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.9%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	60	-	968	2040:1877	678+569	77.6 : 77.6%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	28	-	360	1799	435	82.8%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	60	-	502	1851	941	53.4%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	60	-	460	1908	970	47.4%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	60	-	491	1803	917	53.6%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	60	-	587	2055	1045	56.2%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	60	-	443	1895	963	46.0%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	60	-	554	2035:1740	689+190	56.4 : 86.9%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	28	-	310	1732	419	74.1%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		1	65	-	465	1853	1019	45.6%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	65	-	631	2046	1125	56.1%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	17	-	166	1793:1760	233+100	49.8 : 49.8%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	17	-	239	1806	271	88.2%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	65	-	939	1909:1759	977+96	87.5 : 87.5%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.2%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	495	1940	842	58.8%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	619	1888	792	78.2%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	871	1906	1906	45.7%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	135	1687	189	71.5%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%

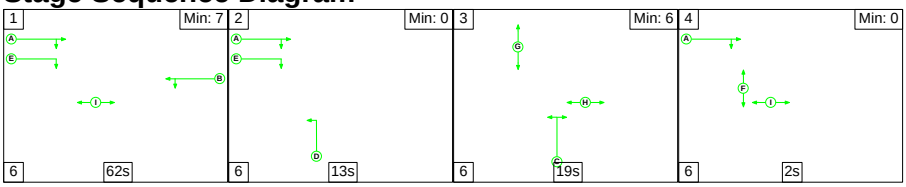
Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1708**	**358**	**84**	**64.3**	**35.7**	**2.8**	**102.8**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**147**	**189**	**6**	**13.6**	**6.2**	**0.8**	**20.6**	**-**	**-**	**-**	**-**
1/1	583	583	-	-	-	1.0	0.4	-	1.4	8.9	7.6	0.4	8.1
1/2	342	342	147	189	6	0.8	0.6	0.8	2.2	23.4	3.7	0.6	4.3
2/1	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	872	872	-	-	-	8.9	2.6	-	11.5	47.5	18.1	2.6	20.7
4/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	840	840	-	-	-	2.9	2.5	-	5.4	23.2	13.8	2.5	16.3
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**15.9**	**8.5**	**0.0**	**24.4**	**-**	**-**	**-**	**-**
1/2+1/1	846	846	-	-	-	9.0	3.3	-	12.3	52.4	21.8	3.3	25.1
2/1	321	321	-	-	-	2.0	0.3	-	2.4	26.6	7.2	0.3	7.6
2/2	183	183	-	-	-	2.6	1.8	-	4.4	86.2	5.9	1.8	7.7
3/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	966	966	-	-	-	2.3	3.1	-	5.4	20.0	27.7	3.1	30.8
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**230**	**0**	**35**	**18.1**	**8.9**	**1.5**	**28.5**	**-**	**-**	**-**	**-**
1/2+1/1	968	968	87	0	0	3.2	1.7	0.4	5.4	20.0	14.2	1.7	15.9
2/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	360	360	-	-	-	4.3	2.3	-	6.6	65.8	11.3	2.3	13.6
4/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	502	502	-	-	-	0.8	0.6	-	1.4	9.7	2.4	0.6	3.0
5/2	460	460	13	0	0	0.9	0.5	0.0	1.4	10.8	2.8	0.5	3.3
6/1	491	491	-	-	-	1.3	0.6	-	1.9	13.7	3.6	0.6	4.1

6/2	587	587	-	-	-	1.9	0.6	-	2.5	15.4	6.3	0.6	7.0
7/1	443	443	-	-	-	0.8	0.4	-	1.2	10.0	7.9	0.4	8.3
7/2+7/3	554	554	130	0	35	1.3	0.8	1.0	3.2	20.7	7.0	0.8	7.9
8/1	310	310	-	-	-	3.6	1.4	-	5.0	58.2	9.5	1.4	10.9
9/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**82**	**168**	**43**	**14.1**	**8.0**	**0.5**	**22.6**	**-**	**-**	**-**	**-**
1/1	465	465	-	-	-	1.4	0.4	-	1.9	14.4	6.8	0.4	7.2
1/2	631	631	23	0	0	1.5	0.6	0.1	2.3	13.2	5.2	0.6	5.9
2/2+2/1	166	166	16	49	0	2.1	0.5	-	2.6	56.6	3.5	0.5	4.0
3/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	239	239	0	119	2	3.3	3.1	0.0	6.4	97.1	7.8	3.1	10.9
5/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	939	939	44	0	40	5.7	3.3	0.4	9.4	36.1	26.4	3.3	29.7
J5: Oxford Road / Grange Road	**-**	**-**	**1249**	**0**	**0**	**2.5**	**4.1**	**0.0**	**6.6**	**-**	**-**	**-**	**-**
1/1	495	495	495	0	0	0.6	0.7	-	1.3	9.7	5.1	0.7	5.8
1/2	619	619	619	0	0	1.2	1.8	-	3.0	17.2	12.5	1.8	14.3
2/1	871	871	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	1084	1084	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	135	135	135	0	0	0.7	1.2	-	1.9	49.7	2.7	1.2	3.9
5/1	97	97	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	20.61	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	2.9	Total Delay for Signalled Lanes (pcuHr):	24.44	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	28.50	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	22.63	Cycle Time (s): 120
	PRC Over All Lanes (%):	2.0	Total Delay Over All Lanes(pcuHr):	102.77	

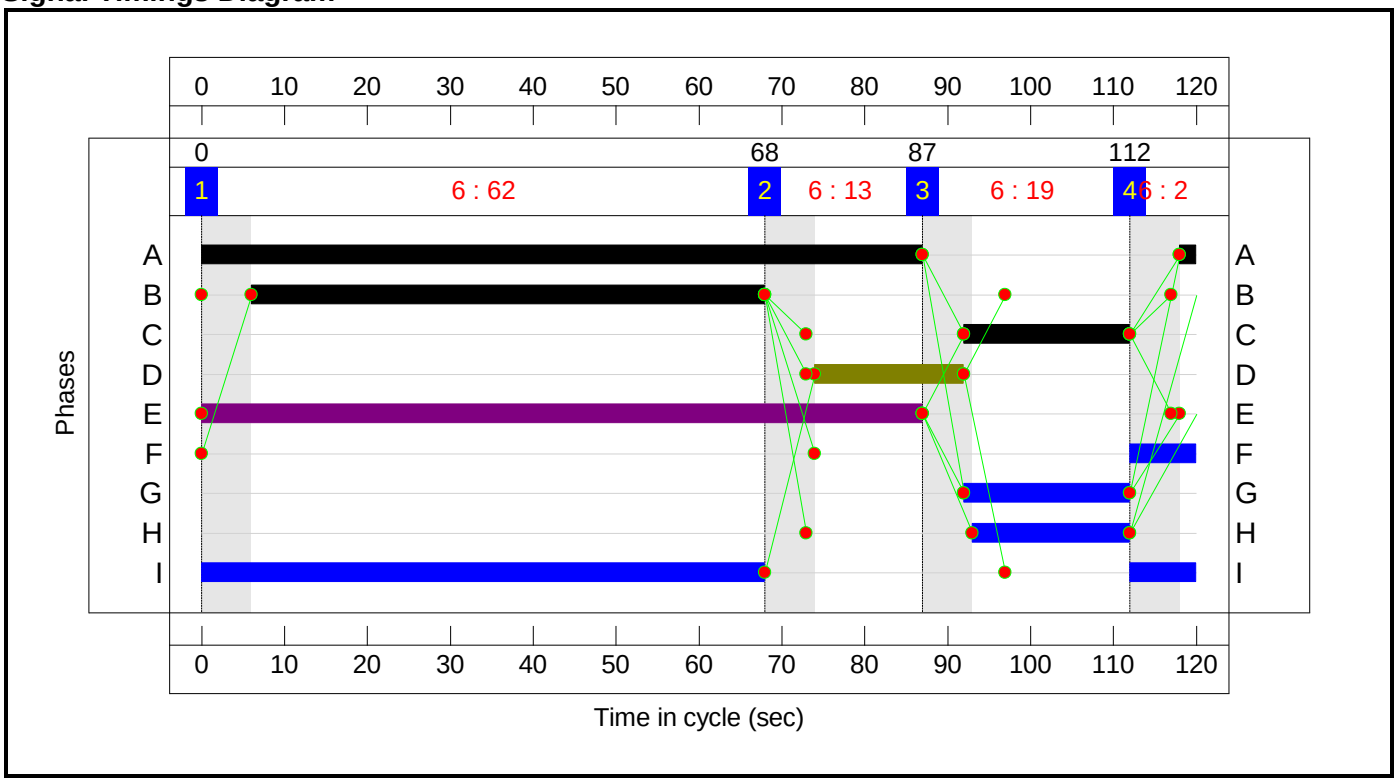
Scenario 2: '2027 Base PM' (FG2: '2027 Base PM', Plan 1: 'Network Control Plan 1')
C1
Stage Sequence Diagram



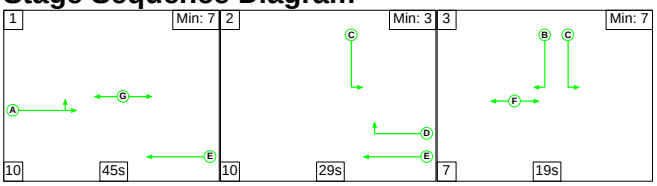
Stage Timings

Stage	1	2	3	4
Duration	62	13	19	2
Change Point	0	68	87	112

Signal Timings Diagram



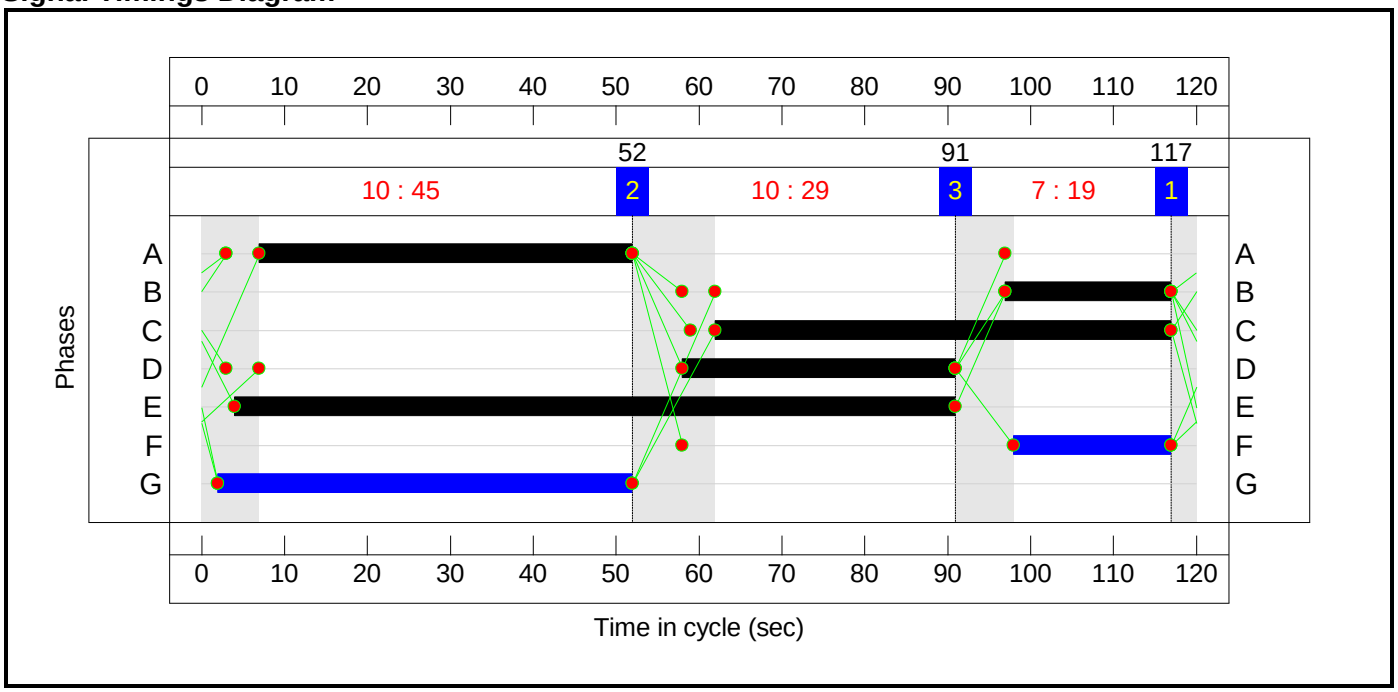
C2
Stage Sequence Diagram



Stage Timings

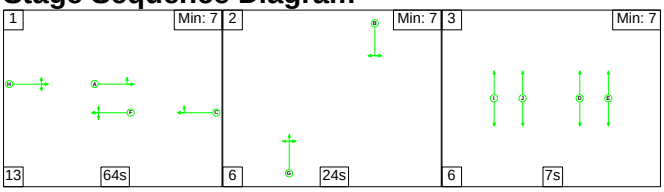
Stage	1	2	3
Duration	45	29	19
Change Point	117	52	91

Signal Timings Diagram



C3

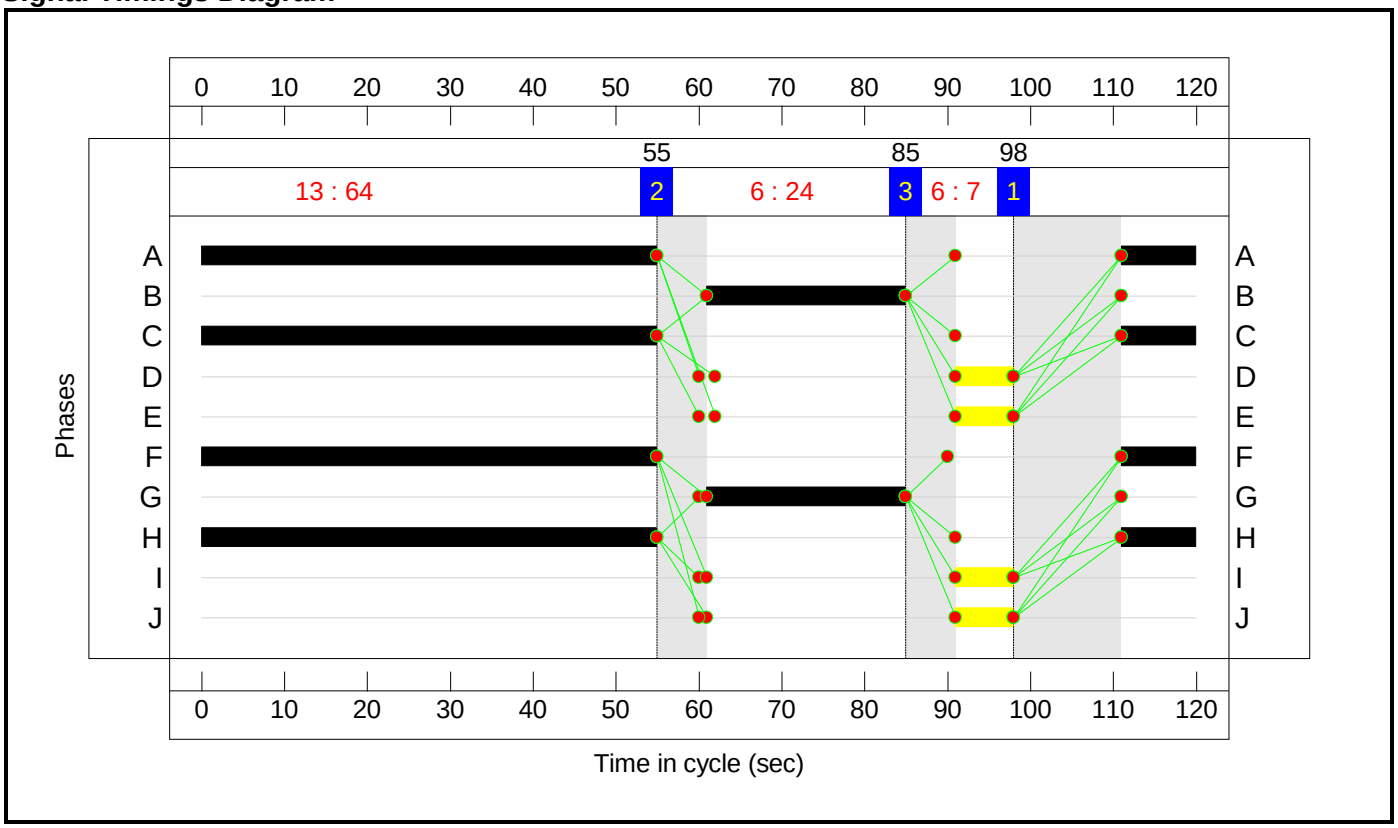
Stage Sequence Diagram



Stage Timings

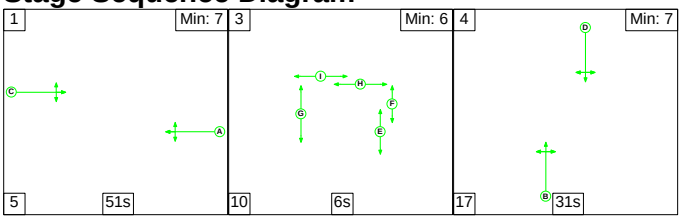
Stage	1	2	3
Duration	64	24	7
Change Point	98	55	85

Signal Timings Diagram



C4

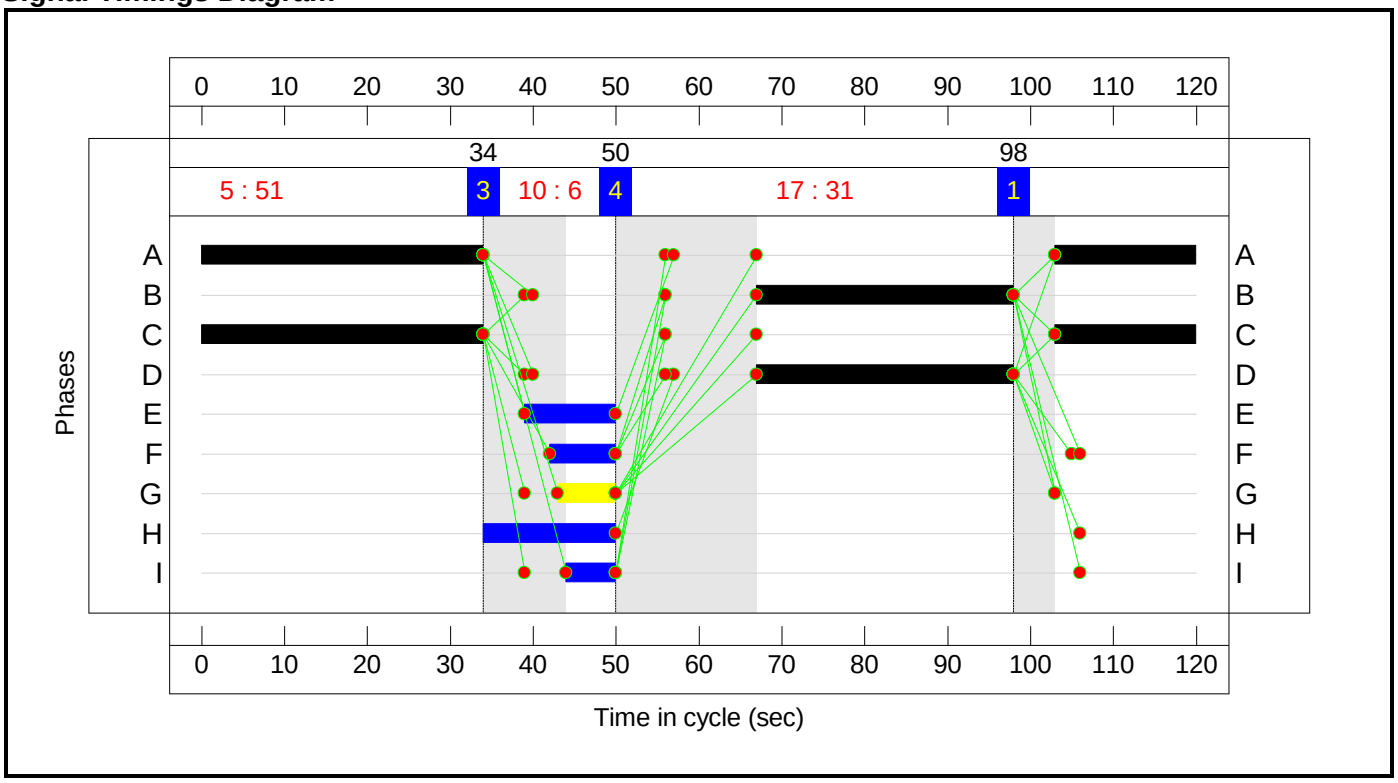
Stage Sequence Diagram



Stage Timings

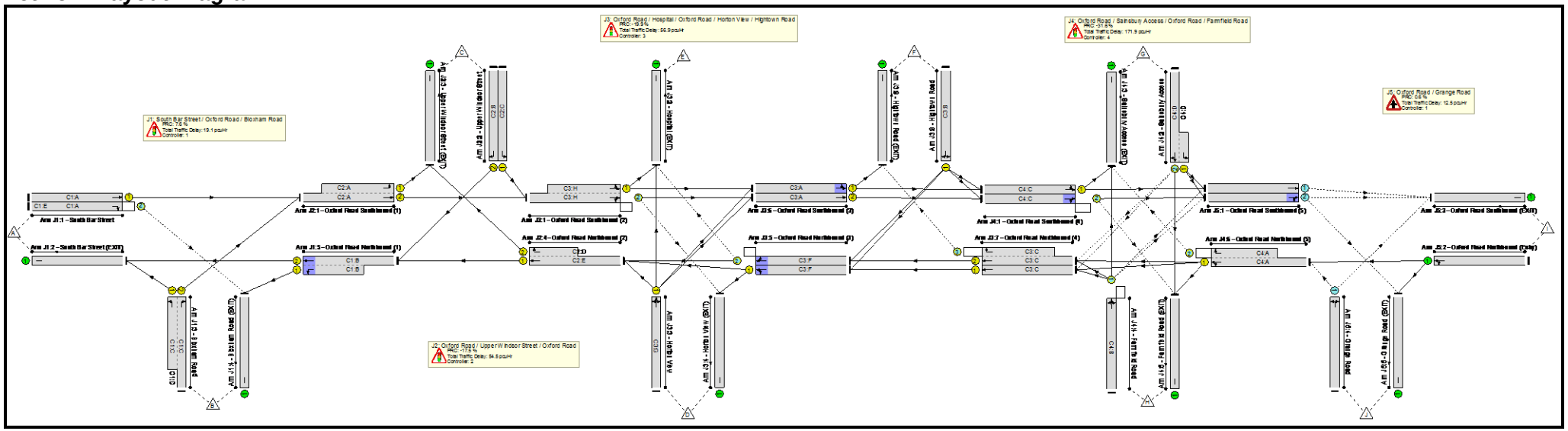
Stage	1	3	4
Duration	51	6	31
Change Point	98	34	50

Signal Timings Diagram



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.4%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.7%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	89	-	671	1663	1247	53.8%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	89	87	493	1568	642	76.8%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	1	20:38	18	643	1687:1848	295+601	83.7 : 65.9%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	62	-	1006	2005:1613	702+491	76.6 : 76.5%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.7%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	45	-	918	2055:1751	730+138	105.7 : 105.7%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	55	-	261	1801	840	31.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	20	-	261	1984	347	75.2%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	87:33	-	1053	1915:1902	795+329	82.1 : 82.1%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.9%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	64	-	1033	2034:1909	458+778	83.2 : 78.5%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	24	-	358	1802	375	95.4%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	64	-	567	1820	986	49.5%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	64	-	562	1912	1036	46.6%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	64	-	764	1854	1004	73.4%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	64	-	403	2055	1113	35.1%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	64	-	490	1895	1026	40.6%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	64	-	655	2035:1740	934+133	44.9 : 102.9%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	24	-	389	1730	360	107.9%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**118.4%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		1	51	-	769	1841	798	92.3%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	51	-	509	2049	888	55.1%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	31	-	117	1871:1760	398+143	21.6 : 21.6%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	31	-	563	1814	484	116.4%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	51	-	1021	1907:1759	760+102	118.4 : 118.4%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	741	1940	997	69.3%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	515	1873	552	89.4%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	1024	1900	1900	53.9%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1186	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	71	1686	89	79.5%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	144	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1688**	**390**	**193**	**99.4**	**212.2**	**3.3**	**314.9**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**281**	**204**	**8**	**13.1**	**5.1**	**0.9**	**19.1**	**-**	**-**	**-**	**-**
1/1	671	671	-	-	-	1.2	0.6	-	1.8	9.4	9.3	0.6	9.9
1/2	493	493	281	204	8	2.0	1.6	0.9	4.5	33.0	14.1	1.6	15.7
2/1	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	643	643	-	-	-	7.1	1.3	-	8.4	46.9	11.3	1.3	12.6
4/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	914	914	-	-	-	2.9	1.6	-	4.5	17.8	10.5	1.6	12.1
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**18.6**	**35.9**	**0.0**	**54.5**	**-**	**-**	**-**	**-**
1/2+1/1	918	868	-	-	-	10.9	32.0	-	42.9	168.1	30.9	32.0	62.9
2/1	261	261	-	-	-	1.4	0.2	-	1.7	23.1	5.4	0.2	5.6
2/2	261	261	-	-	-	3.4	1.5	-	4.9	67.2	8.2	1.5	9.7
3/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	922	922	-	-	-	2.8	2.2	-	5.1	19.8	18.7	2.2	20.9
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**112**	**0**	**102**	**22.8**	**32.8**	**1.4**	**56.9**	**-**	**-**	**-**	**-**
1/2+1/1	991	991	35	0	41	4.0	2.0	0.3	6.3	23.0	33.1	2.0	35.1
2/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	358	358	-	-	-	4.7	6.1	-	10.7	107.9	11.7	6.1	17.8
4/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	488	488	-	-	-	0.7	0.5	-	1.2	9.1	2.7	0.5	3.2
5/2	482	482	4	0	1	0.7	0.4	0.0	1.1	8.5	2.5	0.4	2.9
6/1	737	737	-	-	-	3.4	1.4	-	4.7	23.1	15.3	1.4	16.7

6/2	391	391	-	-	-	1.5	0.3	-	1.7	16.0	4.5	0.3	4.8
7/1	417	417	-	-	-	0.7	0.3	-	1.0	9.0	5.0	0.3	5.3
7/2+7/3	556	556	73	0	60	0.7	2.5	1.0	4.2	27.3	4.1	2.5	6.6
8/1	389	360	-	-	-	6.4	19.3	-	25.8	238.5	13.9	19.3	33.2
9/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**40**	**187**	**82**	**39.5**	**131.3**	**1.0**	**171.9**	**-**	**-**	**-**	**-**
1/1	737	737	-	-	-	5.3	5.2	-	10.5	51.3	23.5	5.2	28.7
1/2	489	489	0	0	12	2.8	0.6	0.1	3.5	25.6	7.6	0.6	8.2
2/2+2/1	117	117	7	12	0	1.1	0.1	-	1.2	37.8	2.2	0.1	2.3
3/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	563	484	0	175	12	10.3	42.9	0.0	53.2	340.3	21.4	42.9	64.3
5/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	1021	862	33	0	59	20.0	82.5	0.9	103.5	364.8	40.6	82.5	123.1
J5: Oxford Road / Grange Road	**-**	**-**	**1255**	**0**	**0**	**5.4**	**7.1**	**0.0**	**12.5**	**-**	**-**	**-**	**-**
1/1	691	691	691	0	0	1.2	1.1	-	2.3	12.2	16.0	1.1	17.1
1/2	494	494	494	0	0	3.6	3.7	-	7.4	53.9	15.3	3.7	19.1
2/1	1024	1024	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
3/1	1120	1120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	71	71	71	0	0	0.6	1.6	-	2.2	112.0	2.2	1.6	3.8
5/1	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	19.14	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-17.5	Total Delay for Signalled Lanes (pcuHr):	54.48	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-19.9	Total Delay for Signalled Lanes (pcuHr):	56.93	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-31.6	Total Delay for Signalled Lanes (pcuHr):	171.87	Cycle Time (s): 120
	PRC Over All Lanes (%):	-31.6	Total Delay Over All Lanes(pcuHr):	314.94	

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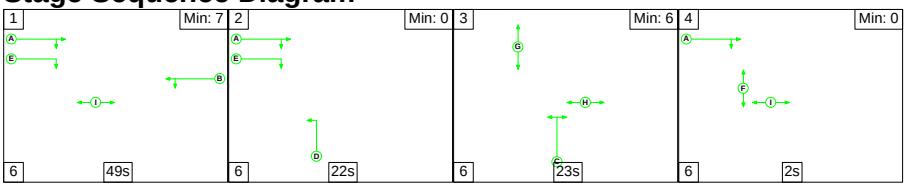
Scenario 3: '2027 Base + Dev AM ' (FG3: '2027 Base + Dev AM ', Plan 1: 'Network Control Plan 1')
C1

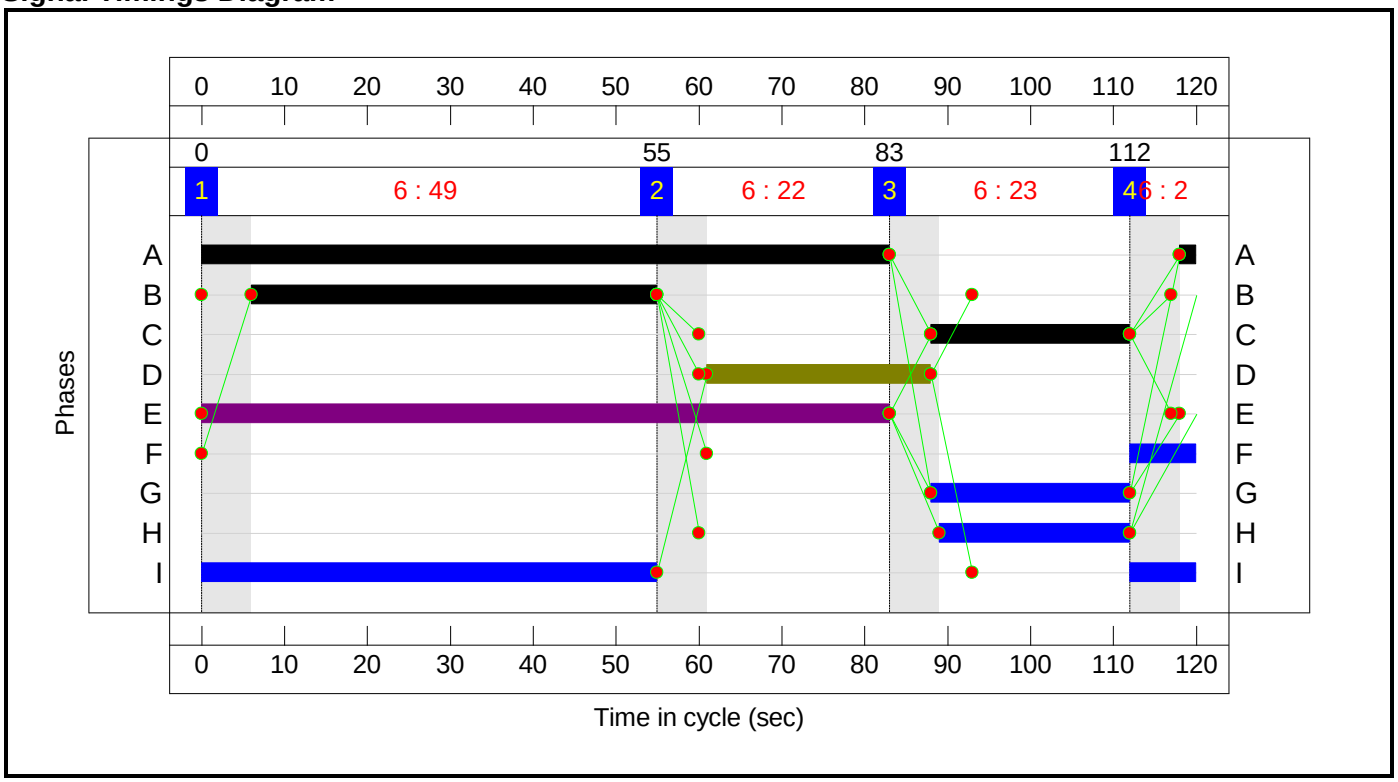
Stage Sequence Diagram



Stage Timings

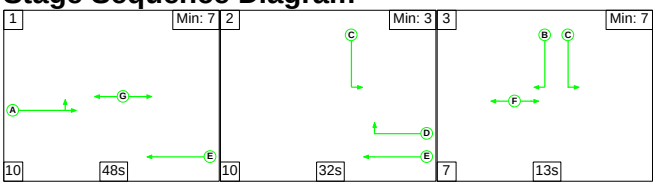
Stage	1	2	3	4
Duration	49	22	23	2
Change Point	0	55	83	112

Signal Timings Diagram



C2

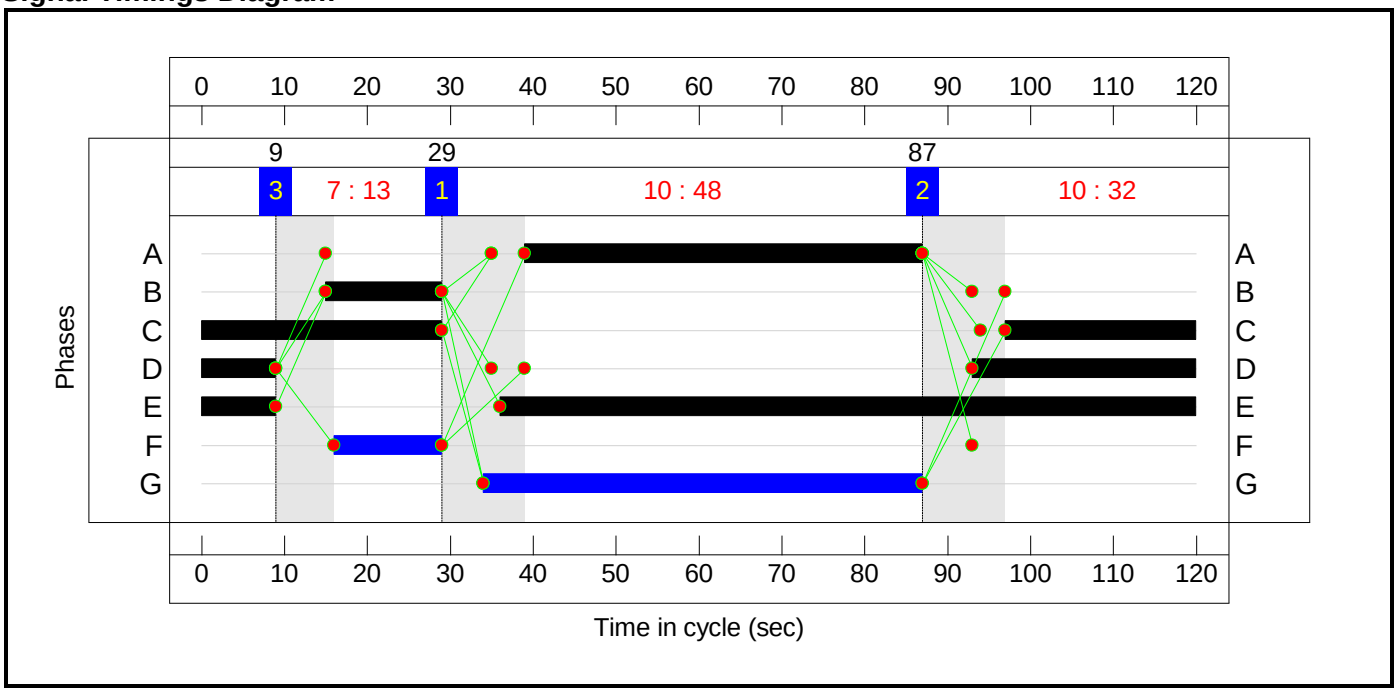
Stage Sequence Diagram



Stage Timings

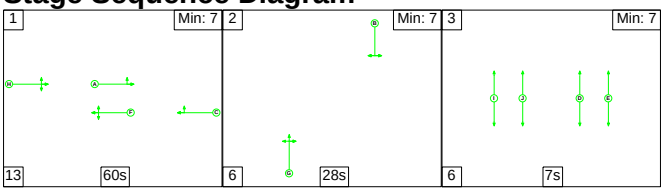
Stage	1	2	3
Duration	48	32	13
Change Point	29	87	9

Signal Timings Diagram



C3

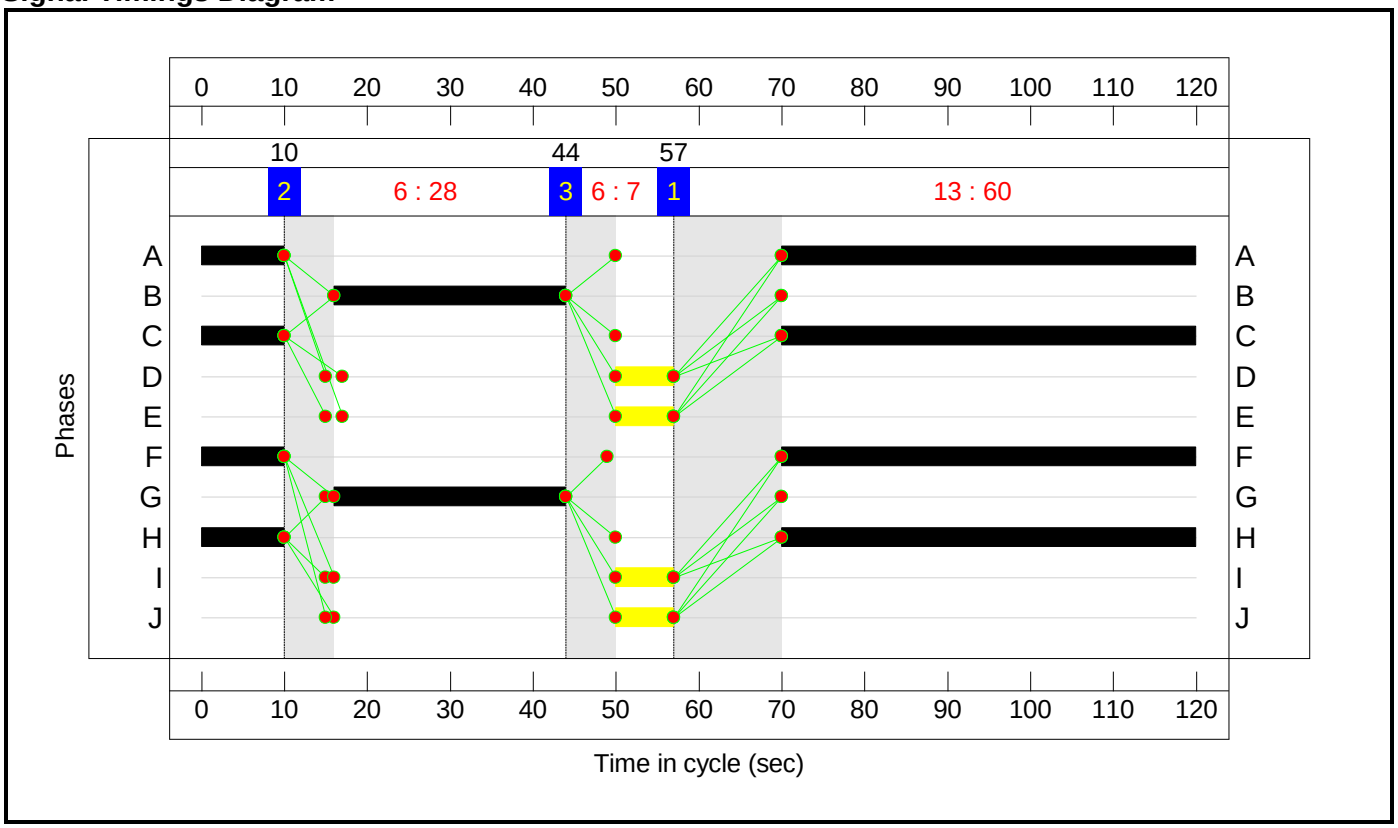
Stage Sequence Diagram



Stage Timings

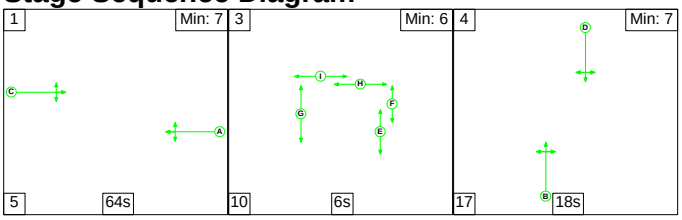
Stage	1	2	3
Duration	60	28	7
Change Point	57	10	44

Signal Timings Diagram



C4

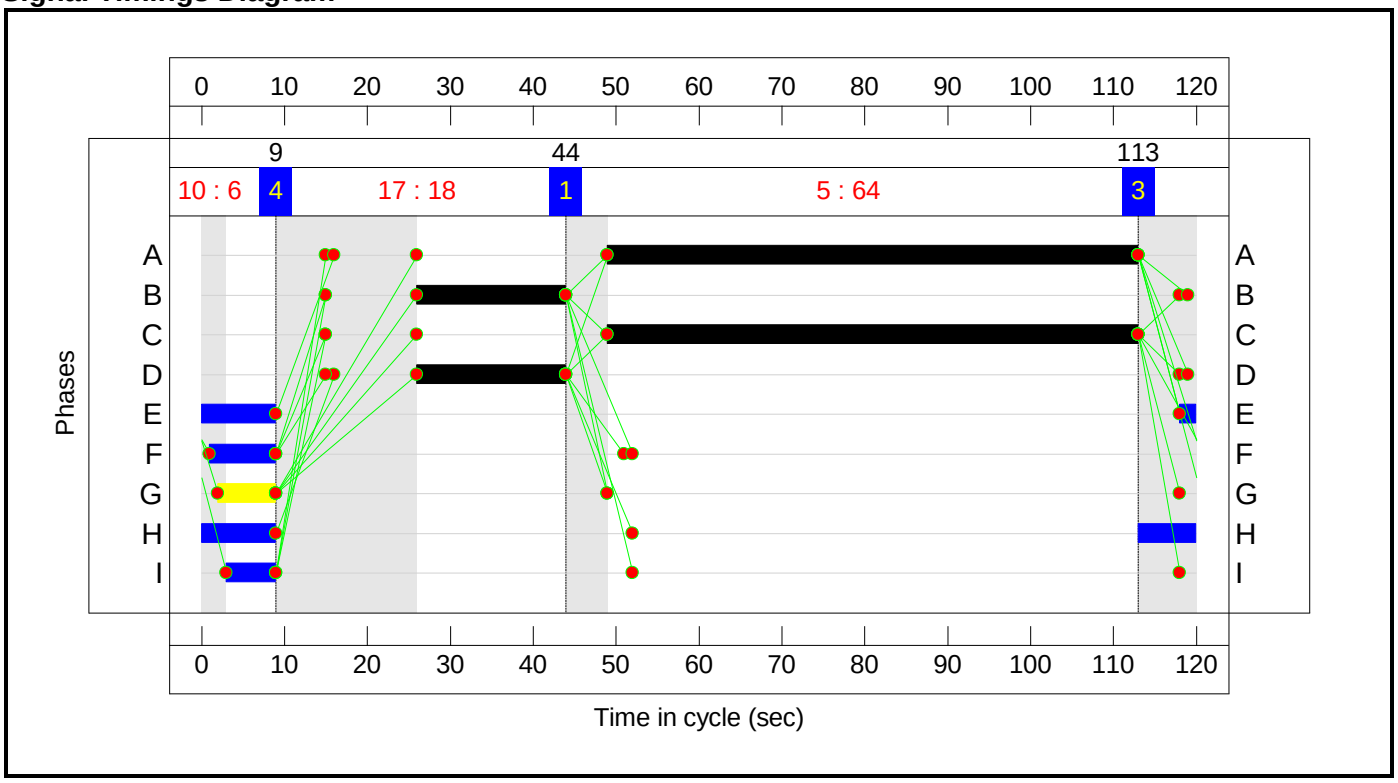
Stage Sequence Diagram



Stage Timings

Stage	1	3	4
Duration	64	6	18
Change Point	44	113	9

Signal Timings Diagram



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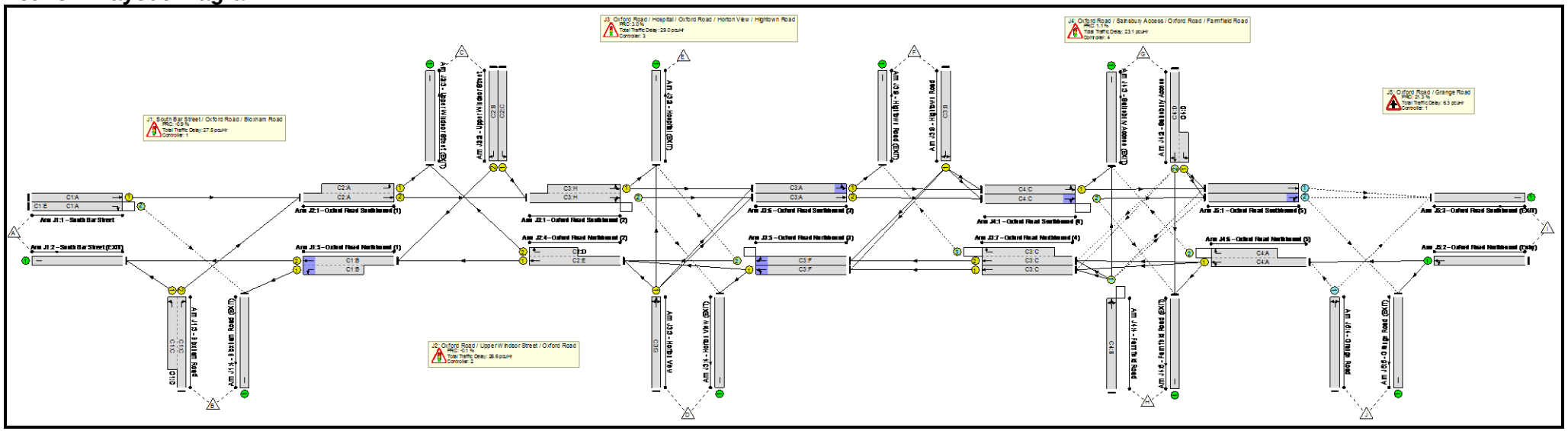
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.8%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	85	-	585	1663	1192	49.1%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	85	83	370	1568	581	63.7%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	1	24:51	27	1009	1687:1848	346+766	90.8 : 90.8%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	49	-	858	2005:1613	628+318	90.7 : 90.7%
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.1%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	48	-	899	2055:1751	722+276	90.1 : 90.1%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	52	-	322	1801	795	40.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	14	-	200	1984	248	80.6%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	93:36	-	968	1915:1902	748+352	88.0 : 88.0%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.4%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	60	-	972	2037:1881	601+613	80.1 : 80.1%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	28	-	361	1799	435	83.0%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	60	-	484	1848	939	51.5%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	60	-	481	1908	970	49.6%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	60	-	609	1822	926	65.8%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	60	-	472	2055	1045	45.2%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	60	-	411	1895	963	42.7%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	60	-	587	2035:1740	835+189	50.5 : 87.4%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	28	-	312	1732	419	74.5%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.0%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		1	64	-	589	1866	1011	58.3%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	64	-	507	2043	1096	46.3%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	168	1795:1760	244+103	48.4 : 48.4%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	18	-	244	1810	287	85.1%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		1	64	-	941	1909:1759	963+94	89.0 : 89.0%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.2%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	619	1940	978	63.3%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	494	1881	666	74.2%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	882	1903	1903	46.3%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	164	1678	221	74.2%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1683**	**428**	**96**	**68.2**	**41.4**	**2.9**	**112.5**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**103**	**261**	**6**	**16.4**	**10.3**	**0.8**	**27.5**	**-**	**-**	**-**	**-**
1/1	585	585	-	-	-	1.2	0.5	-	1.7	10.4	8.4	0.5	8.9
1/2	370	370	103	261	6	1.4	0.9	0.8	3.1	30.3	10.1	0.9	10.9
2/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1009	1009	-	-	-	10.0	4.5	-	14.5	51.8	20.9	4.5	25.4
4/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	858	858	-	-	-	3.7	4.4	-	8.2	34.3	19.4	4.4	23.8
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**16.7**	**9.9**	**0.0**	**26.6**	**-**	**-**	**-**	**-**
1/2+1/1	899	899	-	-	-	9.4	4.2	-	13.5	54.2	22.8	4.2	26.9
2/1	322	322	-	-	-	2.0	0.3	-	2.4	26.6	7.2	0.3	7.6
2/2	200	200	-	-	-	2.8	1.9	-	4.8	85.8	6.4	1.9	8.4
3/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	968	968	-	-	-	2.4	3.5	-	5.9	22.0	26.7	3.5	30.2
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**221**	**0**	**45**	**18.3**	**9.1**	**1.6**	**29.0**	**-**	**-**	**-**	**-**
1/2+1/1	972	972	79	0	9	3.3	2.0	0.5	5.8	21.6	13.7	2.0	15.7
2/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	361	361	-	-	-	4.3	2.3	-	6.6	66.1	11.3	2.3	13.6
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	484	484	-	-	-	0.9	0.5	-	1.4	10.7	2.9	0.5	3.4
5/2	481	481	13	0	0	0.8	0.5	0.0	1.3	9.9	2.5	0.5	3.0
6/1	609	609	-	-	-	2.3	1.0	-	3.3	19.3	7.9	1.0	8.9

6/2	472	472	-	-	-	1.0	0.4	-	1.4	10.6	3.1	0.4	3.5
7/1	411	411	-	-	-	0.8	0.4	-	1.2	10.2	6.9	0.4	7.3
7/2+7/3	587	587	129	0	36	1.2	0.7	1.0	2.9	17.6	7.1	0.7	7.7
8/1	312	312	-	-	-	3.6	1.4	-	5.1	58.5	9.5	1.4	11.0
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**83**	**167**	**44**	**14.6**	**8.0**	**0.5**	**23.1**	**-**	**-**	**-**	**-**
1/1	589	589	-	-	-	2.0	0.7	-	2.6	16.2	8.0	0.7	8.7
1/2	507	507	24	0	0	1.2	0.4	0.1	1.8	12.6	4.0	0.4	4.5
2/2+2/1	168	168	17	48	0	2.1	0.5	-	2.6	55.0	3.5	0.5	4.0
3/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	244	244	0	119	2	3.3	2.6	0.0	5.9	86.9	7.9	2.6	10.4
5/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	941	941	42	0	42	6.1	3.8	0.4	10.2	39.2	27.0	3.8	30.8
J5: Oxford Road / Grange Road	**-**	**-**	**1277**	**0**	**0**	**2.3**	**4.1**	**0.0**	**6.3**	**-**	**-**	**-**	**-**
1/1	619	619	619	0	0	0.8	0.9	-	1.7	9.6	8.1	0.9	8.9
1/2	494	494	494	0	0	0.8	1.4	-	2.2	15.9	8.6	1.4	10.0
2/1	882	882	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
3/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	164	164	164	0	0	0.7	1.4	-	2.1	45.5	3.3	1.4	4.7
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

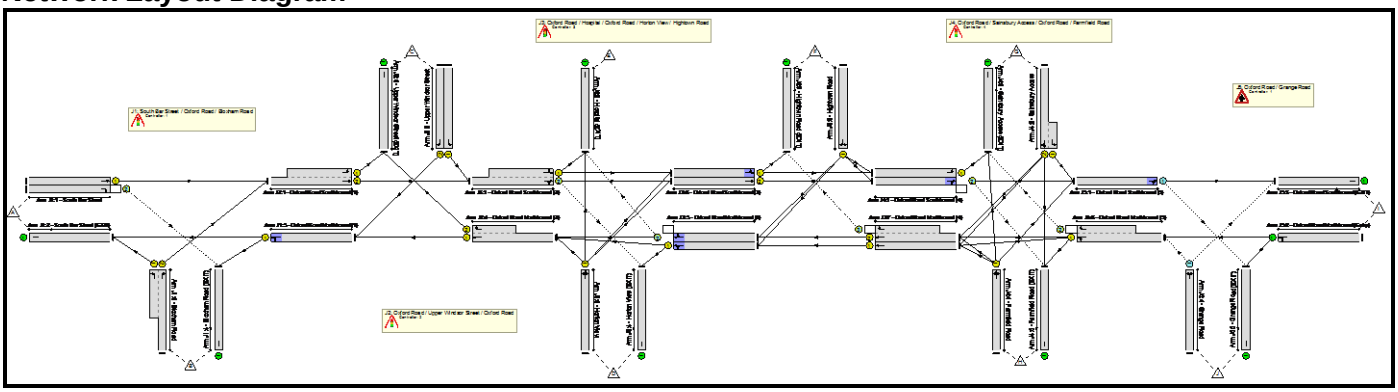
C1	PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	27.49	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	26.59	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	28.99	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	1.1	Total Delay for Signalled Lanes (pcuHr):	23.12	Cycle Time (s): 120
	PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	112.53	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

User and Project Details

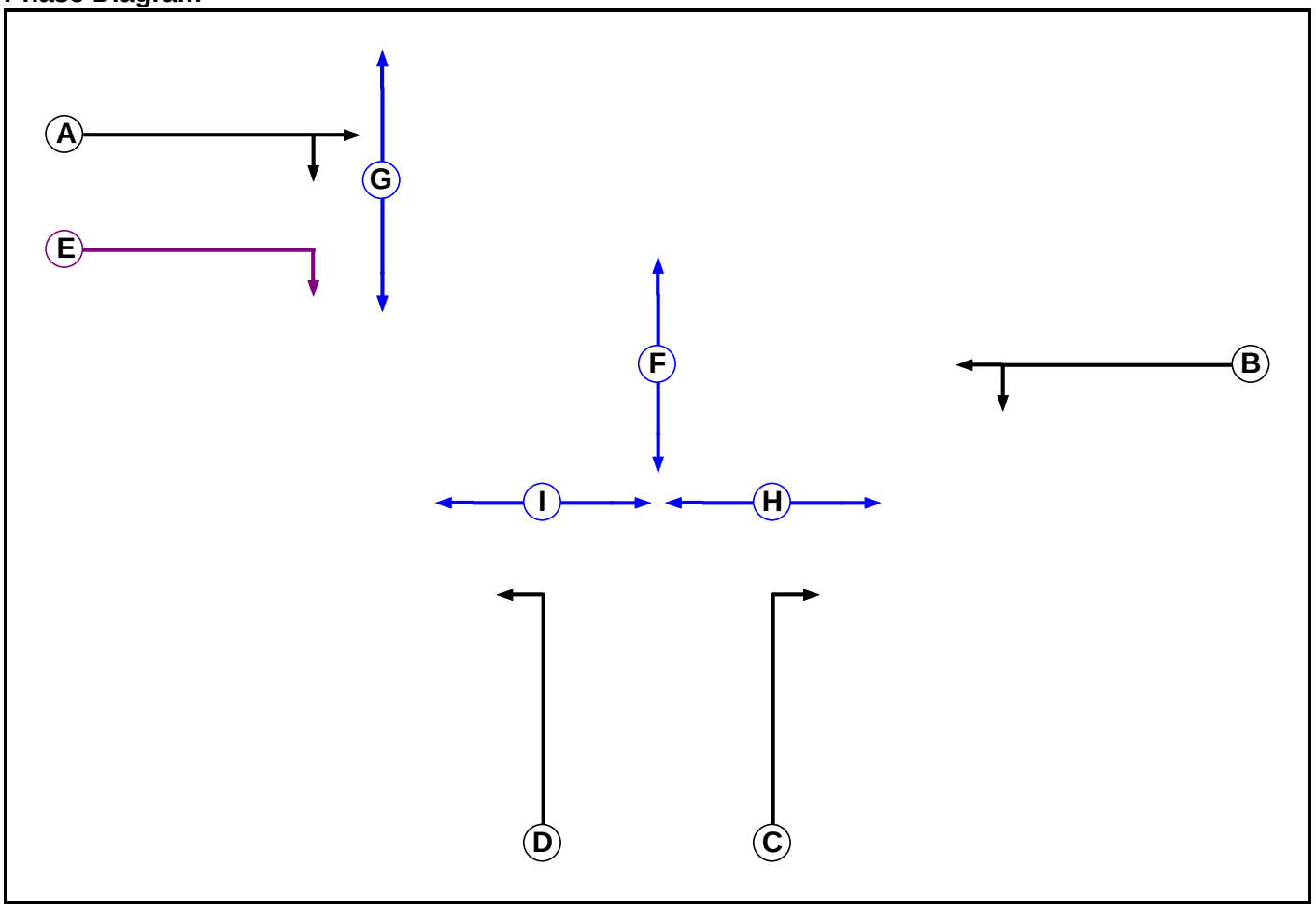
Project:	**Wykham Park Farm, Banbury**
Title:	**Baseline Committed Developments**
Location:	
File name:	Oxford Road Network + CF Improvements Jubb.lsg3x
Author:	S Radford
Company:	Jubb
Address:	
Notes:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

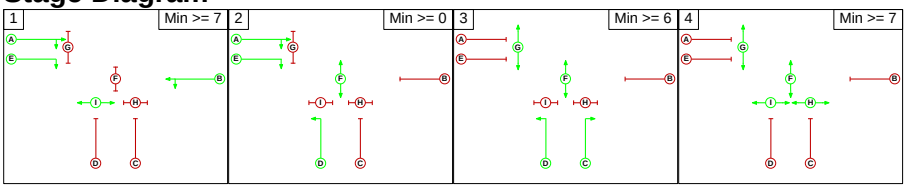
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	-	-	-	5	-	-
B	-		5	6	-	6	-	5	-
C	6	5		-	5	-	-	5	-
D	-	5	-		-	-	-	-	5
E	-	-	5	-		-	5	6	-
F	-	6	-	-	-		-	-	-
G	6	-	-	-	6	-		-	-
H	-	8	8	-	8	-	-		-
I	-	-	-	6	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E I
2	A D E F
3	C D F G
4	F G H I

Stage Diagram



Phase Delays

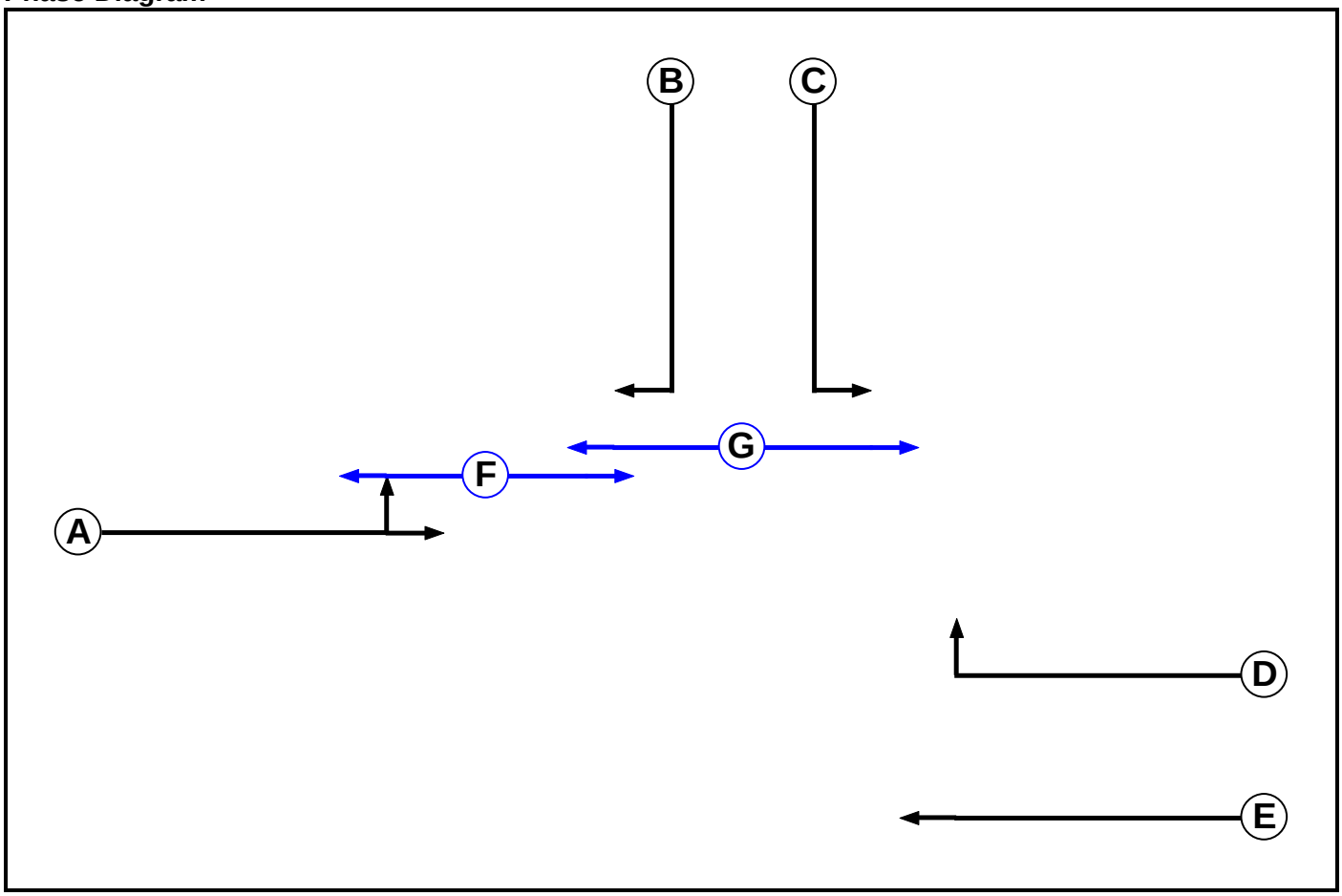
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	6	6
2	6		5	6
3	6	6		5
4	8	8	8	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

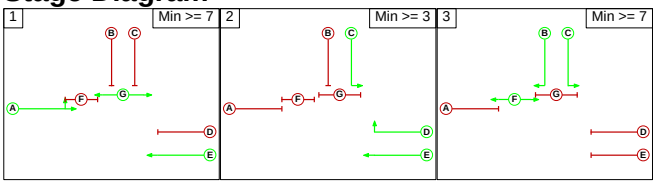
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		6	7	6	-	6	-
B	6		-	6	7	-	5
C	6	-		-	-	-	5
D	6	6	-		-	7	-
E	-	6	-	-		-	-
F	10	-	-	10	-		-
G	-	10	10	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

Stage Diagram



Phase Delays

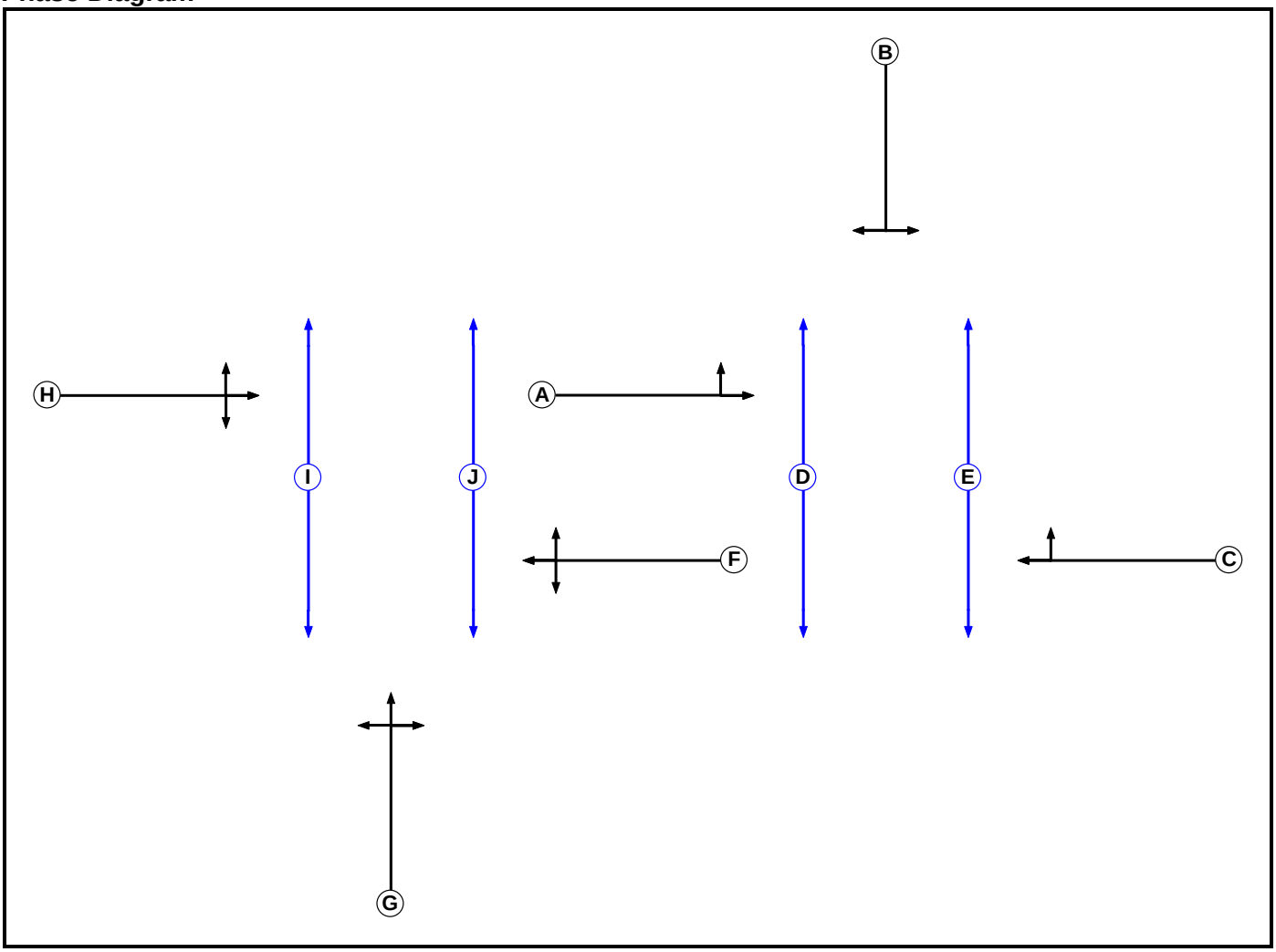
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		10	10
2	6		7
3	10	10	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

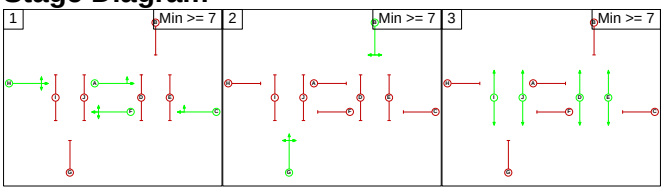
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		6	-	5	7	-	-	-	-	-
	B	6		6	6	6	-	-	-	-	-
	C	-	6		7	5	-	-	-	-	-
	D	13	13	13		-	-	-	-	-	-
	E	13	13	13	-		-	-	-	-	-
	F	-	-	-	-	-		6	-	6	5
	G	-	-	-	-	-	5		6	6	6
	H	-	-	-	-	-	-	5		5	6
	I	-	-	-	-	-	13	13	13		-
	J	-	-	-	-	-	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

Stage Diagram



Phase Delays

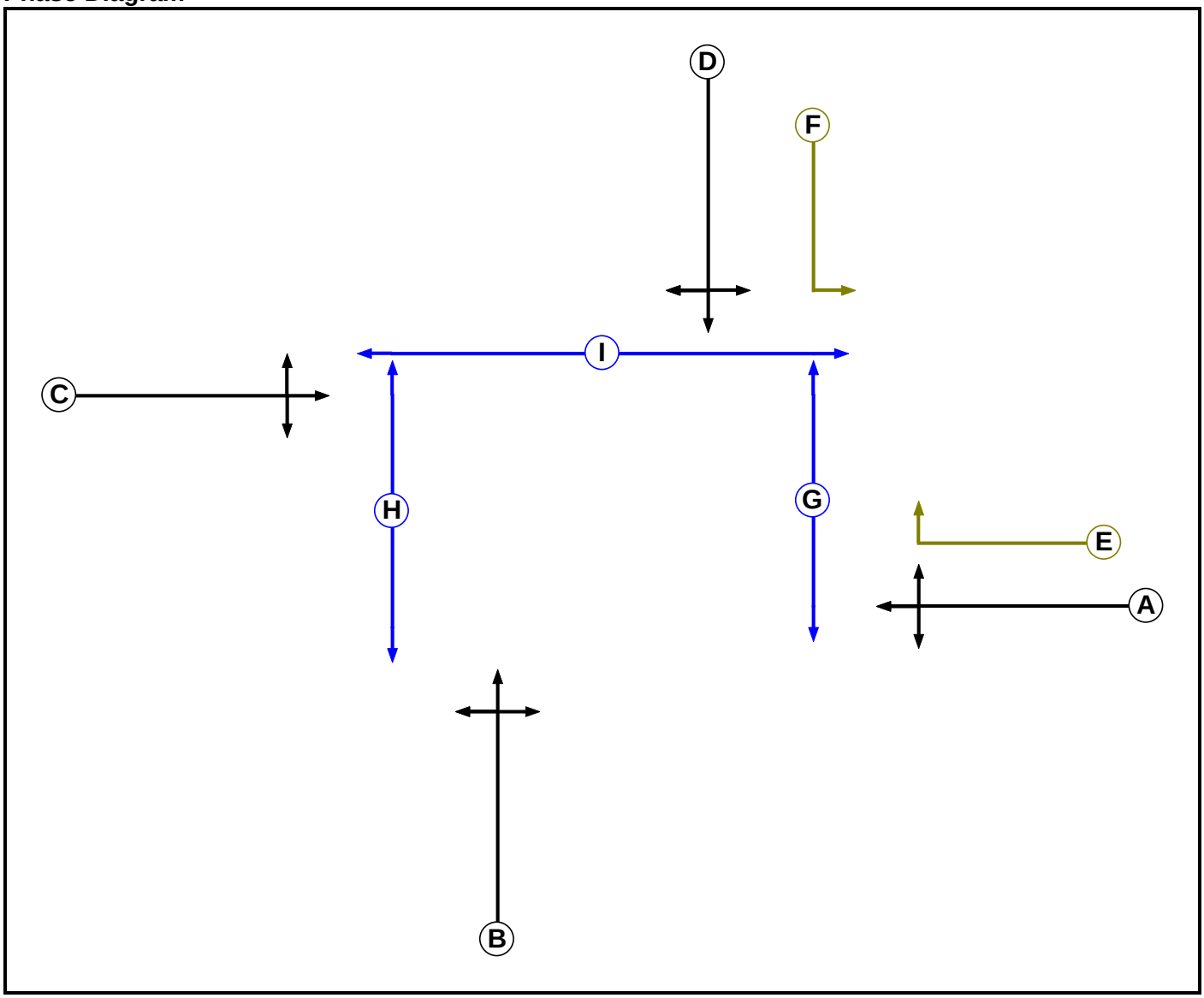
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
1		6	7
2	6		6
3	13	13	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	A	4	4
F	Filter	D	4	0
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

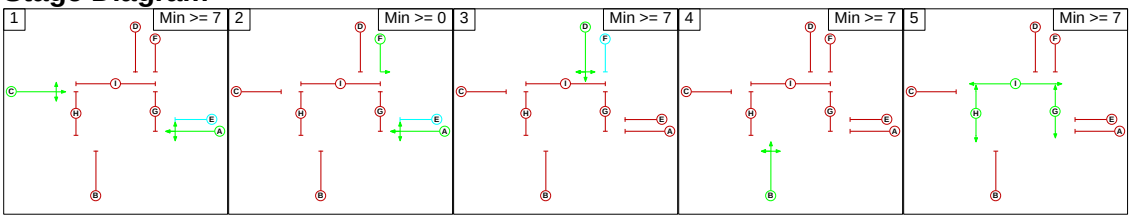
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		7	-	5	-	-	5	10	8
B	5		5	5	5	6	9	7	8
C	-	5		6	-	6	9	5	8
D	5	5	5		5	-	8	8	5
E	-	7	-	5		-	5	-	8
F	-	5	5	-	-		8	-	5
G	12	12	12	12	12	12		-	-
H	14	14	14	14	-	-	-		-
I	19	19	19	19	19	19	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A F
3	D
4	B
5	G H I

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		6	6	7	10
2	X		5	X	X
3	5	5		5	8
4	5	6	5		9
5	19	19	19	19	

Give-Way Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	0	J1:5/1	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road

There are no Opposed Lanes in this Junction

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	0	J3:5/1	1.09	All	-	-	-	-	-
				J3:5/2	1.09	To J2:4/1 (Ahead)					
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	0	J3:1/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:1/2	1.09	To J3:6/2 (Ahead)					
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	0	J3:6/1	1.09	All	2.00	-	0.50	2	2.00
				J3:6/2	1.09	All					

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	0	J4:6/1	1.09	All	2.00	2.00	0.50	2	2.00
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	0	J4:1/1	1.09	All	2.00	-	0.50	2	2.00
				J4:1/2	1.09	To J5:1/1 (Ahead)					

Junction: J5: Oxford Road / Grange Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J5:1/1 (Oxford Road Southbound (5))	J5:5/1 (Right)	1439	0	J5:2/1	1.09	All	-	-	-	-	-
J5:4/1 (Grange Road)	J4:6/1 (Left)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)	-	-	-	-	-
	J5:3/1 (Right)			J5:2/1	1.09	To J4:6/1 (Ahead)					
				J5:1/1	1.09	All					

Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	D	2	3	9.0	Geom	-	3.60	0.00	Y	Arm J1:2 Left	28.80
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J2:1 Right	13.50
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead	Inf
											Arm J1:4 Left	8.00

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J2:4 Left	7.00
											Arm J3:2 Ahead	Inf
											Arm J3:6 Right	18.70
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:4 Left	9.60
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:2 Right	11.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:9 Left	8.00
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J4:1 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf

J3:7/2 (Oxford Road Northbound (4))	U	C	2	3	16.0	Geom	-	2.80	0.00	N	Arm J3:5 Ahead	Inf
J3:7/3 (Oxford Road Northbound (4))	O	C	2	3	16.0	Geom	-	3.00	0.00	Y	Arm J3:9 Right	14.90
J3:8/1 (Hightown Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:5 Right	14.80
											Arm J4:1 Left	6.20
J3:9/1 (Hightown Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	9.30
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right Arm J5:1 Ahead	11.00 Inf
J4:2/1 (Sainsbury Access)	U	D F	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	U	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right Arm J4:5 Ahead	11.40 Inf
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Farmfield Road)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:7 Left Arm J4:3 Ahead Arm J5:1 Right	9.70 Inf 14.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J3:7 Ahead Arm J4:5 Left	Inf 8.80
J4:6/2 (Oxford Road Northbound (5))	O	A E	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	12.00

Junction: J5: Oxford Road / Grange Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead	Inf
											Arm J5:5 Right	12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead	Inf
											Arm J5:5 Left	9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left	14.00
											Arm J5:3 Right	9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 Base AM'	08:00	09:00	01:00	
2: '2014 Base PM'	17:00	18:00	01:00	

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	292	119	35	7	51	40	6	218	16	784
	B	513	0	54	16	3	23	18	3	99	7	736
	C	106	52	0	25	5	36	28	4	150	11	417
	D	54	26	31	0	13	29	22	4	122	9	310
	E	0	0	0	0	0	0	0	0	0	0	0
	F	43	21	30	12	1	0	21	3	115	8	254
	G	21	10	15	6	1	10	0	51	47	3	164
	H	30	15	21	9	1	14	14	0	88	6	198
	I	199	97	140	57	6	95	74	3	0	22	693
	J	24	12	17	7	1	11	9	0	36	0	117
	Tot.	990	525	427	167	38	269	226	74	875	82	3673

Traffic Lane Flows

Lane	Scenario 1: 2014 Base AM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	492
J1:1/2	292
J1:2/1	990
J1:3/1 (short)	513
J1:3/2 (with short)	736(In) 223(Out)
J1:4/1	525
J1:5/1	710
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	173
J2:1/2 (with short)	715(In) 542(Out)
J2:2/1	259
J2:2/2	158
J2:3/1	427
J2:4/1 (with short)	806(In) 552(Out)
J2:4/2 (short)	254
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	211
J3:1/2 (with short)	801(In) 590(Out)
J3:2/1	38
J3:3/1	310
J3:4/1	167
J3:5/1	377
J3:5/2	419
J3:6/1	247
J3:6/2	649
J3:7/1	311
J3:7/2 (with short)	508(In) 378(Out)
J3:7/3 (short)	130
J3:8/1	254
J3:9/1	269
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	129
J4:1/2	775
J4:2/1 (short)	50

J4:2/2 (with short)	164(In) 114(Out)
J4:3/1	226
J4:4/1	198
J4:5/1	74
J4:6/1 (with short)	752(In) 669(Out)
J4:6/2 (short)	83
Junction: J5: Oxford Road / Grange Road	
J5:1/1	899
J5:2/1	693
J5:3/1	875
J5:4/1	117
J5:5/1	82

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	67.2 %	1889	1889
				Arm J1:4 Left	8.00	32.8 %		

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	7.1 %	1849	1849
				Arm J3:6 Ahead	Inf	92.9 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	12.9 %	2045	2045
				Arm J3:6 Ahead	Inf	87.1 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	35.8 %	1756	1756
				Arm J3:2 Ahead	Inf	4.2 %		
				Arm J3:6 Right	18.70	60.0 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	75.9 %	1845	1845
				Arm J3:4 Left	9.60	24.1 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.6 %	1909	1909
				Arm J3:2 Right	11.00	2.4 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	56.3 %	1732	1732
				Arm J4:1 Ahead	Inf	43.7 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	42.1 %	1628	1628
				Arm J4:1 Left	6.20	57.9 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.6 %	2048	2048
				Arm J5:1 Ahead	Inf	97.4 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.3 %	1795	1795
				Arm J4:5 Ahead	Inf	44.7 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	45.5 %	1726	1726
				Arm J4:3 Ahead	Inf	7.1 %		
				Arm J5:1 Right	14.00	47.5 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	99.6 %	1914	1914
				Arm J4:5 Left	8.80	0.4 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	93.3 %	1899	1899
				Arm J5:5 Right	12.00	6.7 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.8 %	1905	1905
				Arm J5:5 Left	9.30	3.2 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.2 %	1687	1687
				Arm J5:3 Right	9.40	30.8 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	415	95	38	2	52	91	4	255	23	975
	B	335	0	35	14	1	19	34	1	95	8	542
	C	132	92	0	17	1	23	40	2	113	10	430
	D	43	30	29	0	13	22	40	2	111	10	300
	E	0	0	0	0	0	0	0	0	0	0	0
	F	42	29	29	21	1	0	49	2	137	12	322
	G	5	4	4	3	0	2	0	67	28	3	116
	H	68	47	47	34	1	31	82	0	155	14	479
	I	197	137	135	97	3	89	112	16	0	44	830
	J	10	7	7	5	0	5	6	1	19	0	60
	Tot.	832	761	381	229	22	243	454	95	913	124	4054

Traffic Lane Flows

Lane	Scenario 2: 2014 Base PM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	560
J1:1/2	415
J1:2/1	832
J1:3/1 (short)	335
J1:3/2 (with short)	542(In) 207(Out)
J1:4/1	761
J1:5/1	843
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	130
J2:1/2 (with short)	767(In) 637(Out)
J2:2/1	206
J2:2/2	224
J2:3/1	381
J2:4/1 (with short)	870(In) 619(Out)
J2:4/2 (short)	251
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	263
J3:1/2 (with short)	843(In) 580(Out)
J3:2/1	22
J3:3/1	300
J3:4/1	229
J3:5/1	464
J3:5/2	469
J3:6/1	321
J3:6/2	634
J3:7/1	383
J3:7/2 (with short)	555(In) 428(Out)
J3:7/3 (short)	127
J3:8/1	322
J3:9/1	243
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	254
J4:1/2	785
J4:2/1 (short)	31

J4:2/2 (with short)	116(In) 85(Out)
J4:3/1	454
J4:4/1	479
J4:5/1	95
J4:6/1 (with short)	827(In) 709(Out)
J4:6/2 (short)	118
Junction: J5: Oxford Road / Grange Road	
J5:1/1	974
J5:2/1	830
J5:3/1	913
J5:4/1	60
J5:5/1	124

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	59.0 %	1862	1862
				Arm J1:4 Left	8.00	41.0 %		

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	1.5 %	1901	1901
				Arm J3:6 Ahead	Inf	98.5 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	11.9 %	2047	2047
				Arm J3:6 Ahead	Inf	88.1 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	34.0 %	1760	1760
				Arm J3:2 Ahead	Inf	4.3 %		
				Arm J3:6 Right	18.70	61.7 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	65.5 %	1817	1817
				Arm J3:4 Left	9.60	34.5 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.9 %	1912	1912
				Arm J3:2 Right	11.00	1.1 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	36.1 %	1793	1793
				Arm J4:1 Ahead	Inf	63.9 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	37.9 %	1619	1619
				Arm J4:1 Left	6.20	62.1 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	1.4 %	2051	2051
				Arm J5:1 Ahead	Inf	98.6 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	21.2 %	1873	1873
				Arm J4:5 Ahead	Inf	78.8 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	47.6 %	1741	1741
				Arm J4:3 Ahead	Inf	17.1 %		
				Arm J5:1 Right	14.00	35.3 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	97.6 %	1907	1907
				Arm J4:5 Left	8.80	2.4 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	91.8 %	1896	1896
				Arm J5:5 Right	12.00	8.2 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	94.7 %	1899	1899
				Arm J5:5 Left	9.30	5.3 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	68.3 %	1686	1686
				Arm J5:3 Right	9.40	31.7 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Base AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	342	137	40	8	60	40	7	272	19	925
	B	609	0	62	18	4	27	18	3	123	8	872
	C	124	59	0	29	6	43	29	5	196	13	504
	D	59	28	41	0	17	32	23	4	147	10	361
	E	0	0	0	0	0	0	0	0	0	0	0
	F	52	25	36	15	2	0	21	4	145	10	310
	G	22	10	15	6	1	11	0	51	47	3	166
	H	35	17	24	10	1	17	14	0	113	8	239
	I	249	119	174	72	8	123	76	24	0	26	871
	J	28	13	19	8	1	14	8	3	41	0	135
	Tot.	1178	613	508	198	48	327	229	101	1084	97	4383

Traffic Lane Flows

Lane	Scenario 3: 2027 Base AM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	583
J1:1/2	342
J1:2/1	1178
J1:3/1 (short)	609
J1:3/2 (with short)	872(In) 263(Out)
J1:4/1	613
J1:5/1	840
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	199
J2:1/2 (with short)	846(In) 647(Out)
J2:2/1	321
J2:2/2	183
J2:3/1	508
J2:4/1 (with short)	966(In) 657(Out)
J2:4/2 (short)	309
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	235
J3:1/2 (with short)	968(In) 733(Out)
J3:2/1	48
J3:3/1	361
J3:4/1	198
J3:5/1	454
J3:5/2	508
J3:6/1	272
J3:6/2	807
J3:7/1	375
J3:7/2 (with short)	622(In) 457(Out)
J3:7/3 (short)	165
J3:8/1	310
J3:9/1	327
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	131
J4:1/2	966
J4:2/1 (short)	50

J4:2/2 (with short)	166(In) 116(Out)
J4:3/1	229
J4:4/1	239
J4:5/1	101
J4:6/1 (with short)	939(In) 855(Out)
J4:6/2 (short)	84
Junction: J5: Oxford Road / Grange Road	
J5:1/1	1114
J5:2/1	871
J5:3/1	1084
J5:4/1	135
J5:5/1	97

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	67.7 %	1891	1891
				Arm J1:4 Left	8.00	32.3 %		

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	7.7 %	1844	1844
				Arm J3:6 Ahead	Inf	92.3 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	11.9 %	2047	2047
				Arm J3:6 Ahead	Inf	88.1 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	35.5 %	1757	1757
				Arm J3:2 Ahead	Inf	4.7 %		
				Arm J3:6 Right	18.70	59.8 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	75.6 %	1845	1845
				Arm J3:4 Left	9.60	24.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.4 %	1908	1908
				Arm J3:2 Right	11.00	2.6 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	59.6 %	1723	1723
				Arm J4:1 Ahead	Inf	40.4 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	41.9 %	1627	1627
				Arm J4:1 Left	6.20	58.1 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	2.4 %	2048	2048
				Arm J5:1 Ahead	Inf	97.6 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	56.0 %	1793	1793
				Arm J4:5 Ahead	Inf	44.0 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	43.5 %	1725	1725
				Arm J4:3 Ahead	Inf	5.9 %		
				Arm J5:1 Right	14.00	50.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	96.8 %	1905	1905
				Arm J4:5 Left	8.80	3.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	93.6 %	1900	1900
				Arm J5:5 Right	12.00	6.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	97.0 %	1906	1906
				Arm J5:5 Left	9.30	3.0 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	69.6 %	1687	1687
				Arm J5:3 Right	9.40	30.4 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Base PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	493	107	43	2	59	93	4	336	27	1164
	B	396	0	39	16	1	22	34	2	123	10	643
	C	154	107	0	20	1	27	43	2	155	13	522
	D	50	35	35	0	21	25	39	2	140	11	358
	E	0	0	0	0	0	0	0	0	0	0	0
	F	50	35	35	24	1	0	49	2	179	14	389
	G	5	4	4	3	0	3	0	67	29	3	118
	H	78	55	55	38	1	37	82	0	201	16	563
	I	243	170	171	119	4	115	115	36	0	51	1024
	J	12	8	8	6	0	6	6	2	23	0	71
	Tot.	988	907	454	269	31	294	461	117	1186	145	4852

Traffic Lane Flows

Lane	Scenario 4: 2027 Base PM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	671
J1:1/2	493
J1:2/1	988
J1:3/1 (short)	396
J1:3/2 (with short)	643(In) 247(Out)
J1:4/1	907
J1:5/1	1006
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	146
J2:1/2 (with short)	918(In) 772(Out)
J2:2/1	261
J2:2/2	261
J2:3/1	454
J2:4/1 (with short)	1053(In) 745(Out)
J2:4/2 (short)	308
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	282
J3:1/2 (with short)	1033(In) 751(Out)
J3:2/1	31
J3:3/1	358
J3:4/1	269
J3:5/1	559
J3:5/2	570
J3:6/1	342
J3:6/2	825
J3:7/1	462
J3:7/2 (with short)	683(In) 522(Out)
J3:7/3 (short)	161
J3:8/1	389
J3:9/1	294
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	258
J4:1/2	1020
J4:2/1 (short)	32

J4:2/2 (with short)	118(In) 86(Out)
J4:3/1	461
J4:4/1	563
J4:5/1	117
J4:6/1 (with short)	1021(In) 900(Out)
J4:6/2 (short)	121
Junction: J5: Oxford Road / Grange Road	
J5:1/1	1257
J5:2/1	1024
J5:3/1	1186
J5:4/1	71
J5:5/1	145

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.60	0.00	Y	Arm J1:2 Left	28.80	100.0 %	1877	1877
J1:3/2 (Bloxham Road)	3.10	0.00	Y	Arm J2:1 Right	13.50	100.0 %	1733	1733
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	58.8 %	1861	1861
				Arm J1:4 Left	8.00	41.2 %		

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	1.4 %	1902	1902
				Arm J3:6 Ahead	Inf	98.6 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	10.5 %	2049	2049
				Arm J3:6 Ahead	Inf	89.5 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	7.00	33.5 %	1763	1763
				Arm J3:2 Ahead	Inf	5.9 %		
				Arm J3:6 Right	18.70	60.6 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	66.0 %	1818	1818
				Arm J3:4 Left	9.60	34.0 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.9 %	1912	1912
				Arm J3:2 Right	11.00	1.1 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	38.9 %	1785	1785
				Arm J4:1 Ahead	Inf	61.1 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	37.3 %	1618	1618
				Arm J4:1 Left	6.20	62.7 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

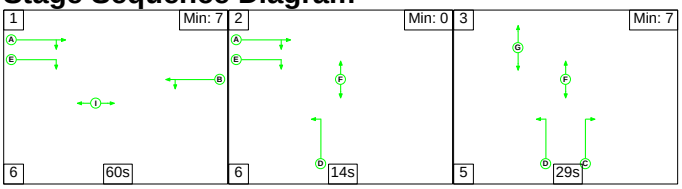
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	9.30	100.0 %	1649	1649
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	11.00	1.2 %	2052	2052
				Arm J5:1 Ahead	Inf	98.8 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	22.1 %	1871	1871
				Arm J4:5 Ahead	Inf	77.9 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.20	0.00	Y	Arm J3:7 Left	9.70	46.9 %	1737	1737
				Arm J4:3 Ahead	Inf	14.6 %		
				Arm J5:1 Right	14.00	38.5 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	95.8 %	1901	1901
				Arm J4:5 Left	8.80	4.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	12.00	100.0 %	1720	1720

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	92.5 %	1897	1897
				Arm J5:5 Right	12.00	7.5 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	95.0 %	1900	1900
				Arm J5:5 Left	9.30	5.0 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	67.6 %	1686	1686
				Arm J5:3 Right	9.40	32.4 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2014 Base AM' (FG1: '2014 Base AM', Plan 1: 'Network Control Plan 1')
C1

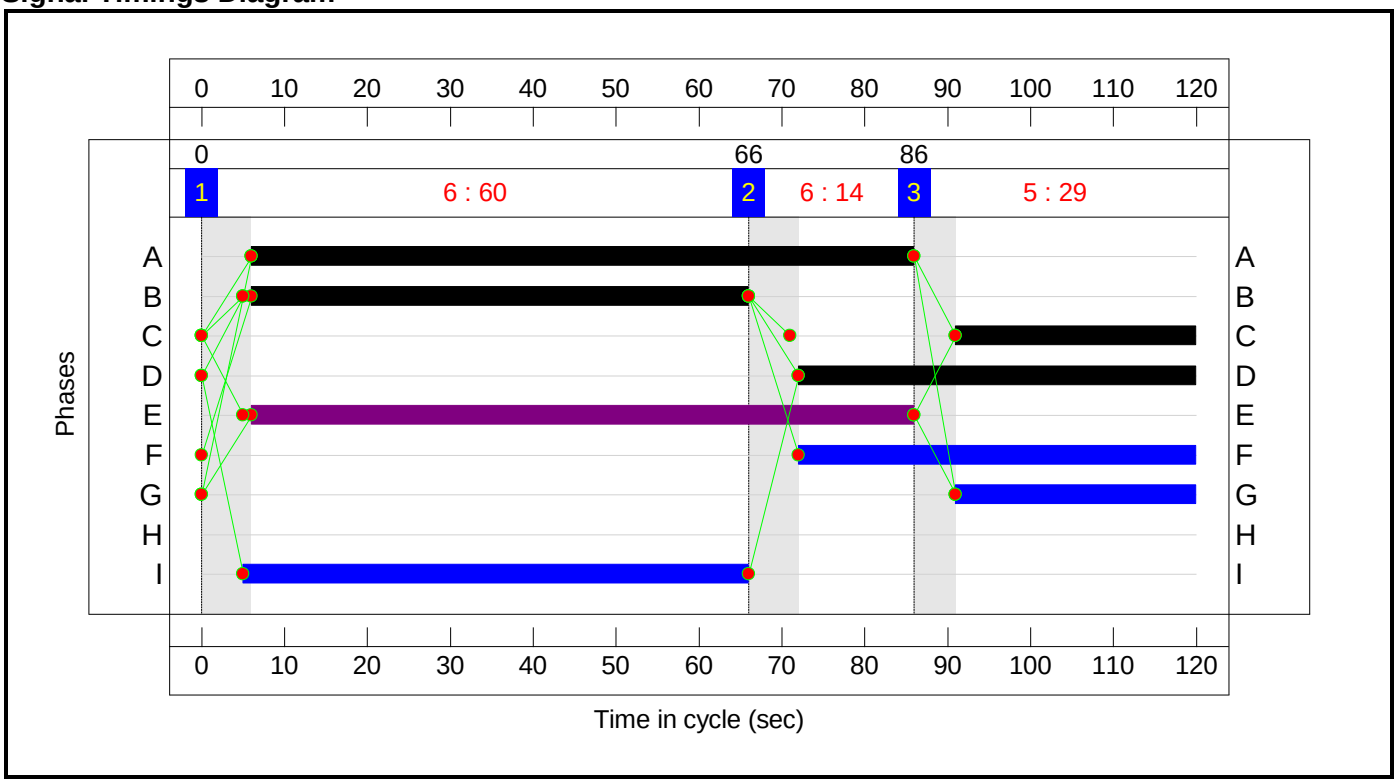
Stage Sequence Diagram



Stage Timings

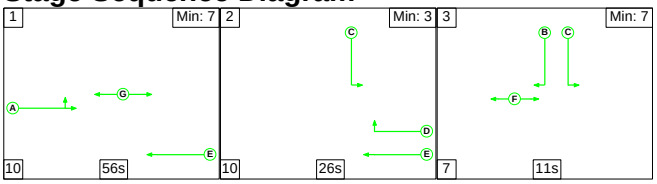
Stage	1	2	3
Duration	60	14	29
Change Point	0	66	86

Signal Timings Diagram



C2

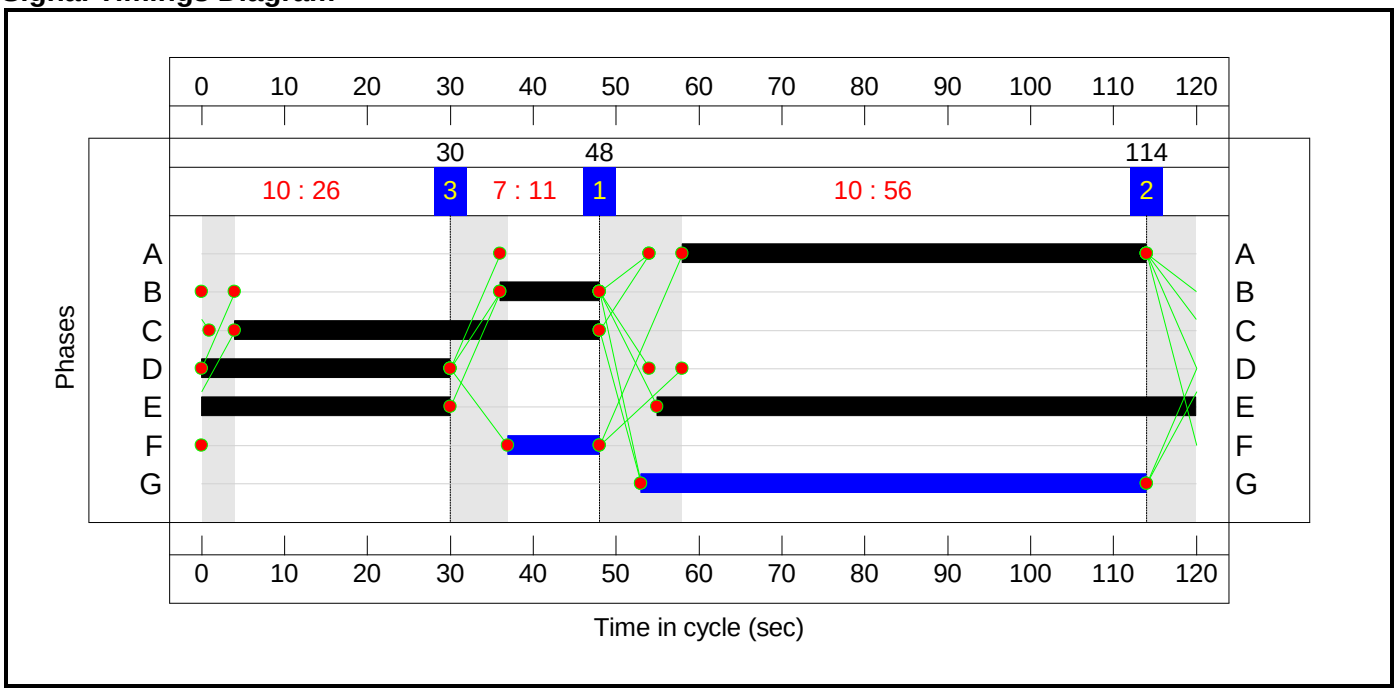
Stage Sequence Diagram



Stage Timings

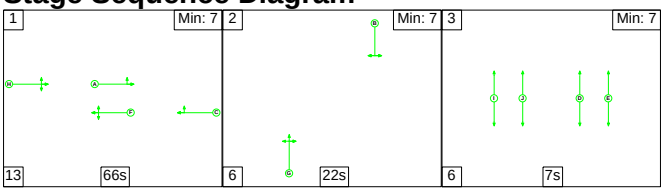
Stage	1	2	3
Duration	56	26	11
Change Point	48	114	30

Signal Timings Diagram



C3

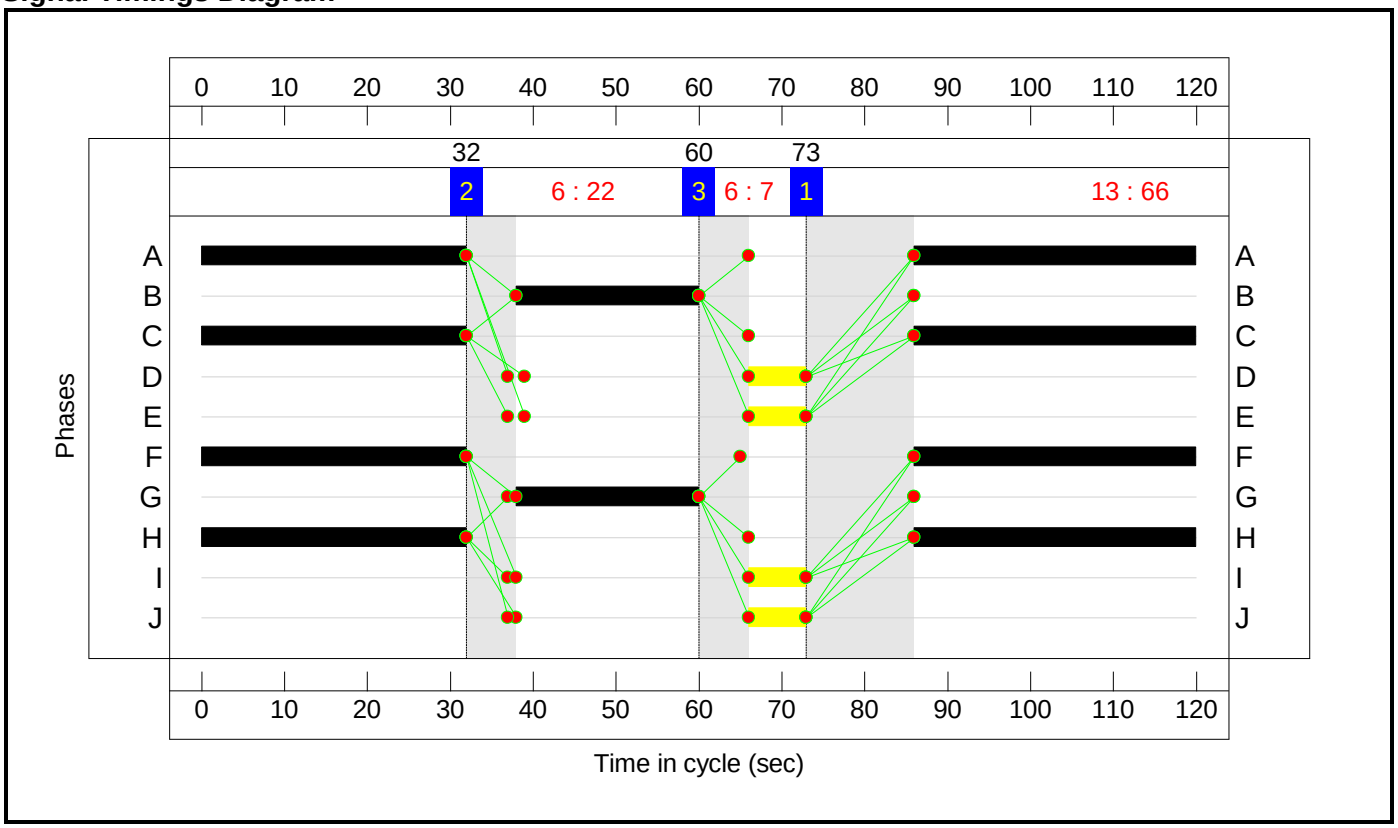
Stage Sequence Diagram



Stage Timings

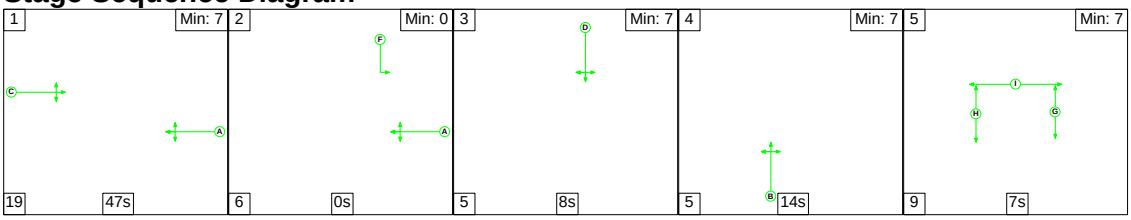
Stage	1	2	3
Duration	66	22	7
Change Point	73	32	60

Signal Timings Diagram



C4

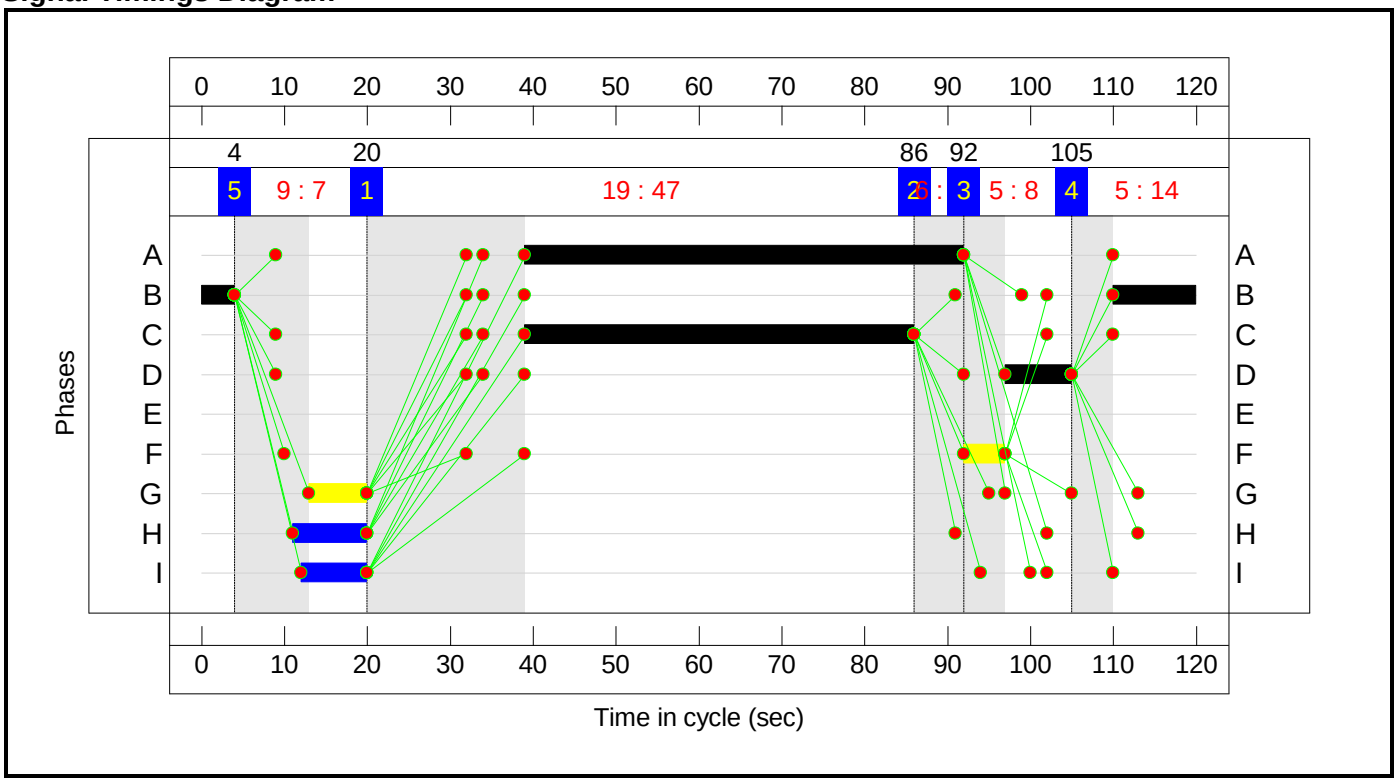
Stage Sequence Diagram



Stage Timings

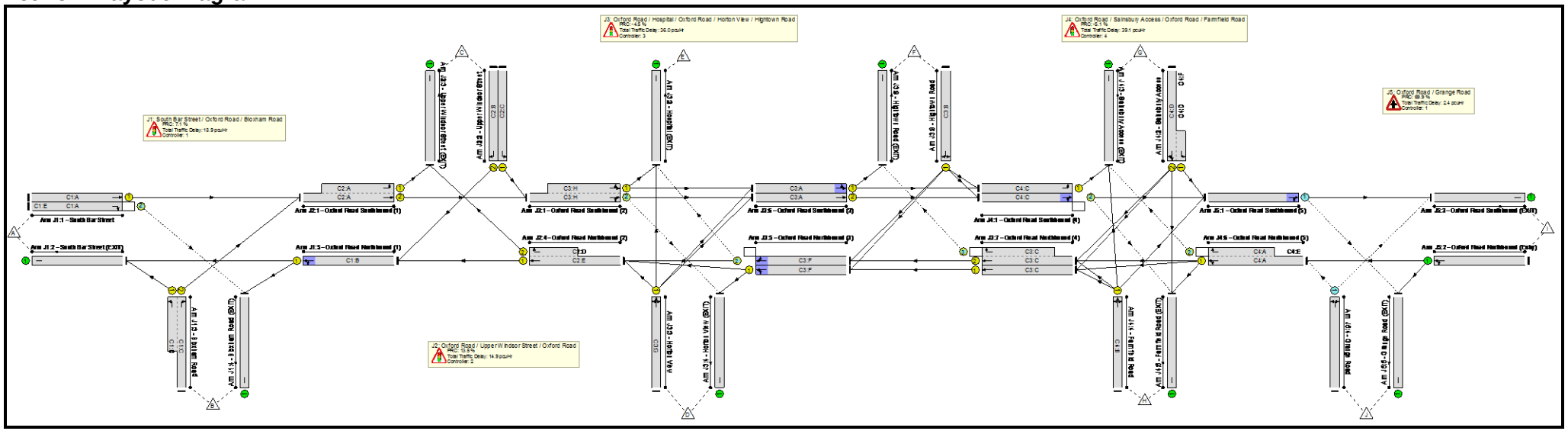
Stage	1	2	3	4	5
Duration	47	0	8	14	7
Change Point	20	86	92	105	4

Signal Timings Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	80	-	492	1663	1123	43.8%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	80	80	292	1568	440	66.4%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	29:48	-	736	1733:1877	876	84.1%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	60	-	710	1889	960	73.9%
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.3%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	56	-	715	2055:1751	1103	64.8%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	44	-	259	1801	675	38.3%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	12	-	158	1984	215	73.5%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	95:30	-	806	1915:1902	1016	79.3%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.0%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	66	-	801	2045:1849	852	94.0%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	22	-	310	1756	337	92.1%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	66	-	377	1845	1030	36.6%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	66	-	419	1909	1066	39.3%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	66	-	247	1732	967	25.5%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	66	-	649	2055	1147	56.6%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	66	-	311	1895	1058	29.4%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	66	-	508	2035:1740	1205	42.2%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	22	-	254	1628	312	81.4%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.6%**
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C		1	47	-	129	1649	660	19.6%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	47	-	775	2048	819	94.6%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	8:13	5	164	1795:1760	194	84.7%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	226	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	14	-	198	1726	216	91.8%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	53	0	752	1914:1720	891	84.4%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**53.0%**
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	899	1899	1698	53.0%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	693	1905	1905	36.4%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	117	1687	279	41.9%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

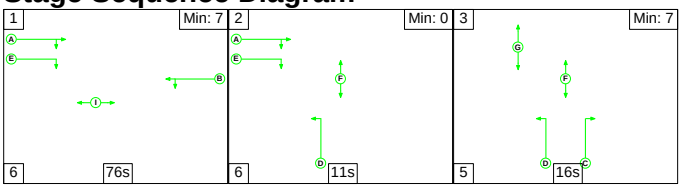
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**569**	**200**	**19**	**67.7**	**41.4**	**2.2**	**111.4**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**145**	**142**	**5**	**12.6**	**5.3**	**1.0**	**18.9**	**-**	**-**	**-**	**-**
1/1	492	492	-	-	-	1.2	0.4	-	1.6	11.9	7.5	0.4	7.9
1/2	292	292	145	142	5	1.9	1.0	1.0	3.9	47.9	8.6	1.0	9.6
2/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	736	736	-	-	-	6.6	2.5	-	9.2	44.8	17.3	2.5	19.9
4/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	710	710	-	-	-	2.8	1.4	-	4.2	21.5	17.0	1.4	18.4
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**10.5**	**4.4**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/2+1/1	715	715	-	-	-	4.1	0.9	-	5.0	25.2	11.4	0.9	12.3
2/1	259	259	-	-	-	2.0	0.3	-	2.3	31.7	6.3	0.3	6.6
2/2	158	158	-	-	-	2.3	1.3	-	3.6	82.1	5.1	1.3	6.4
3/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	806	806	-	-	-	2.1	1.9	-	4.0	18.0	24.6	1.9	26.5
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**199**	**4**	**12**	**20.8**	**14.7**	**0.5**	**36.0**	**-**	**-**	**-**	**-**
1/2+1/1	801	801	72	4	0	4.8	6.3	-	11.1	49.7	19.5	6.3	25.8
2/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	310	310	-	-	-	4.1	4.4	-	8.5	98.5	10.1	4.4	14.5
4/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	377	377	-	-	-	0.6	0.3	-	0.8	8.1	2.2	0.3	2.5
5/2	419	419	10	0	0	0.3	0.3	0.0	0.7	5.9	1.4	0.3	1.7
6/1	247	247	-	-	-	0.8	0.2	-	0.9	13.8	2.5	0.2	2.7

6/2	649	649	-	-	-	3.0	0.6	-	3.6	20.1	9.3	0.6	10.0
7/1	311	311	-	-	-	1.7	0.2	-	1.9	21.5	8.7	0.2	8.9
7/2+7/3	508	508	118	0	12	2.3	0.4	0.5	3.2	22.6	9.7	0.4	10.0
8/1	254	254	-	-	-	3.3	2.0	-	5.3	75.4	8.0	2.0	10.1
9/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**49**	**53**	**1**	**22.6**	**15.7**	**0.8**	**39.1**	**-**	**-**	**-**	**-**
1/1	129	129	-	-	-	1.4	0.1	-	1.5	41.9	3.6	0.1	3.7
1/2	775	775	20	0	0	9.8	6.7	0.1	16.6	77.1	25.8	6.7	32.6
2/2+2/1	164	164	-	-	-	2.4	2.4	-	4.8	105.1	3.7	2.4	6.1
3/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	198	198	-	-	-	2.9	3.9	-	6.7	122.5	6.5	3.9	10.4
5/1	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	752	752	29	53	1	6.2	2.6	0.7	9.5	45.4	21.1	2.6	23.7
J5: Oxford Road / Grange Road	**-**	**-**	**177**	**0**	**0**	**1.2**	**1.2**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	899	899	60	0	0	0.6	0.6	-	1.2	4.7	16.6	0.6	17.1
2/1	693	693	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
3/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	117	117	117	0	0	0.6	0.4	-	0.9	28.6	2.3	0.4	2.6
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%): 7.1	Total Delay for Signalled Lanes (pcuHr): 18.92	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%): 13.5	Total Delay for Signalled Lanes (pcuHr): 14.92	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%): -4.5	Total Delay for Signalled Lanes (pcuHr): 36.03	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%): -5.1	Total Delay for Signalled Lanes (pcuHr): 39.11	Cycle Time (s): 120
	PRC Over All Lanes (%): -5.1	Total Delay Over All Lanes(pcuHr): 111.37	

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3
Scenario 2: '2014 Base PM' (FG2: '2014 Base PM', Plan 1: 'Network Control Plan 1')
C1

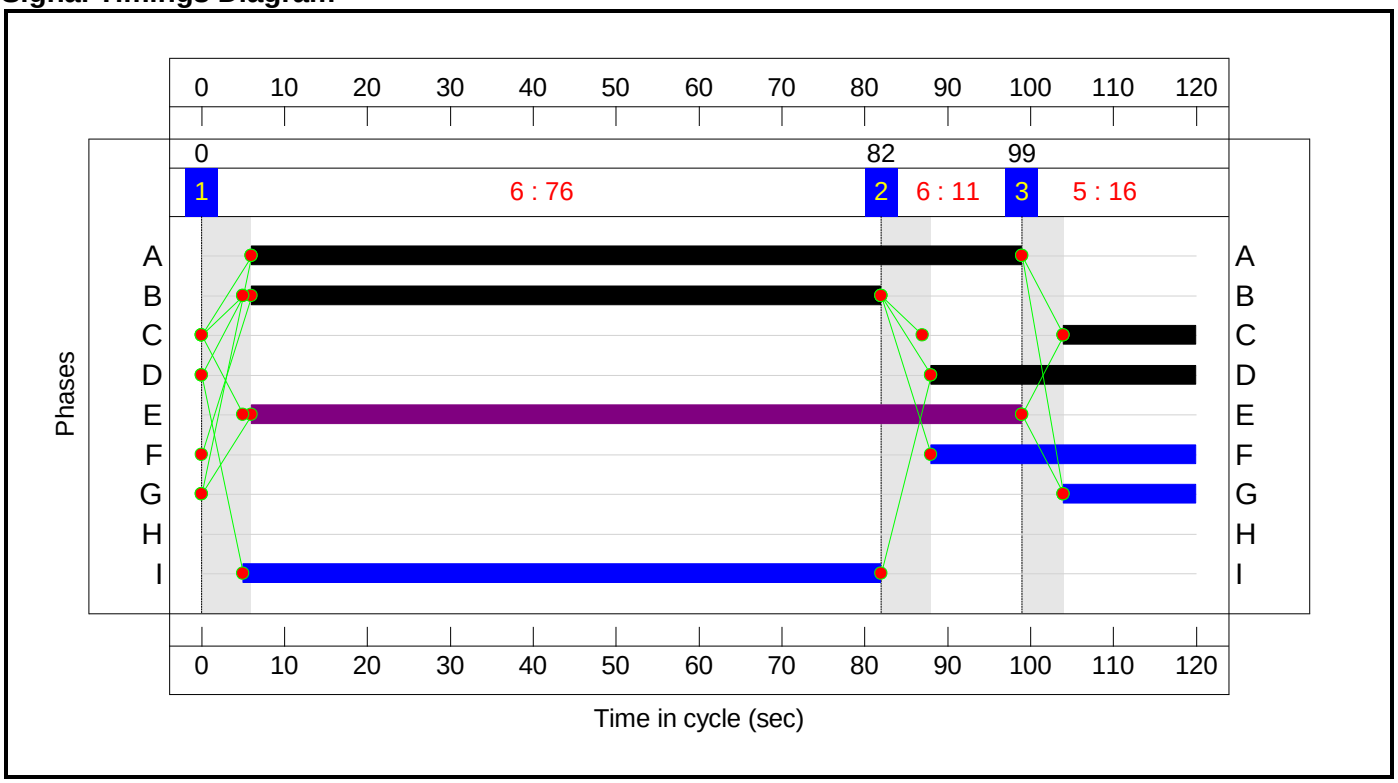
Stage Sequence Diagram



Stage Timings

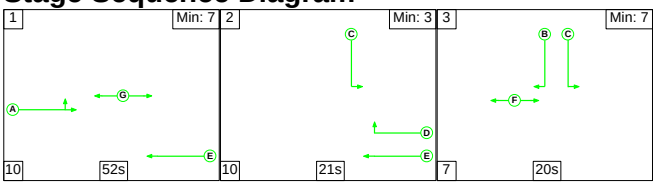
Stage	1	2	3
Duration	76	11	16
Change Point	0	82	99

Signal Timings Diagram



C2

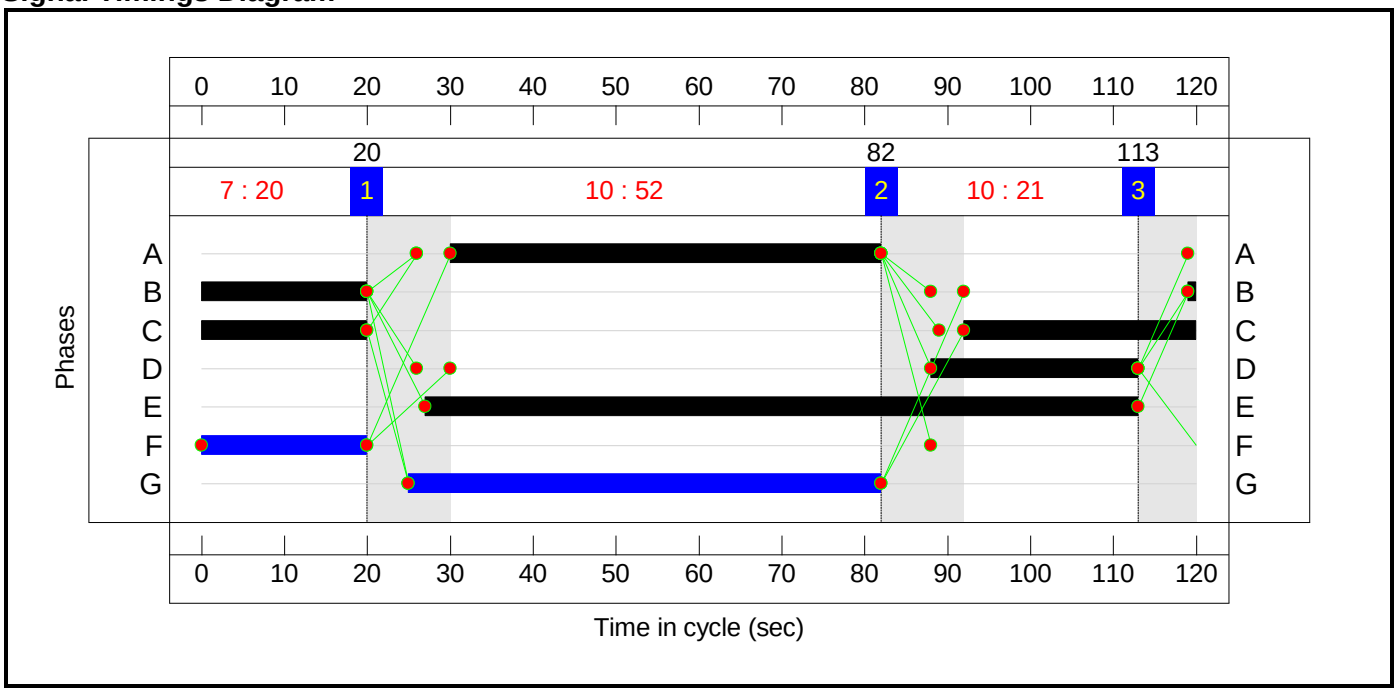
Stage Sequence Diagram



Stage Timings

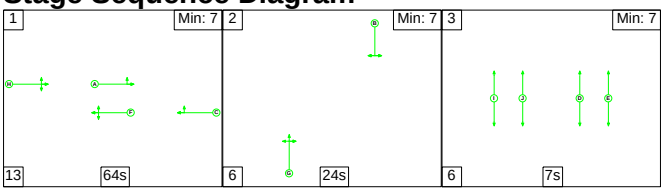
Stage	1	2	3
Duration	52	21	20
Change Point	20	82	113

Signal Timings Diagram



C3

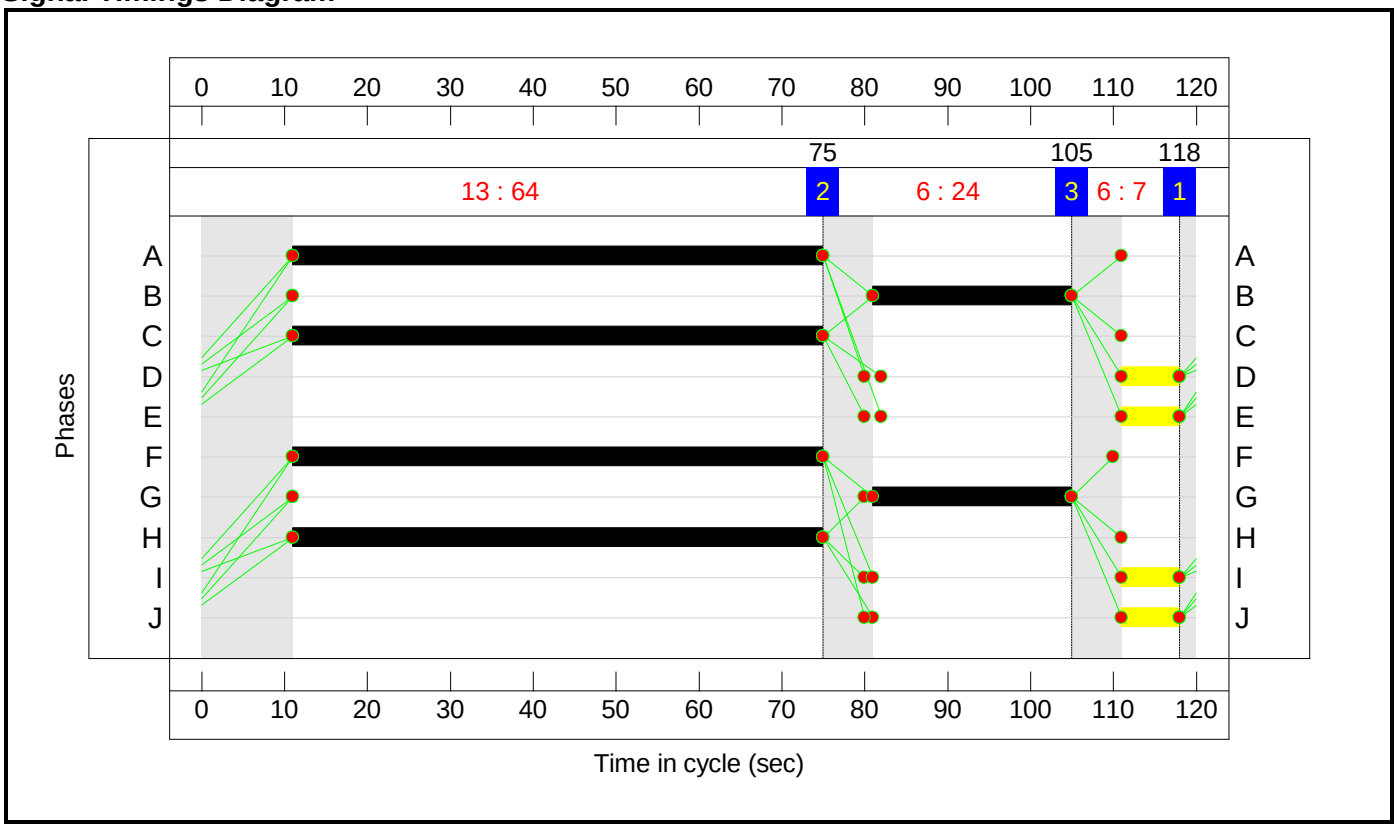
Stage Sequence Diagram



Stage Timings

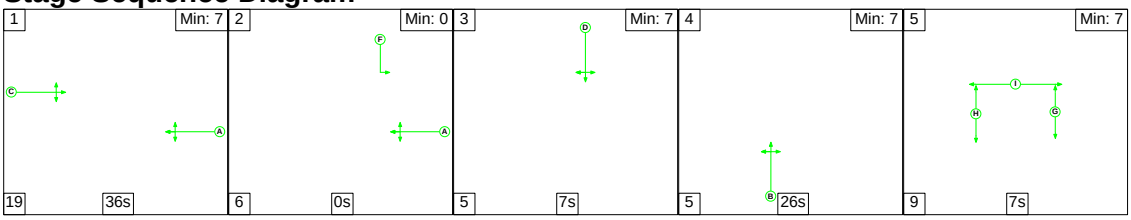
Stage	1	2	3
Duration	64	24	7
Change Point	118	75	105

Signal Timings Diagram



C4

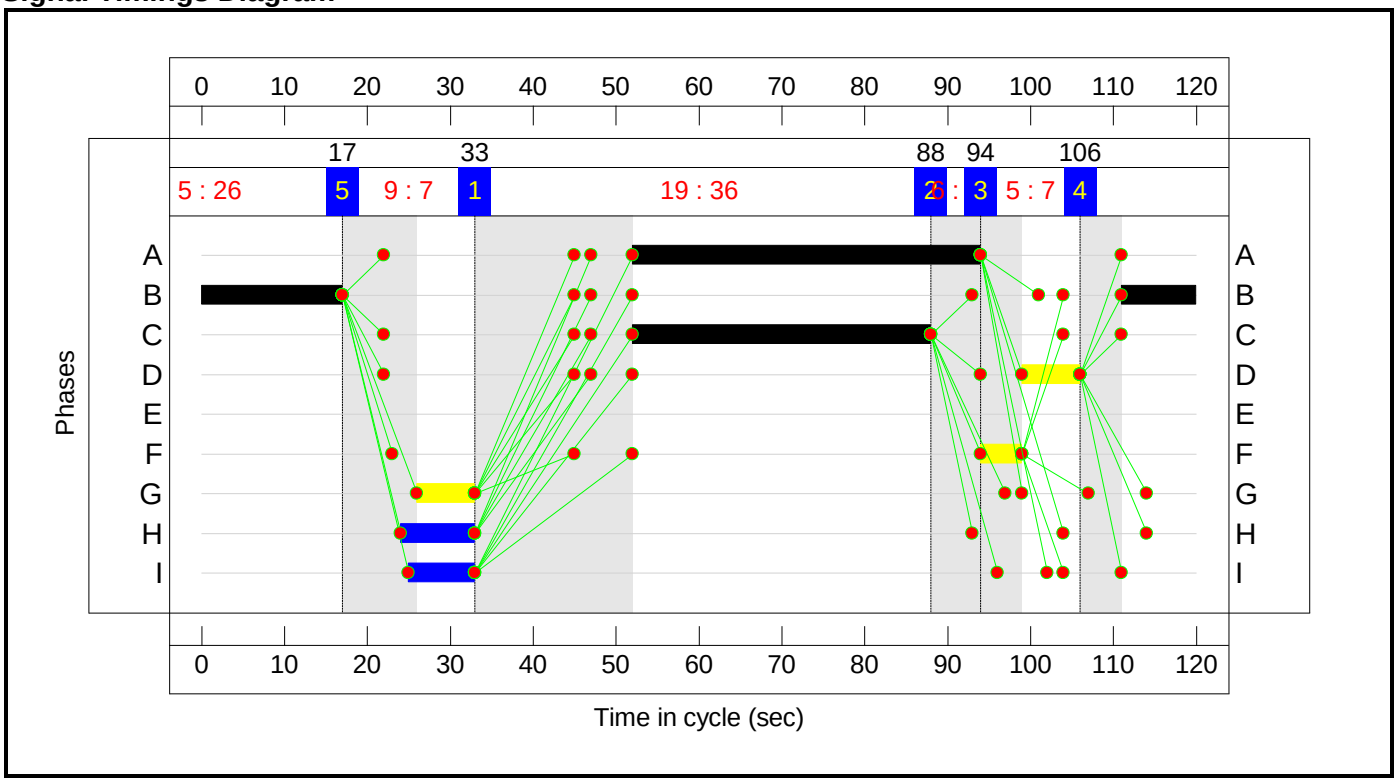
Stage Sequence Diagram



Stage Timings

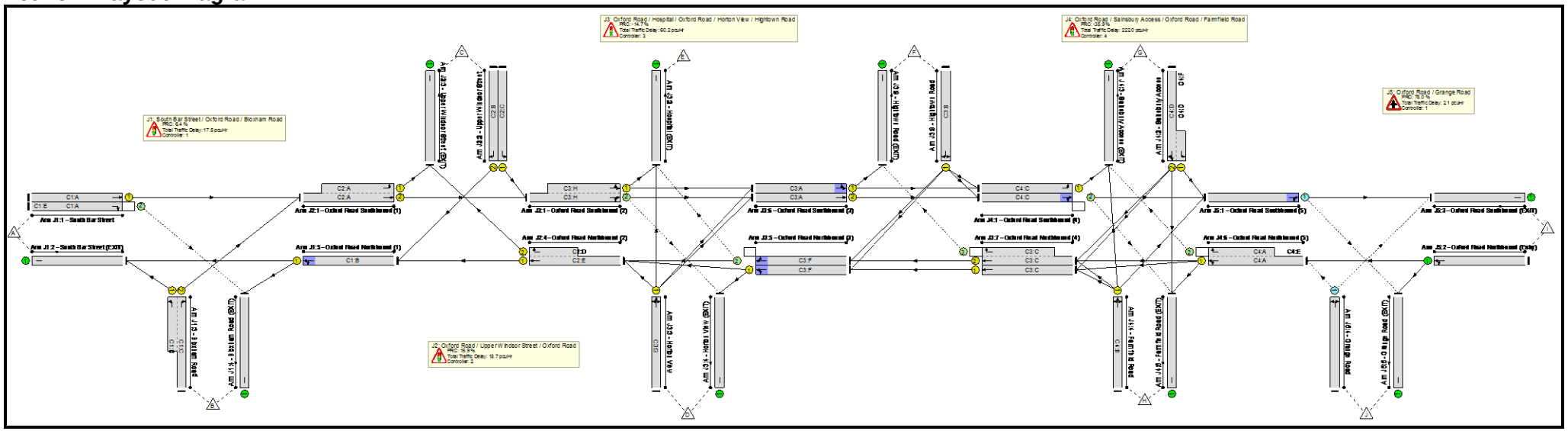
Stage	1	2	3	4	5
Duration	36	0	7	26	7
Change Point	33	88	94	106	17

Signal Timings Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.3%**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	93	-	560	1663	1303	43.0%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	93	93	415	1568	491	84.6%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	16:32	-	542	1733:1877	658	82.4%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	76	-	843	1862	1195	65.3%
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.7%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	52	-	767	2055:1751	991	77.4%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	206	1801	735	28.0%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	21	-	224	1984	364	61.6%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	86:25	-	870	1915:1902	1007	77.7%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**103.3%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	64	-	843	2047:1901	816	103.3%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	24	-	300	1760	367	81.8%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	64	-	464	1817	984	42.1%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	64	-	469	1912	1036	39.8%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	64	-	321	1793	971	32.2%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	64	-	634	2055	1113	55.5%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	64	-	383	1895	1026	32.5%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	64	-	555	2035:1740	1226	39.3%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	24	-	322	1619	337	95.5%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**122.3%**
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C		1	36	-	254	1649	508	48.9%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	36	-	785	2051	632	121.6%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	7:12	5	116	1873:1760	170	68.1%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	26	-	479	1741	392	122.3%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	42	0	827	1907:1720	714	115.9%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.6%**
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	974	1896	1568	50.6%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	830	1899	1899	43.7%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	913	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	60	1686	207	29.0%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%

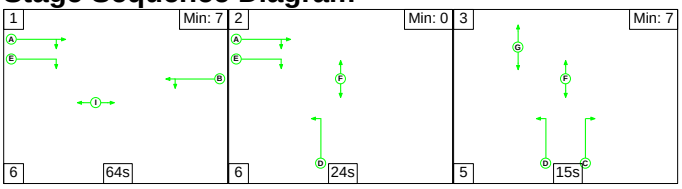
Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**522**	**235**	**62**	**95.0**	**223.1**	**2.2**	**320.4**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**235**	**174**	**7**	**10.1**	**6.1**	**1.2**	**17.5**	**-**	**-**	**-**	**-**
1/1	560	560	-	-	-	0.7	0.4	-	1.0	6.7	6.1	0.4	6.4
1/2	415	415	235	174	7	2.3	2.6	1.2	6.1	52.9	12.9	2.6	15.5
2/1	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	542	542	-	-	-	6.5	2.3	-	8.7	57.9	10.7	2.3	12.9
4/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	781	781	-	-	-	0.7	0.9	-	1.6	7.6	9.7	0.9	10.7
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**14.3**	**4.4**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
1/2+1/1	767	767	-	-	-	5.9	1.7	-	7.6	35.7	19.6	1.7	21.2
2/1	206	206	-	-	-	1.4	0.2	-	1.6	27.1	4.6	0.2	4.8
2/2	224	224	-	-	-	2.8	0.8	-	3.6	57.9	6.8	0.8	7.6
3/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	782	782	-	-	-	4.2	1.7	-	5.9	27.1	22.3	1.7	24.0
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**163**	**4**	**15**	**27.0**	**32.8**	**0.4**	**60.2**	**-**	**-**	**-**	**-**
1/2+1/1	843	816	63	4	0	5.4	22.6	-	28.1	119.8	32.6	22.6	55.2
2/1	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	300	300	-	-	-	3.8	2.1	-	5.9	70.7	9.5	2.1	11.6
4/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	414	414	-	-	-	1.6	0.4	-	2.0	17.3	4.9	0.4	5.2
5/2	412	412	4	0	0	1.4	0.3	0.0	1.7	15.1	3.8	0.3	4.1
6/1	313	313	-	-	-	1.3	0.2	-	1.5	17.5	3.7	0.2	3.9

6/2	618	618	-	-	-	3.4	0.6	-	4.0	23.2	9.4	0.6	10.0
7/1	333	333	-	-	-	2.4	0.2	-	2.6	28.1	8.1	0.2	8.3
7/2+7/3	481	481	96	0	15	3.6	0.3	0.4	4.3	32.2	9.2	0.3	9.5
8/1	322	322	-	-	-	4.2	5.9	-	10.1	113.2	10.6	5.9	16.5
9/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**0**	**57**	**40**	**42.6**	**178.7**	**0.7**	**222.0**	**-**	**-**	**-**	**-**
1/1	249	249	-	-	-	2.1	0.5	-	2.6	37.5	6.6	0.5	7.0
1/2	769	632	0	0	9	13.1	70.9	0.1	84.1	393.7	30.2	70.9	101.1
2/2+2/1	116	116	-	-	-	1.7	1.0	-	2.7	85.0	2.8	1.0	3.8
3/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	479	392	-	-	-	11.9	46.2	-	58.1	436.6	19.1	46.2	65.4
5/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	827	714	0	57	31	13.8	60.0	0.6	74.5	324.1	31.2	60.0	91.2
J5: Oxford Road / Grange Road	**-**	**-**	**125**	**0**	**0**	**1.0**	**1.1**	**0.0**	**2.1**	**-**	**-**	**-**	**-**
1/1	793	793	65	0	0	0.7	0.5	-	1.2	5.6	15.7	0.5	16.2
2/1	830	830	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	60	60	60	0	0	0.2	0.2	-	0.4	26.8	1.0	0.2	1.2
5/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%): 6.4	Total Delay for Signalled Lanes (pcuHr): 17.49	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%): 15.9	Total Delay for Signalled Lanes (pcuHr): 18.65	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%): -14.7	Total Delay for Signalled Lanes (pcuHr): 60.20	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%): -35.9	Total Delay for Signalled Lanes (pcuHr): 221.96	Cycle Time (s): 120
	PRC Over All Lanes (%): -35.9	Total Delay Over All Lanes(pcuHr): 320.37	

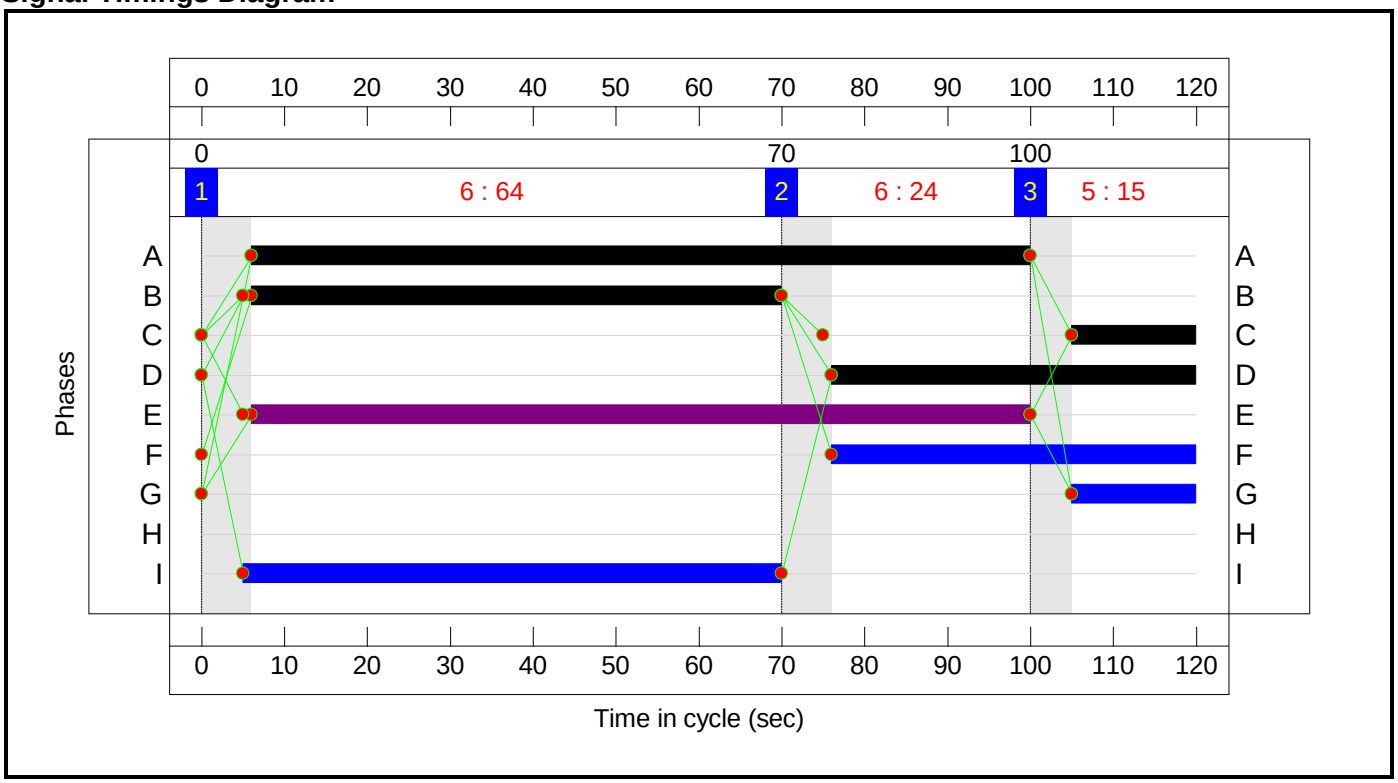
Scenario 3: '2027 Base AM' (FG3: '2027 Base AM', Plan 1: 'Network Control Plan 1')
C1
Stage Sequence Diagram



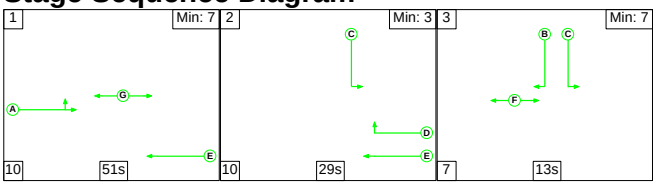
Stage Timings

Stage	1	2	3
Duration	64	24	15
Change Point	0	70	100

Signal Timings Diagram



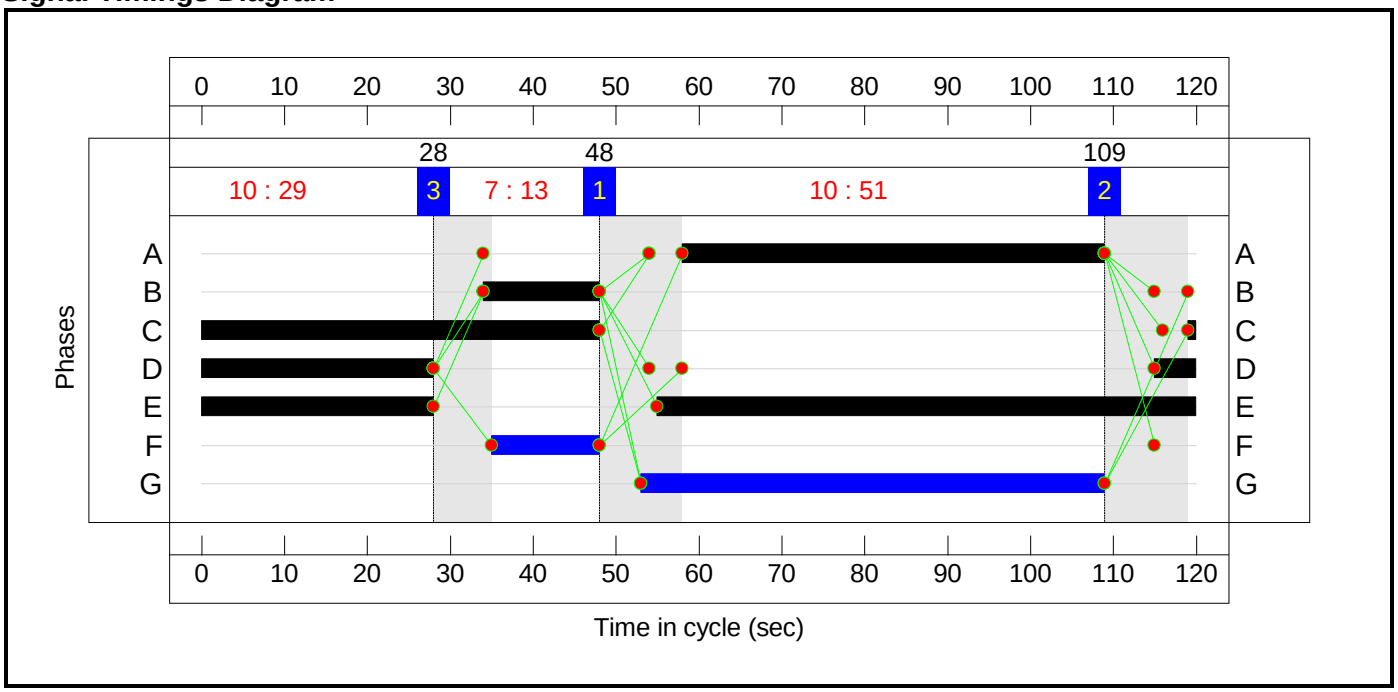
C2
Stage Sequence Diagram



Stage Timings

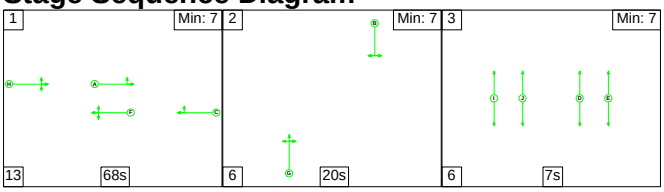
Stage	1	2	3
Duration	51	29	13
Change Point	48	109	28

Signal Timings Diagram



C3

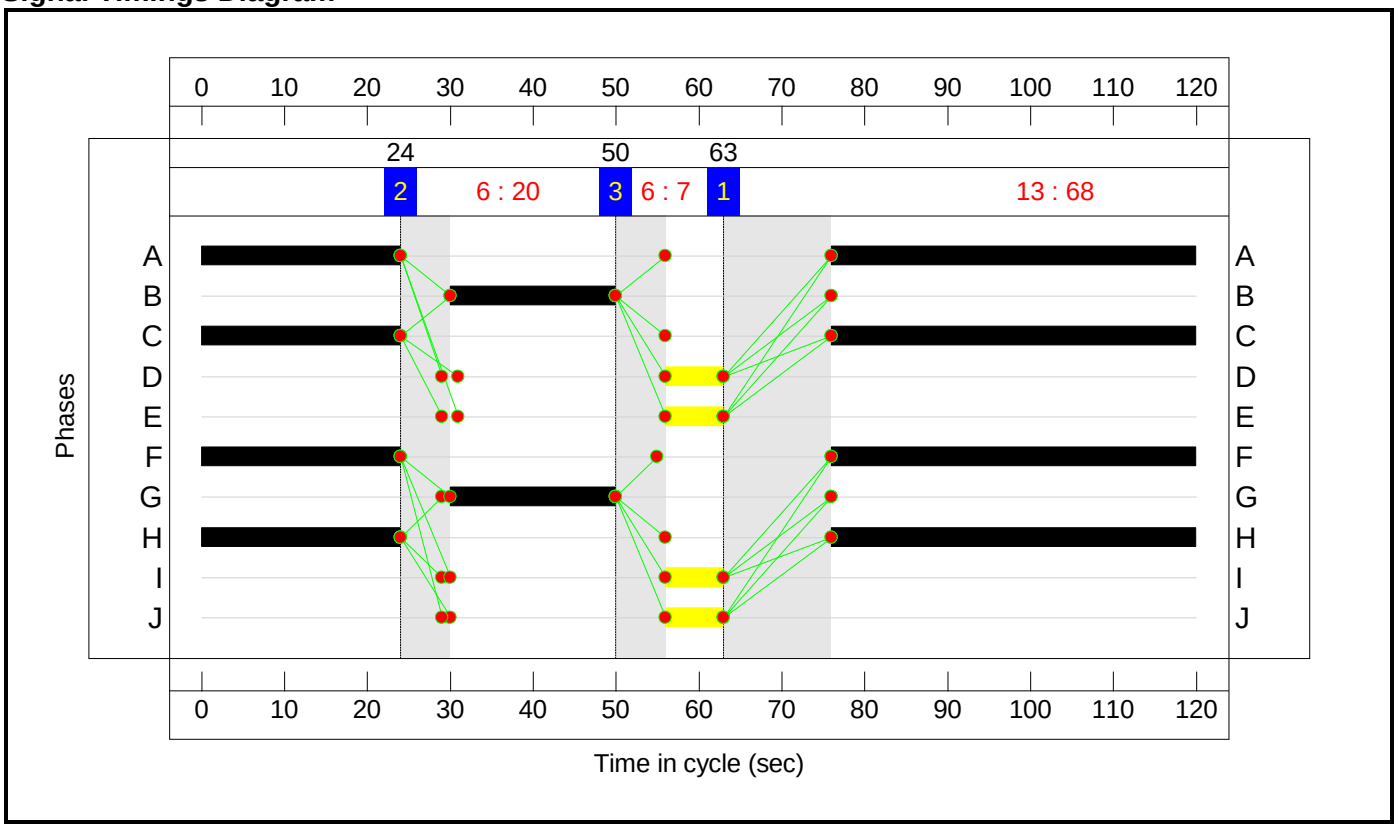
Stage Sequence Diagram



Stage Timings

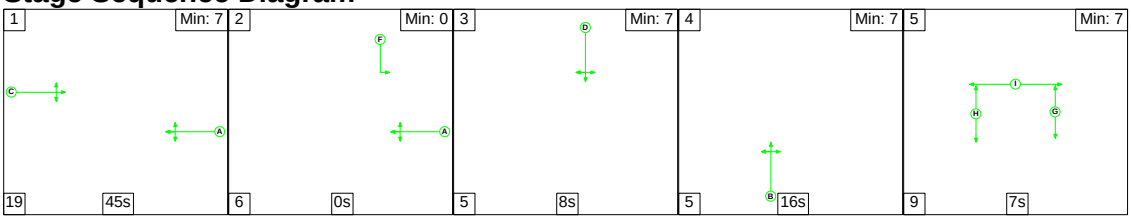
Stage	1	2	3
Duration	68	20	7
Change Point	63	24	50

Signal Timings Diagram



C4

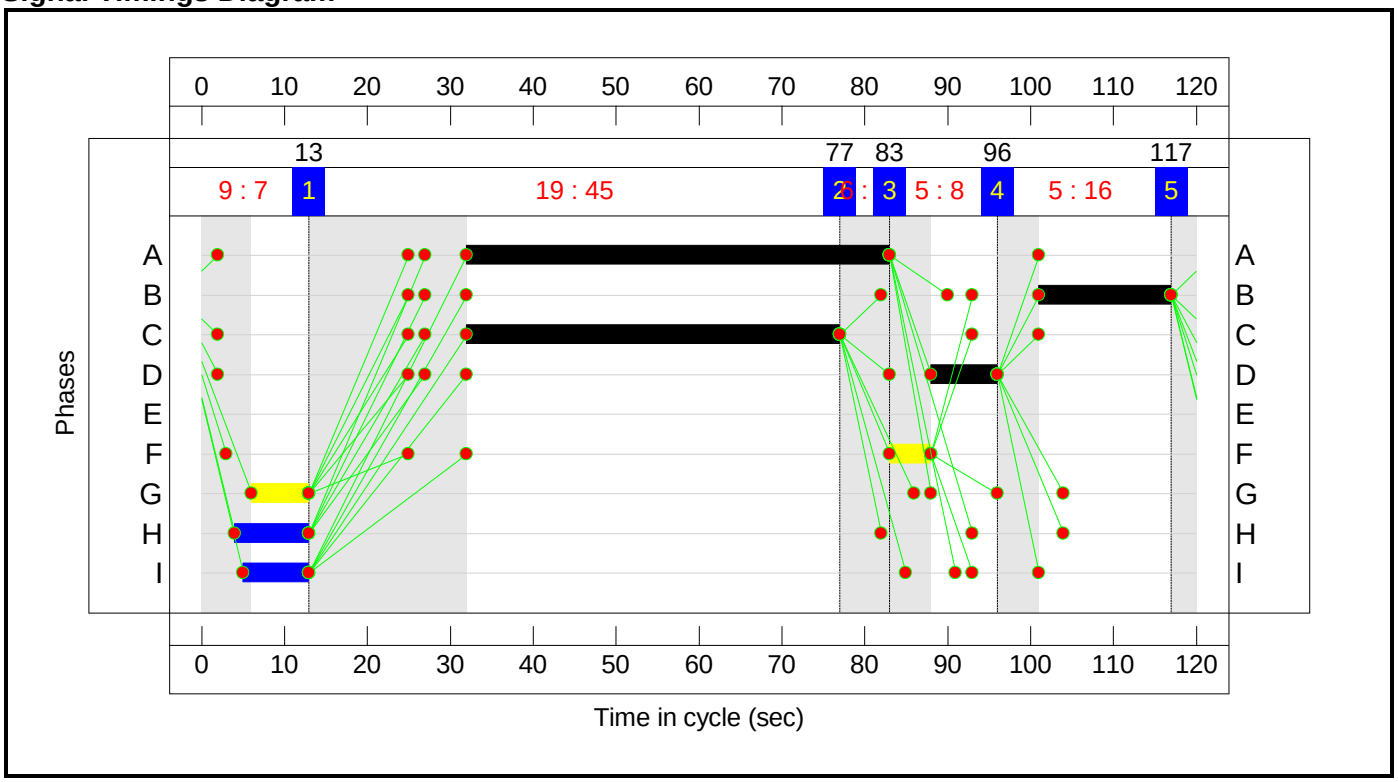
Stage Sequence Diagram



Stage Timings

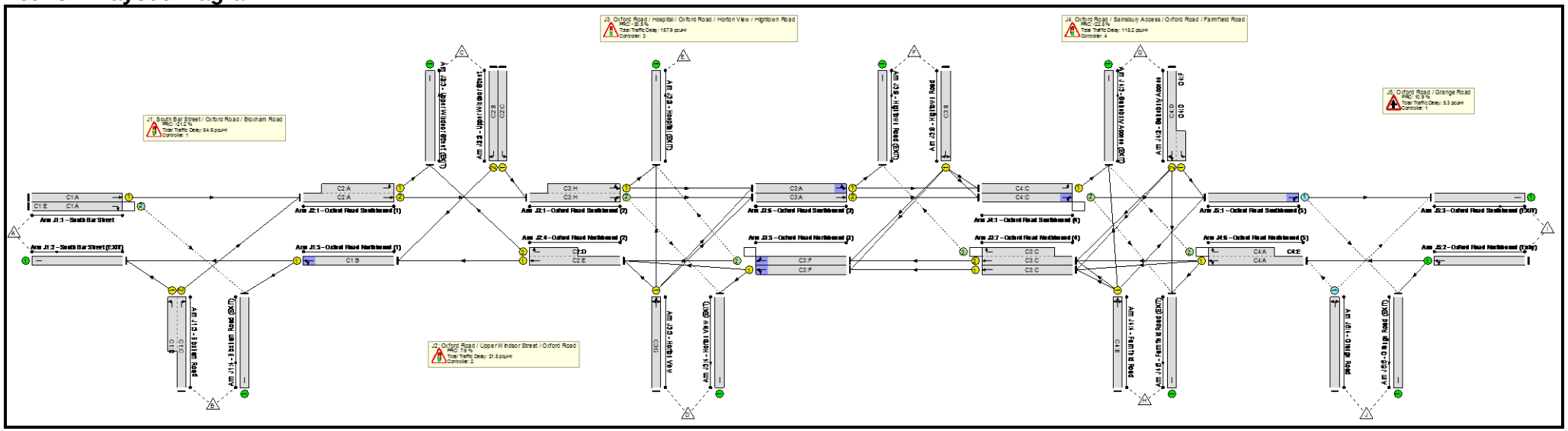
Stage	1	2	3	4	5
Duration	45	0	8	16	7
Change Point	13	77	83	96	117

Signal Timings Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.1%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	94	-	583	1663	1317	44.3%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	94	94	342	1568	555	61.6%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	15:44	-	872	1733:1877	799	109.1%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	64	-	840	1891	1024	76.4%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.7%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	51	-	846	2055:1751	1016	80.1%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	49	-	321	1801	750	42.8%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	14	-	183	1984	248	73.8%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	93:33	-	966	1915:1902	1053	83.7%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**117.4%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	68	-	968	2047:1844	806	117.0%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	20	-	361	1757	307	117.4%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	68	-	454	1845	1061	39.2%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	68	-	508	1908	1097	42.8%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	68	-	272	1723	991	23.0%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	68	-	807	2055	1182	57.1%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	68	-	375	1895	1090	31.5%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	68	-	622	2035:1740	1250	46.0%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	20	-	310	1627	285	108.9%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**110.5%**
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C		1	45	-	131	1649	632	17.6%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	45	-	966	2048	785	104.6%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	8:13	5	166	1793:1760	192	86.3%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	16	-	239	1725	244	97.8%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	51	0	939	1905:1720	850	110.5%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.2%**
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	1114	1900	1605	58.4%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	871	1906	1906	45.7%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1084	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	135	1687	166	81.2%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	97	Inf	Inf	0.0%

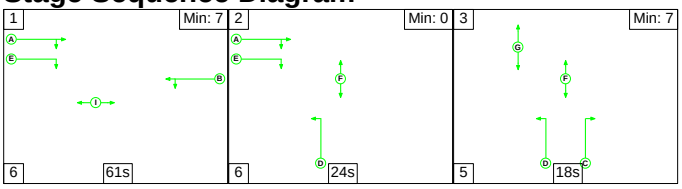
Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**545**	**268**	**55**	**106.4**	**259.1**	**2.3**	**367.8**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**130**	**207**	**6**	**19.2**	**44.3**	**1.1**	**64.6**	**-**	**-**	**-**	**-**
1/1	583	583	-	-	-	0.6	0.4	-	1.0	6.5	6.2	0.4	6.6
1/2	342	342	130	207	6	1.8	0.8	1.1	3.7	38.8	9.4	0.8	10.2
2/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	872	799	-	-	-	13.6	41.6	-	55.1	227.5	27.8	41.6	69.4
4/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	782	782	-	-	-	3.2	1.6	-	4.8	21.9	17.7	1.6	19.3
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**15.6**	**6.2**	**0.0**	**21.8**	**-**	**-**	**-**	**-**
1/2+1/1	814	814	-	-	-	8.1	2.0	-	10.0	44.4	19.6	2.0	21.6
2/1	321	321	-	-	-	2.2	0.4	-	2.6	29.0	7.6	0.4	8.0
2/2	183	183	-	-	-	2.6	1.4	-	3.9	77.2	5.8	1.4	7.2
3/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	881	881	-	-	-	2.7	2.5	-	5.2	21.4	27.0	2.5	29.5
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**221**	**4**	**12**	**36.4**	**121.0**	**0.5**	**157.9**	**-**	**-**	**-**	**-**
1/2+1/1	944	806	68	4	0	14.1	71.9	-	86.0	328.1	32.8	71.9	104.6
2/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	361	307	-	-	-	7.9	29.8	-	37.7	376.0	13.8	29.8	43.6
4/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	416	416	-	-	-	0.6	0.3	-	0.9	7.6	2.4	0.3	2.8
5/2	470	470	10	0	2	0.4	0.4	0.0	0.8	5.8	1.6	0.4	2.0
6/1	228	228	-	-	-	0.9	0.1	-	1.0	15.9	2.8	0.1	2.9

6/2	675	675	-	-	-	3.4	0.7	-	4.1	21.8	11.5	0.7	12.1
7/1	344	344	-	-	-	1.4	0.2	-	1.7	17.6	9.7	0.2	9.9
7/2+7/3	575	575	142	0	10	2.0	0.4	0.5	3.0	18.6	10.5	0.4	10.9
8/1	310	285	-	-	-	5.7	17.2	-	22.8	264.9	11.2	17.2	28.3
9/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**0**	**57**	**37**	**32.9**	**84.6**	**0.7**	**118.2**	**-**	**-**	**-**	**-**
1/1	111	111	-	-	-	1.4	0.1	-	1.5	48.5	3.1	0.1	3.2
1/2	821	785	0	0	19	12.5	26.0	0.2	38.7	169.7	28.6	26.0	54.6
2/2+2/1	166	166	-	-	-	2.4	2.6	-	5.1	109.7	3.8	2.6	6.4
3/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	239	239	-	-	-	3.4	6.5	-	9.9	149.3	7.9	6.5	14.4
5/1	94	94	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	939	850	0	57	19	13.1	49.3	0.6	63.0	241.7	35.5	49.3	84.9
J5: Oxford Road / Grange Road	**-**	**-**	**195**	**0**	**0**	**2.2**	**3.0**	**0.0**	**5.3**	**-**	**-**	**-**	**-**
1/1	937	937	60	0	0	1.0	0.7	-	1.7	6.5	20.1	0.7	20.8
2/1	871	871	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
3/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	135	135	135	0	0	1.2	1.9	-	3.2	84.1	4.1	1.9	6.0
5/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-21.2	Total Delay for Signalled Lanes (pcuHr):	64.61	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	7.6	Total Delay for Signalled Lanes (pcuHr):	21.78	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-30.5	Total Delay for Signalled Lanes (pcuHr):	157.90	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-22.8	Total Delay for Signalled Lanes (pcuHr):	118.21	Cycle Time (s): 120
	PRC Over All Lanes (%):	-30.5	Total Delay Over All Lanes(pcuHr):	367.77	

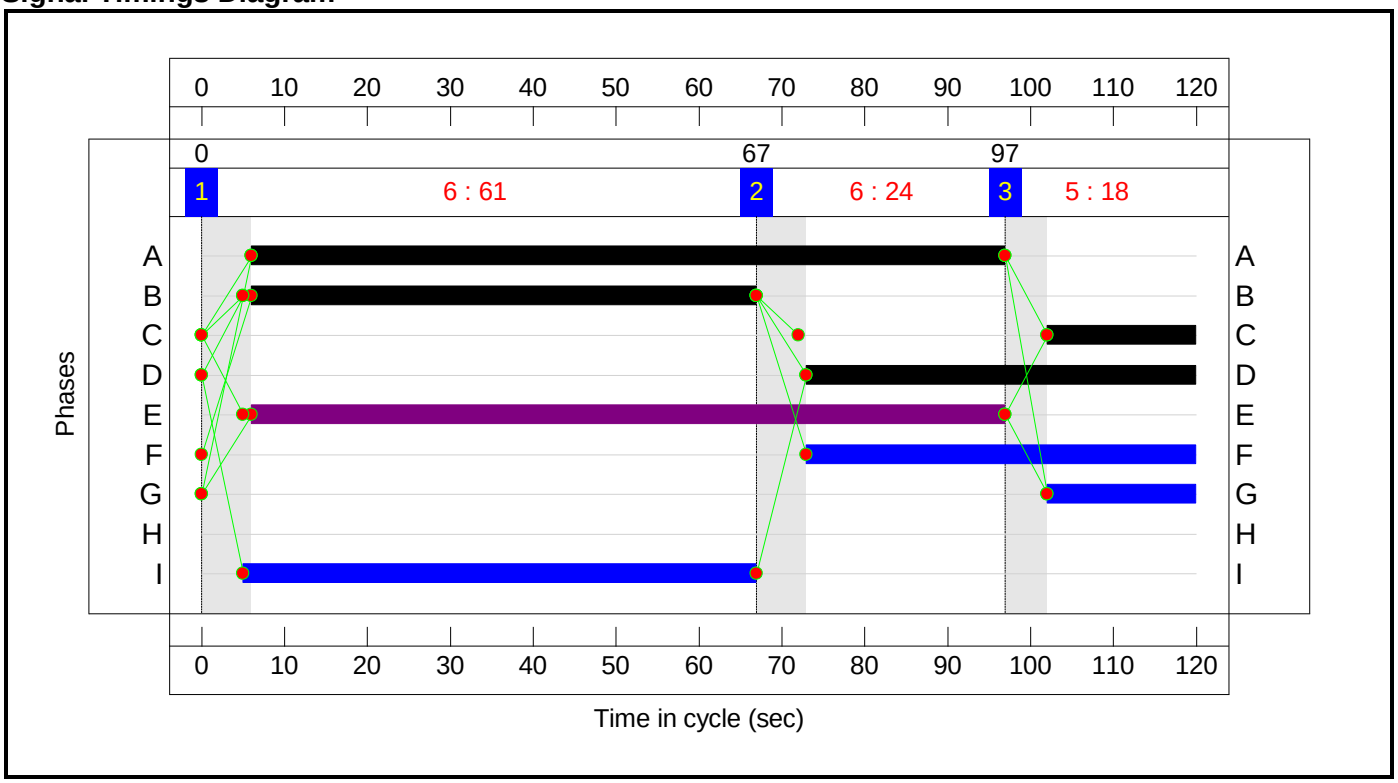
Scenario 4: '2027 Base PM' (FG4: '2027 Base PM', Plan 1: 'Network Control Plan 1')
C1
Stage Sequence Diagram



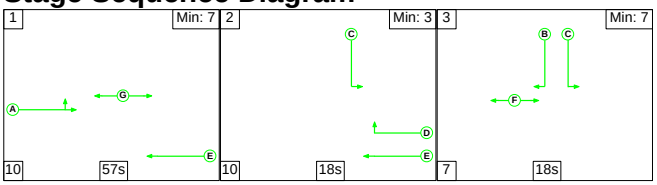
Stage Timings

Stage	1	2	3
Duration	61	24	18
Change Point	0	67	97

Signal Timings Diagram



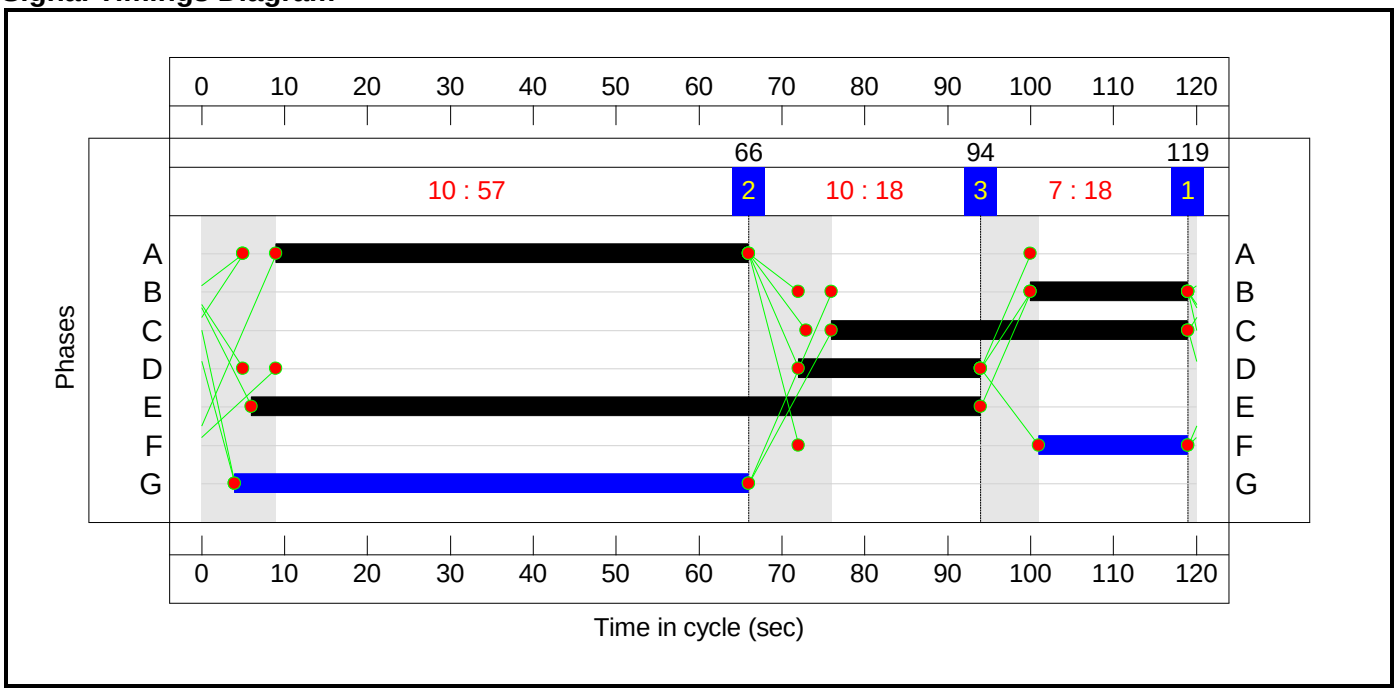
C2
Stage Sequence Diagram



Stage Timings

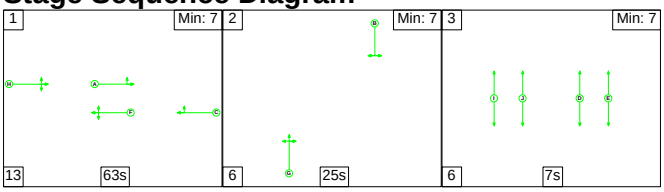
Stage	1	2	3
Duration	57	18	18
Change Point	119	66	94

Signal Timings Diagram



C3

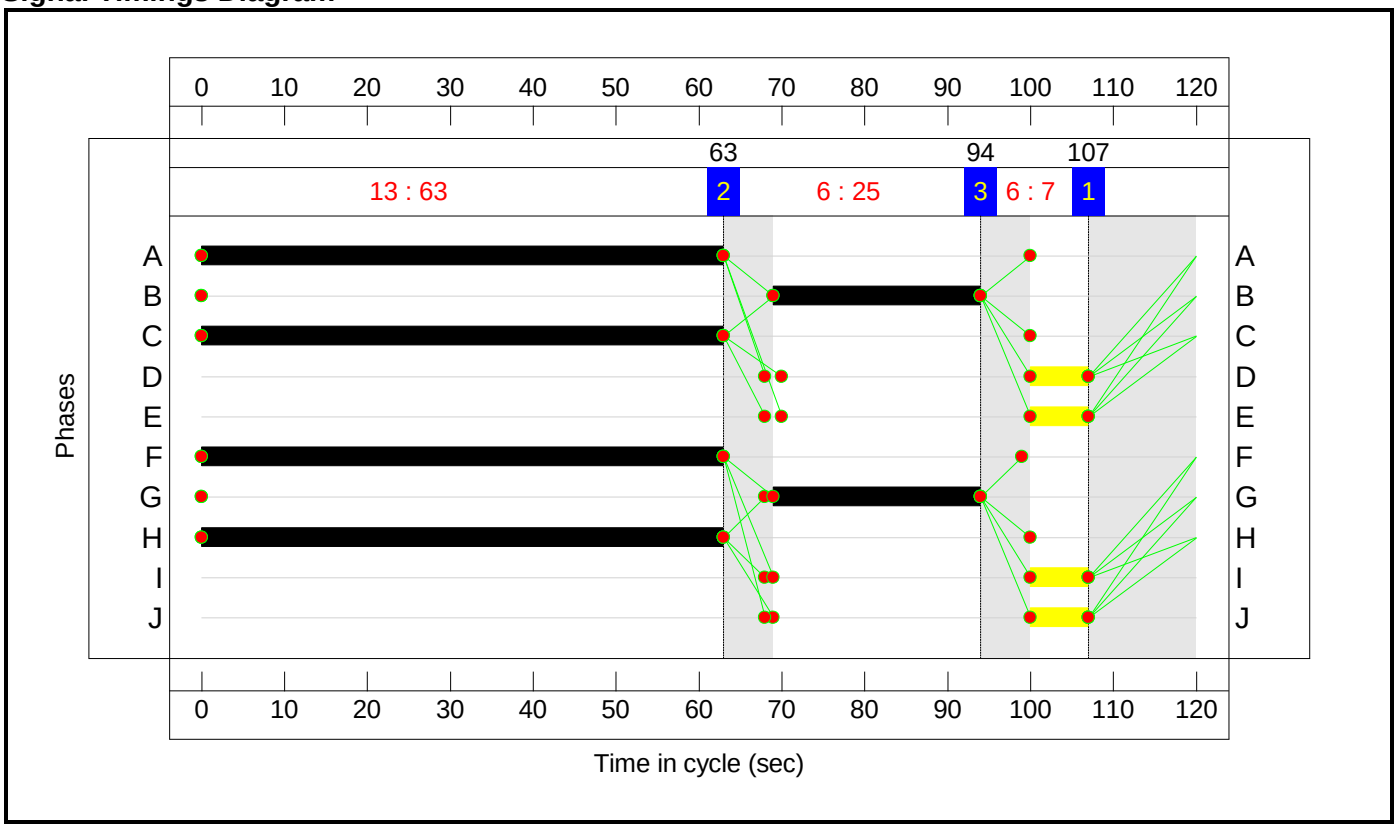
Stage Sequence Diagram



Stage Timings

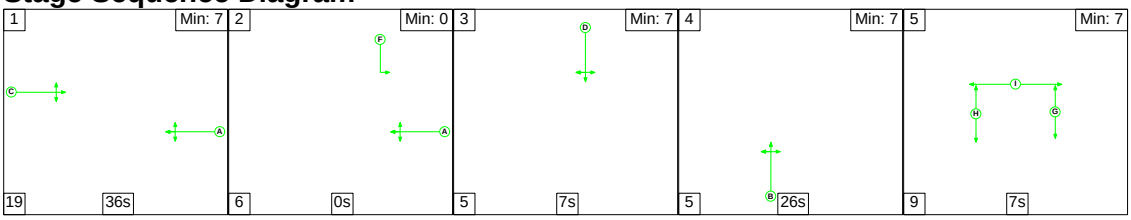
Stage	1	2	3
Duration	63	25	7
Change Point	107	63	94

Signal Timings Diagram



C4

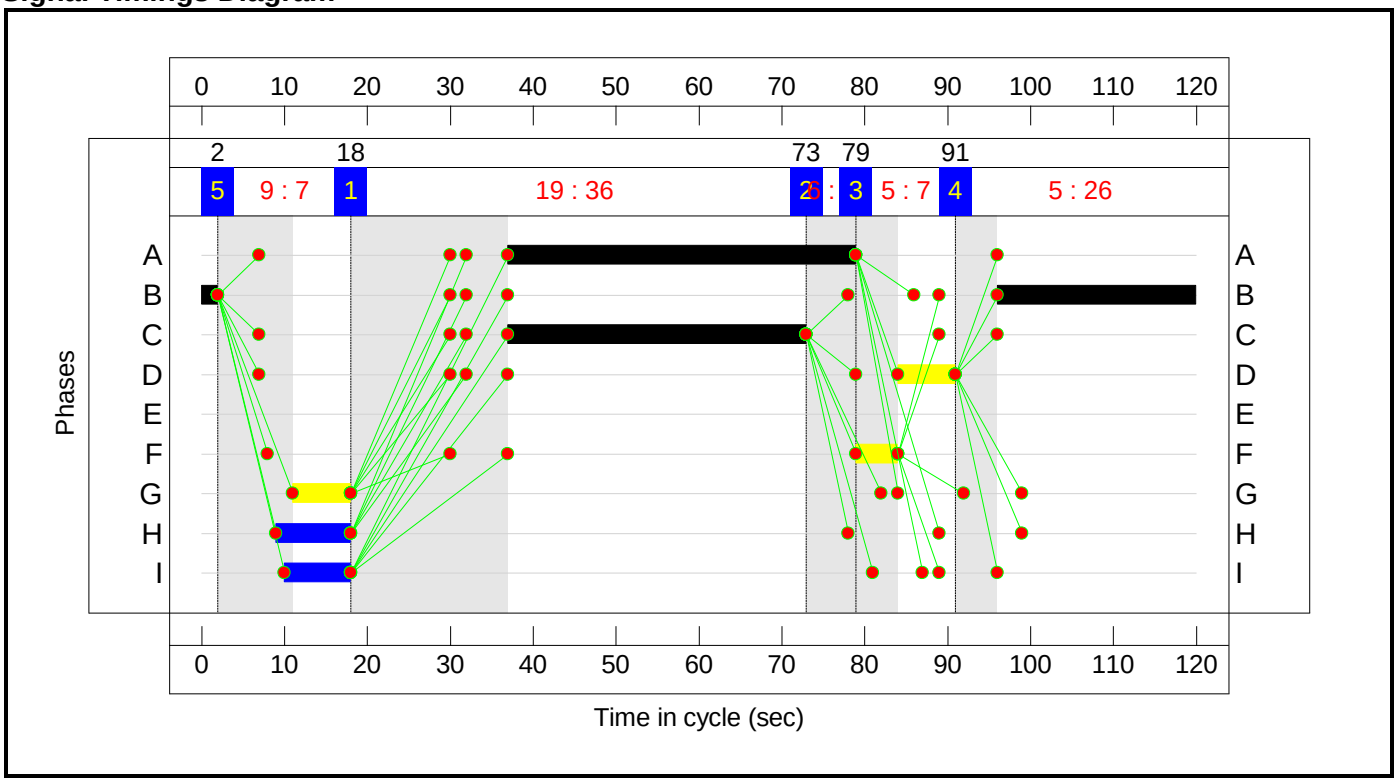
Stage Sequence Diagram



Stage Timings

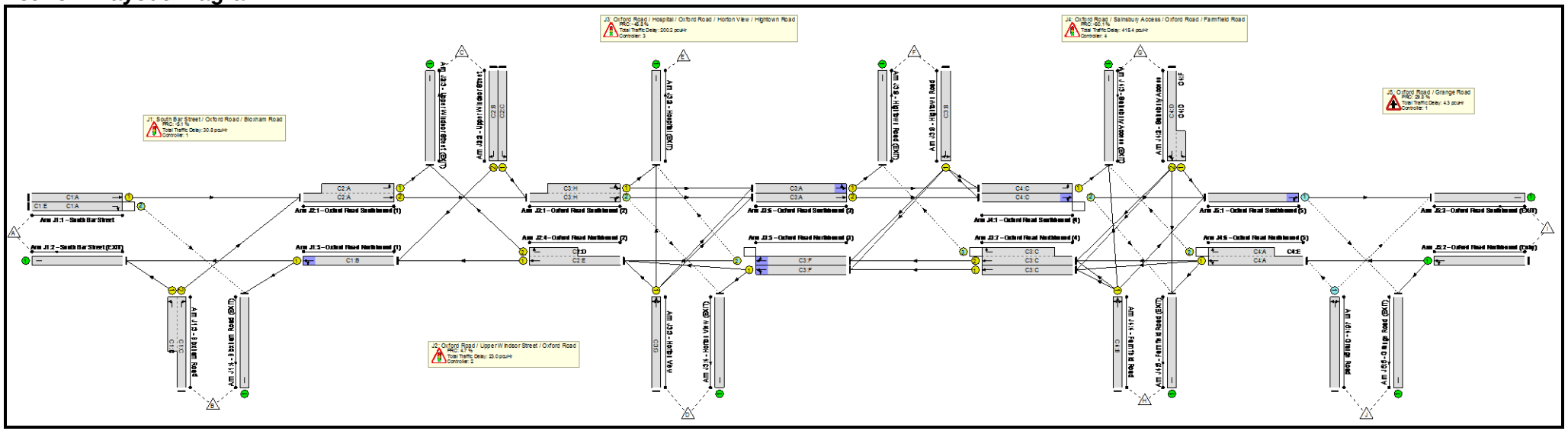
Stage	1	2	3	4	5
Duration	36	0	7	26	7
Change Point	18	73	79	91	2

Signal Timings Diagram



Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**144.1%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		1	91	-	671	1663	1275	52.6%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	1	91	91	493	1568	521	94.6%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C C1:D		1	18:47	-	643	1733:1877	703	91.5%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	907	Inf	Inf	0.0%
5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		1	61	-	1006	1861	962	86.2%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.9%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		1	57	-	918	2055:1751	1068	85.9%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	43	-	261	1801	660	39.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	19	-	261	1984	331	78.9%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		1	88:22	-	1053	1915:1902	948	84.7%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**131.2%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		1	63	-	1033	2049:1902	787	131.2%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	25	-	358	1763	382	93.7%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		1	63	-	559	1818	970	42.9%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		1	63	-	570	1912	1020	40.3%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		1	63	-	342	1785	952	29.0%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		1	63	-	825	2055	1096	60.7%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		1	63	-	462	1895	1011	32.5%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		1	63	-	683	2035:1740	1175	40.9%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	25	-	389	1618	351	111.0%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**144.1%**
1/1	Oxford Road Southbound (4) Left	U	N/A	N/A	C4:C		1	36	-	258	1649	508	41.9%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		1	36	-	1020	2052	633	132.9%
2/2+2/1	Sainsbury Access Right Ahead Left	U	N/A	N/A	C4:D	C4:F	1	7:12	5	118	1871:1760	171	68.9%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	U	N/A	N/A	C4:B		1	26	-	563	1737	391	144.1%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	117	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A	C4:E	1	42	0	1021	1901:1720	719	142.1%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.3%**
1/1	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	1257	1897	1390	58.1%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	1024	1900	1900	53.9%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1186	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	71	1686	102	69.3%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%

Oxford Road Network (Existing) - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**381**	**427**	**88**	**143.2**	**528.2**	**2.2**	**673.7**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**96**	**366**	**32**	**15.3**	**14.3**	**1.2**	**30.8**	**-**	**-**	**-**	**-**
1/1	671	671	-	-	-	1.0	0.6	-	1.6	8.5	8.6	0.6	9.1
1/2	493	493	96	366	32	4.5	6.1	1.2	11.8	85.8	15.9	6.1	22.0
2/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	643	643	-	-	-	6.4	4.6	-	11.1	62.0	11.0	4.6	15.6
4/1	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	829	829	-	-	-	3.4	3.0	-	6.4	27.7	25.6	3.0	28.6
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**15.3**	**7.7**	**0.0**	**23.0**	**-**	**-**	**-**	**-**
1/2+1/1	918	918	-	-	-	5.6	2.9	-	8.6	33.7	25.5	2.9	28.5
2/1	261	261	-	-	-	2.0	0.3	-	2.4	32.6	6.4	0.3	6.7
2/2	261	261	-	-	-	3.5	1.8	-	5.3	72.6	8.3	1.8	10.1
3/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	803	803	-	-	-	4.1	2.7	-	6.8	30.4	26.8	2.7	29.5
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**153**	**4**	**21**	**44.0**	**155.7**	**0.4**	**200.2**	**-**	**-**	**-**	**-**
1/2+1/1	1033	787	57	4	0	18.8	124.9	-	143.6	500.6	38.3	124.9	163.1
2/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	358	358	-	-	-	4.6	5.2	-	9.8	98.5	11.6	5.2	16.8
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	416	416	-	-	-	1.7	0.4	-	2.1	18.2	5.1	0.4	5.5
5/2	411	411	5	0	0	1.5	0.3	0.0	1.8	16.0	3.9	0.3	4.3
6/1	276	276	-	-	-	1.2	0.2	-	1.4	18.5	3.6	0.2	3.8

6/2	665	665	-	-	-	3.7	0.8	-	4.5	24.3	10.4	0.8	11.2
7/1	328	328	-	-	-	2.2	0.2	-	2.5	27.1	7.6	0.2	7.9
7/2+7/3	481	481	92	0	21	3.5	0.3	0.4	4.3	32.4	8.7	0.3	9.0
8/1	389	351	-	-	-	6.7	23.4	-	30.1	278.8	14.2	23.4	37.6
9/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**0**	**57**	**35**	**66.7**	**348.1**	**0.6**	**415.4**	**-**	**-**	**-**	**-**
1/1	213	213	-	-	-	1.9	0.4	-	2.3	38.9	7.0	0.4	7.4
1/2	841	633	0	0	7	18.1	106.1	0.0	124.3	532.1	35.3	106.1	141.5
2/2+2/1	118	118	-	-	-	1.7	1.1	-	2.8	85.7	2.8	1.1	3.9
3/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	563	391	-	-	-	19.2	87.7	-	106.9	683.4	29.5	87.7	117.2
5/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	1021	719	0	57	28	25.7	152.9	0.5	179.1	631.5	45.3	152.9	198.2
J5: Oxford Road / Grange Road	**-**	**-**	**132**	**0**	**0**	**2.0**	**2.3**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/1	808	808	61	0	0	1.3	0.7	-	2.0	8.7	18.1	0.7	18.8
2/1	1024	1024	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
3/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	71	71	71	0	0	0.7	1.1	-	1.8	90.3	2.1	1.1	3.2
5/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

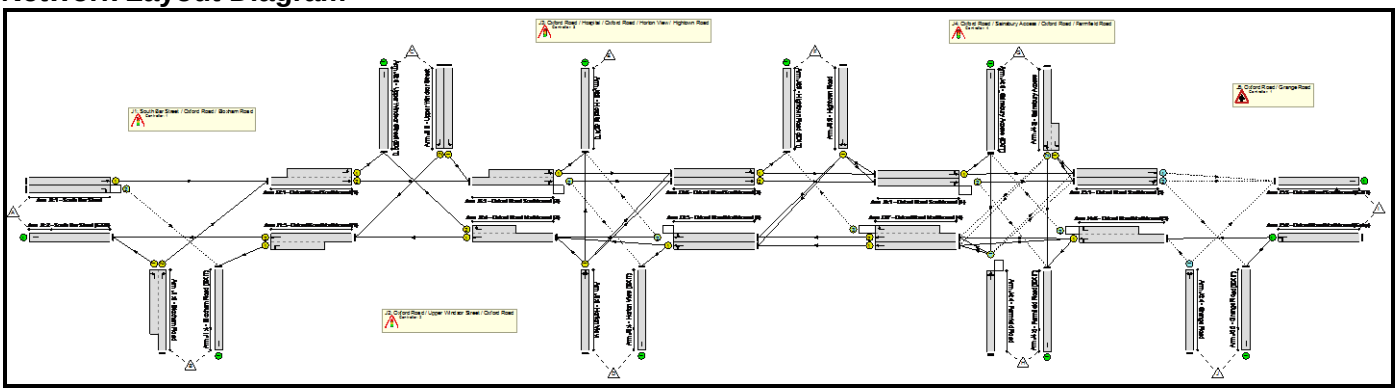
C1	PRC for Signalled Lanes (%): -5.1	Total Delay for Signalled Lanes (pcuHr): 30.78	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%): 4.7	Total Delay for Signalled Lanes (pcuHr): 22.98	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%): -45.8	Total Delay for Signalled Lanes (pcuHr): 200.17	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%): -60.1	Total Delay for Signalled Lanes (pcuHr): 415.39	Cycle Time (s): 120
	PRC Over All Lanes (%): -60.1	Total Delay Over All Lanes(pcuHr): 673.65	

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

User and Project Details

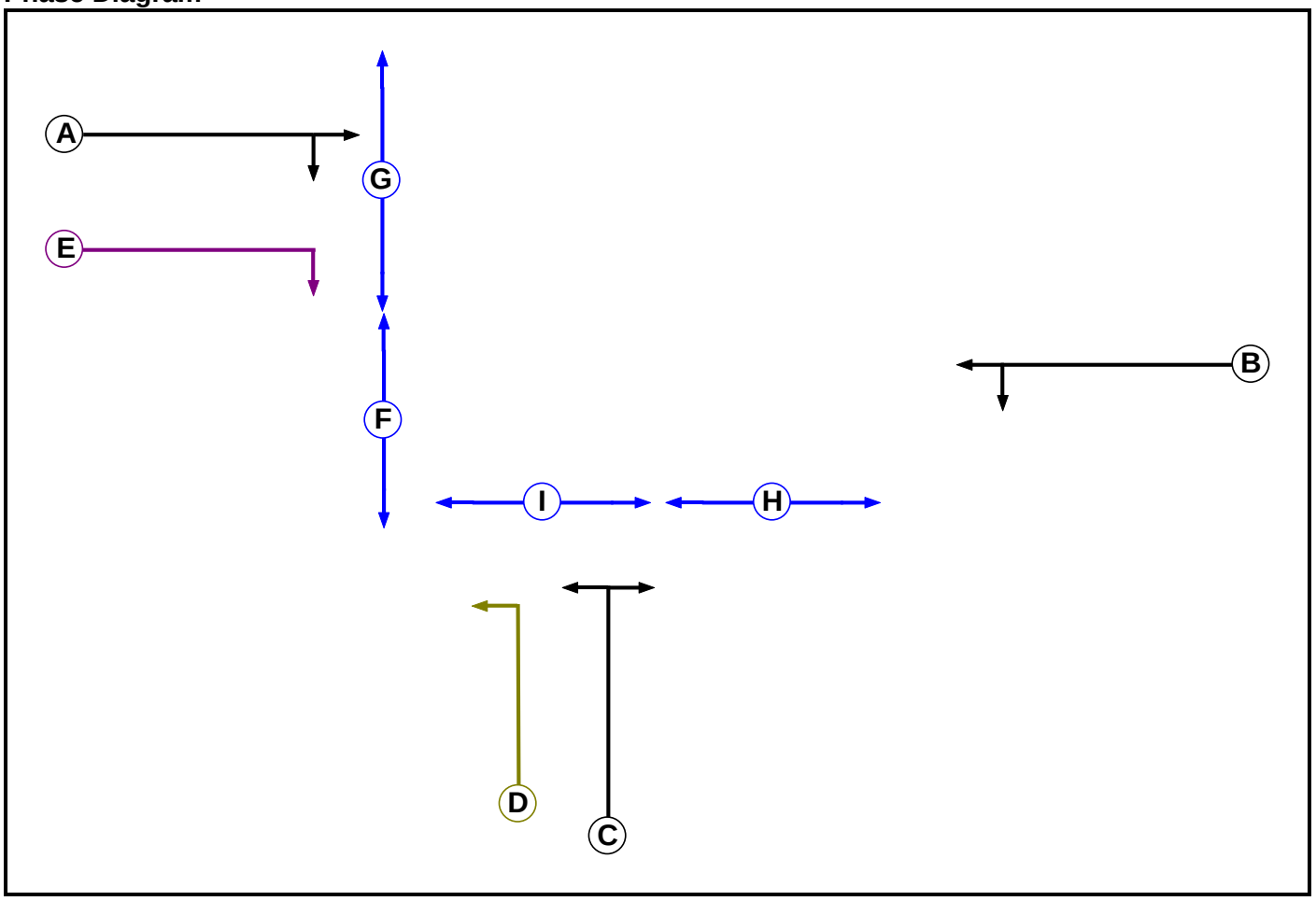
Project:	**W14129 - Banbury**
Title:	**With Development**
Location:	Oxford Road Network
File name:	Oxford Road Network + Improvements + SBA + Sainsbury - Jubb 240 sec.lsg3x
Author:	SR
Company:	Jubb
Address:	Alexander House, Excelsior Rd, Western Ave, Cardiff
Notes:	

Network Layout Diagram



C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Filter	C	4	0
E	Ind. Arrow	A	4	4
F	Pedestrian		5	5
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		5	5

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

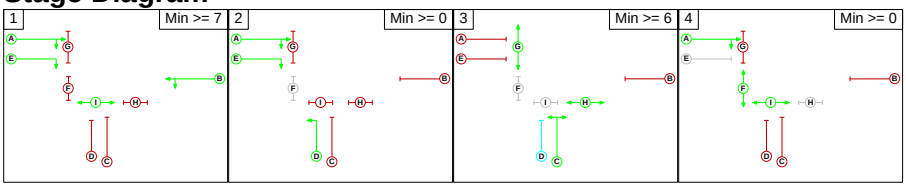
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	5	-	-	-	5	-	-
B	-		5	5	-	6	-	5	-
C	6	5		-	5	-	-	-	-
D	-	5	-		-	-	-	-	5
E	-	-	5	-		-	5	6	-
F	-	6	-	-	-		-	-	-
G	6	-	-	-	6	-		-	-
H	-	8	-	-	8	-	-		-
I	-	-	-	6	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E I
2	A D E
3	C G H
4	A F I

Stage Diagram



Phase Delays

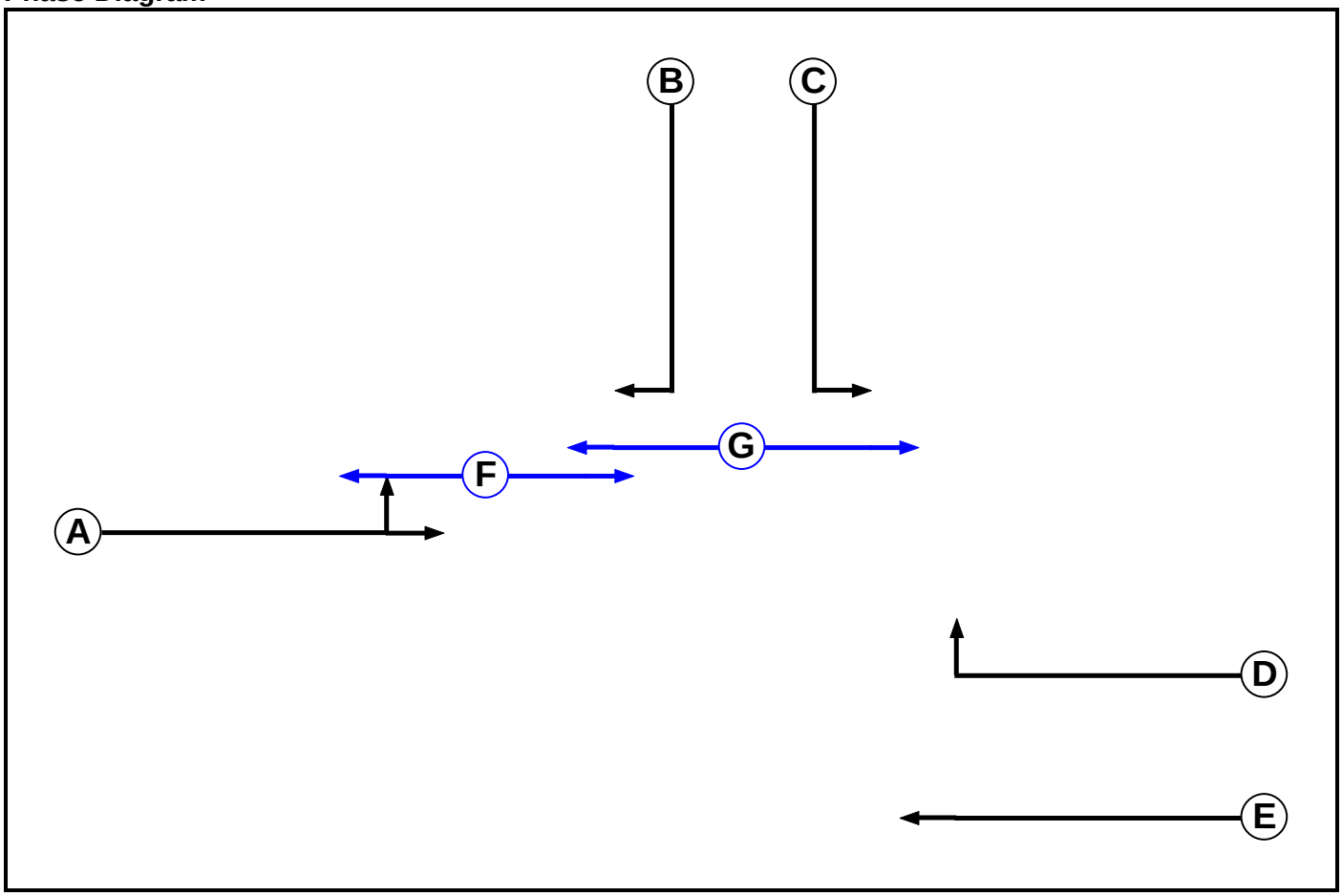
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		6	6	6
2	X		6	X
3	8	8		6
4	6	6	5	

C2

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

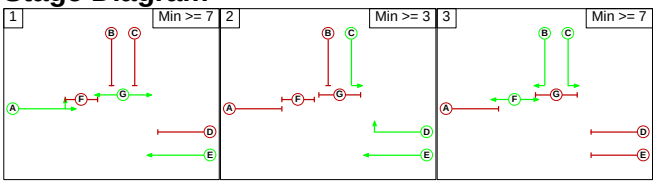
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		6	7	6	-	6	-
B	6		-	6	7	-	5
C	6	-		-	-	-	5
D	6	6	-		-	7	-
E	-	6	-	-		-	-
F	10	-	-	10	-		-
G	-	10	10	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E G
2	C D E
3	B C F

Stage Diagram



Phase Delays

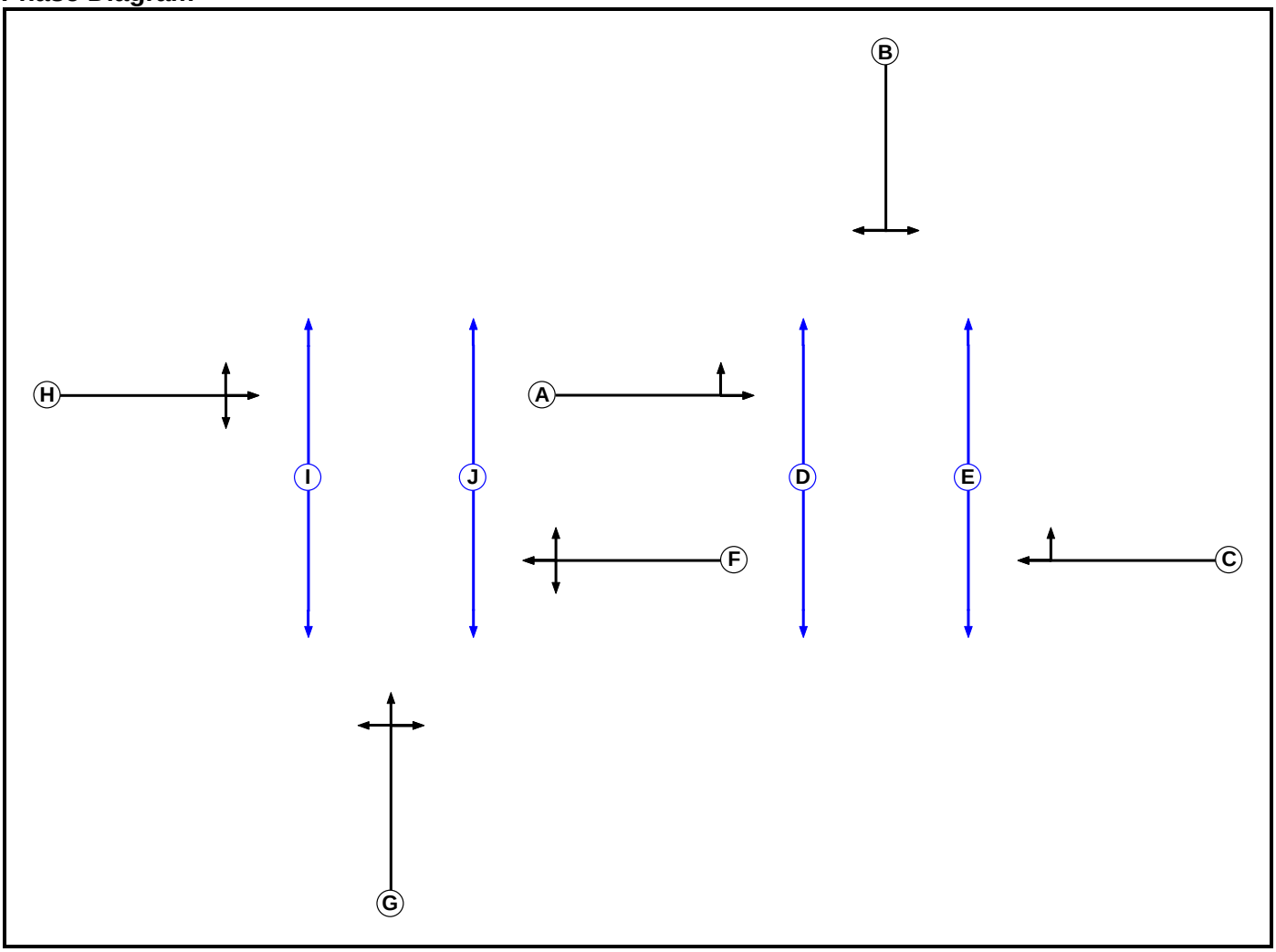
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		10	10
2	6		7
3	10	10	

C3

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

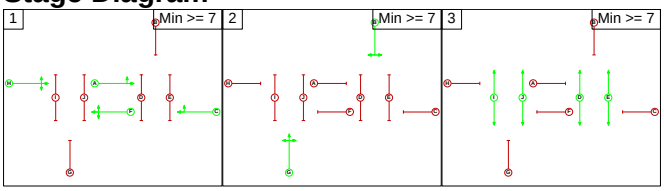
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		6	-	5	7	-	-	-	-	-
B	6		6	6	6	-	-	-	-	-
C	-	6		7	5	-	-	-	-	-
D	13	13	13		-	-	-	-	-	-
E	13	13	13	-		-	-	-	-	-
F	-	-	-	-	-		6	-	6	5
G	-	-	-	-	-	5		6	6	6
H	-	-	-	-	-	-	5		5	6
I	-	-	-	-	-	13	13	13		-
J	-	-	-	-	-	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B G
3	D E I J

Stage Diagram



Phase Delays

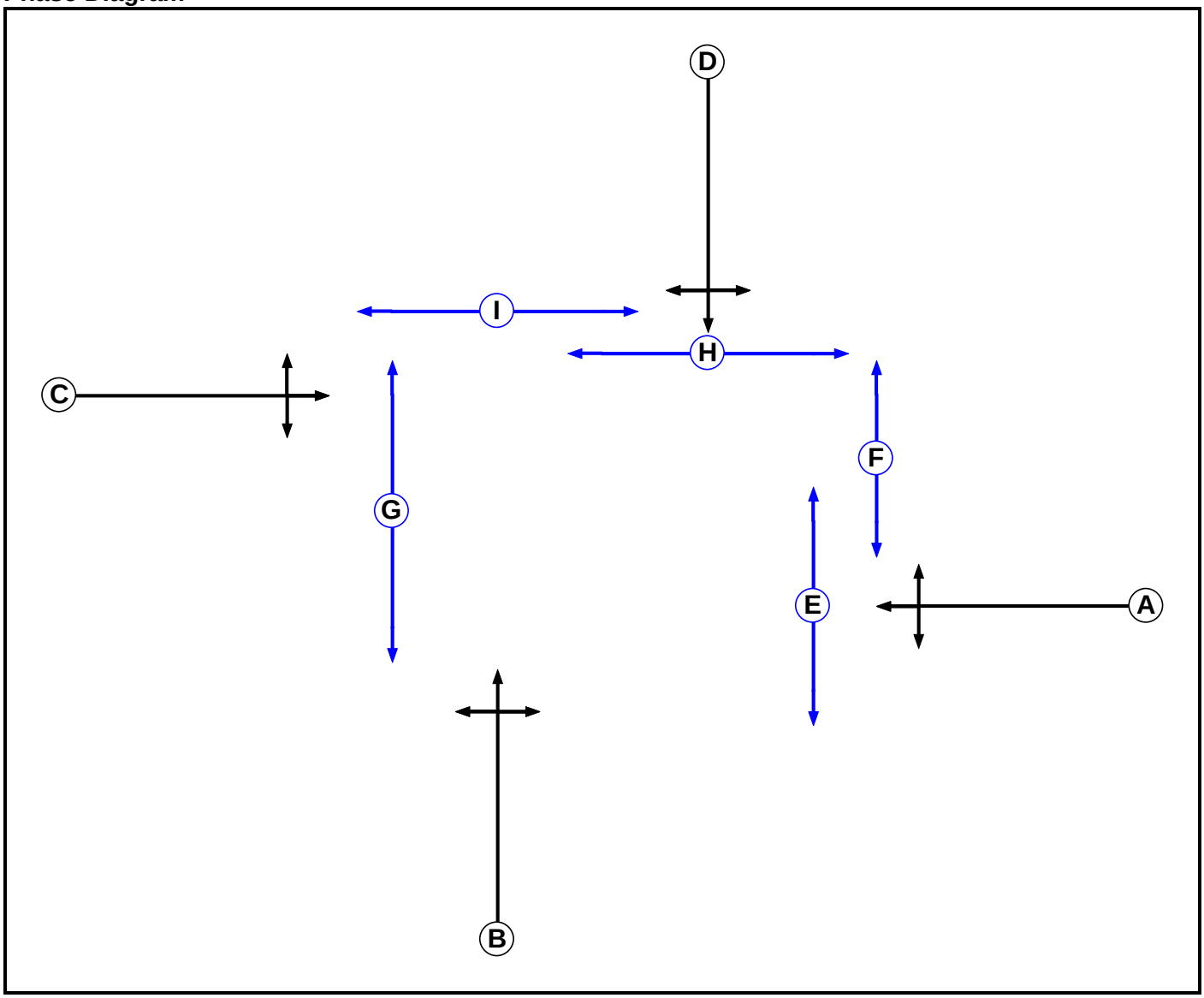
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		6	7
2	6		6
3	13	13	

C4

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

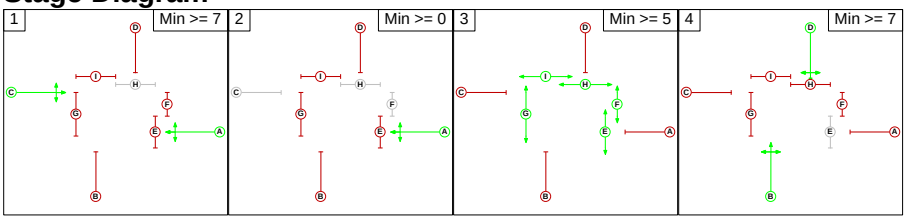
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		6	-	6	5	-	9	-	10
B	5		5	-	-	8	5	-	8
C	-	5		5	-	8	5	-	5
D	5	-	5		-	7	5	8	-
E	7	-	-	-		-	-	-	-
F	-	6	6	6	-		-	-	-
G	17	17	17	17	-	-		-	-
H	-	-	-	7	-	-	-		-
I	6	6	6	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A
3	E F G H I
4	B D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		0	10	6
2	2		10	6
3	17	17		17
4	5	5	8	

Give-Way Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/2 (South Bar Street)	J1:4/1 (Right)	1439	0	J1:5/2	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road

There are no Opposed Lanes in this Junction

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J3:1/2 (Oxford Road Southbound (2))	J3:4/1 (Right)	1439	0	J3:5/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:5/2	1.09	To J2:4/1 (Ahead)					
J3:5/2 (Oxford Road Northbound (3))	J3:2/1 (Right)	1439	0	J3:1/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:1/2	1.09	To J3:6/2 (Ahead)					
J3:7/3 (Oxford Road Northbound (4))	J3:9/1 (Right)	1439	0	J3:6/1	1.09	All	3.00	-	0.50	3	2.00
				J3:6/2	1.09	All					

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J4:1/2 (Oxford Road Southbound (4))	J4:5/1 (Right)	1439	0	J4:6/1	1.09	All	2.50	2.50	0.50	3	2.00
J4:2/2 (Sainsbury Access)	J3:7/1 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)	-	-	-	-	-
				J4:2/1	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
	J3:7/2 (Right)	1439	0	J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
				J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
J4:4/1 (Farmfield Road)	J5:1/1 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)					
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
	J5:1/2 (Right)	1439	0	J4:6/1	1.09	To J3:7/1 (Ahead) To J3:7/2 (Ahead)	2.00	2.00	0.50	2	2.00
				J4:6/2	1.09	All					
				J4:1/1	1.09	To J5:1/1 (Ahead)					
				J4:1/2	1.09	All					
J4:6/2 (Oxford Road Northbound (5))	J4:3/1 (Right)	1439	0	J4:1/1	1.09	All	2.50	-	0.50	3	2.00
				J4:1/2	1.09	To J5:1/2 (Ahead)					

Junction: J5: Oxford Road / Grange Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J5:1/1 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/2	1.09	To J5:3/1 (Ahead)	-	-	-	-	-
J5:1/2 (Oxford Road Southbound (5))	J5:3/1 (Ahead)	1439	0	J5:1/1	1.09	All	-	-	-	-	-
	J5:5/1 (Right)	1439	0	J5:2/1	1.09	All					
	J4:6/1 (Left)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)					
J5:4/1 (Grange Road)	J5:3/1 (Right)	1439	0	J5:2/1	1.09	To J4:6/1 (Ahead)	-	-	-	-	-
				J5:1/2	1.09	All					

Lane Input Data

Junction: J1: South Bar Street / Oxford Road / Bloxham Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J1:1/1 (South Bar Street)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar Street)	O	A E	2	3	18.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	C D	2	3	22.6	Geom	-	3.25	0.00	Y	Arm J1:2 Left	30.00
J1:3/2 (Bloxham Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:1 Right	10.00
J1:4/1 (Bloxham Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Oxford Road Northbound (1))	U	B	2	3	10.0	Geom	-	3.00	0.00	Y	Arm J1:4 Left	8.00
J1:5/2 (Oxford Road Northbound (1))	U	B	2	3	38.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead	Inf

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J2:1/1 (Oxford Road Southbound (1))	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road Southbound (1))	U	A	2	3	39.0	Geom	-	3.00	0.00	N	Arm J3:1 Ahead	Inf
J2:2/1 (Upper Windsor Street)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Left	16.50
J2:2/2 (Upper Windsor Street)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	24.70
J2:3/1 (Upper Windsor Street (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1 (Oxford Road Northbound (2))	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road Northbound (2))	U	D	2	3	8.0	Geom	-	3.00	0.00	N	Arm J2:3 Right	18.60

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (Oxford Road Southbound (2))	U	H	2	3	13.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road Southbound (2))	O	H	2	3	42.0	Geom	-	3.10	0.00	N	Arm J3:4 Right	19.90
											Arm J3:6 Ahead	Inf
J3:2/1 (Hospital (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:3/1 (Horton View)	U	G	2	3	60.0	Geom	-	3.60	0.00	Y	Arm J2:4 Left	10.00
											Arm J3:2 Ahead	Inf
											Arm J3:6 Right	20.00
J3:4/1 (Horton View (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Oxford Road Northbound (3))	U	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:4 Left	9.60
J3:5/2 (Oxford Road Northbound (3))	O	F	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J3:2 Right	11.00
J3:6/1 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:9 Left	8.00
											Arm J4:1 Ahead	Inf
J3:6/2 (Oxford Road Southbound (3))	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J4:1 Ahead	Inf
J3:7/1 (Oxford Road Northbound (4))	U	C	2	3	24.0	Geom	-	2.80	0.00	Y	Arm J3:5 Ahead	Inf

J3:7/2 (Oxford Road Northbound (4))	U	C	2	3	16.0	Geom	-	2.80	0.00	N	Arm J3:5 Ahead	Inf
J3:7/3 (Oxford Road Northbound (4))	O	C	2	3	16.0	Geom	-	3.00	0.00	Y	Arm J3:9 Right	14.90
J3:8/1 (Hightown Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:5 Right	15.00
											Arm J4:1 Left	12.50
J3:9/1 (Hightown Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J4:1/1 (Oxford Road Southbound (4))	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	12.50
											Arm J5:1 Ahead	Inf
J4:1/2 (Oxford Road Southbound (4))	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	12.50
											Arm J5:1 Ahead	Inf
J4:2/1 (Sainsbury Access)	U	D	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J5:1 Left	16.00
J4:2/2 (Sainsbury Access)	O	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J3:7 Right	11.40
											Arm J4:5 Ahead	Inf
J4:3/1 (Sainsbury Access (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Farmfield Road)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:7 Left	13.00
											Arm J4:3 Ahead	Inf
											Arm J5:1 Right	20.00
J4:5/1 (Farmfield Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Oxford Road Northbound (5))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:7 Ahead	Inf
											Arm J4:5 Left	15.00
J4:6/2 (Oxford Road Northbound (5))	O	A	2	3	11.0	Geom	-	3.20	0.00	Y	Arm J4:3 Right	15.00

Junction: J5: Oxford Road / Grange Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
J5:1/1 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.25	0.00	Y	Arm J5:3 Ahead	Inf
J5:1/2 (Oxford Road Southbound (5))	O		2	3	15.0	Geom	-	3.00	0.00	Y	Arm J5:3 Ahead	Inf
											Arm J5:5 Right	12.00
J5:2/1 (Oxford Road Northbound (Entry))	U		2	3	60.0	Geom	-	3.00	0.00	Y	Arm J4:6 Ahead	Inf
											Arm J5:5 Left	9.30
J5:3/1 (Oxford Road Southbound (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (Grange Road)	O		2	3	60.0	Geom	-	2.80	0.00	Y	Arm J4:6 Left	14.00
											Arm J5:3 Right	9.40
J5:5/1 (Grange Road (EXIT))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 Base AM'	08:00	09:00	01:00	
2: '2027 Base PM'	17:00	18:00	01:00	
3: '2027 Base + Dev AM '	08:00	09:00	01:00	
4: '2027 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2027 Base + Dev AM ' (FG3: '2027 Base + Dev AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	370	162	38	8	57	38	7	257	18	955
	B	695	0	87	21	4	31	20	4	138	9	1009
	C	133	67	0	29	6	44	29	5	196	13	522
	D	58	29	41	0	18	33	22	4	146	10	361
	E	0	0	0	0	0	0	0	0	0	0	0
	F	52	26	37	15	2	0	21	4	145	10	312
	G	21	11	15	6	1	11	0	53	47	3	168
	H	34	17	24	10	1	17	20	0	113	8	244
	I	245	124	174	73	8	123	76	24	0	35	882
	J	27	14	19	8	1	14	8	3	70	0	164
	Tot.	1265	658	559	200	49	330	234	104	1112	106	4617

Traffic Lane Flows

Lane	Scenario 1: 2027 Base + Dev AM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	585
J1:1/2	370
J1:2/1	1265
J1:3/1 (short)	695
J1:3/2 (with short)	1009(In) 314(Out)
J1:4/1	658
J1:5/1 (short)	288
J1:5/2 (with short)	858(In) 570(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	249
J2:1/2 (with short)	899(In) 650(Out)
J2:2/1	322
J2:2/2	200
J2:3/1	559
J2:4/1 (with short)	968(In) 658(Out)
J2:4/2 (short)	310
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	491
J3:1/2 (with short)	972(In) 481(Out)
J3:2/1	49
J3:3/1	361
J3:4/1	200
J3:5/1	484
J3:5/2	481
J3:6/1	609
J3:6/2	472
J3:7/1	411
J3:7/2 (with short)	587(In) 422(Out)
J3:7/3 (short)	165
J3:8/1	312
J3:9/1	330
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	589

J4:1/2	507
J4:2/1 (short)	50
J4:2/2 (with short)	168(In) 118(Out)
J4:3/1	234
J4:4/1	244
J4:5/1	104
J4:6/1 (with short)	941(In) 857(Out)
J4:6/2 (short)	84
Junction: J5: Oxford Road / Grange Road	
J5:1/1	619
J5:1/2	494
J5:2/1	882
J5:3/1	1112
J5:4/1	164
J5:5/1	106

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	3.7 %	1881	1881
				Arm J3:6 Ahead	Inf	96.3 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	18.3 %	2037	2037
				Arm J3:6 Ahead	Inf	81.7 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	35.5 %	1799	1799
				Arm J3:2 Ahead	Inf	5.0 %		
				Arm J3:6 Right	20.00	59.6 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	76.9 %	1848	1848
				Arm J3:4 Left	9.60	23.1 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	97.3 %	1908	1908
				Arm J3:2 Right	11.00	2.7 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	27.1 %	1822	1822
				Arm J4:1 Ahead	Inf	72.9 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	42.3 %	1732	1732
				Arm J4:1 Left	12.50	57.7 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	22.1 %	1866	1866
				Arm J5:1 Ahead	Inf	77.9 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	4.7 %	2043	2043
				Arm J5:1 Ahead	Inf	95.3 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.1 %	1795	1795
				Arm J4:5 Ahead	Inf	44.9 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	42.2 %	1810	1810
				Arm J4:3 Ahead	Inf	8.2 %		
				Arm J5:1 Right	20.00	49.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	96.8 %	1909	1909
				Arm J4:5 Left	15.00	3.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	85.6 %	1881	1881
				Arm J5:5 Right	12.00	14.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.0 %	1903	1903
				Arm J5:5 Left	9.30	4.0 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	57.3 %	1678	1678
				Arm J5:3 Right	9.40	42.7 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2027 Base + Dev PM' (FG4: '2027 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	590	115	42	2	59	92	4	331	27	1262
	B	424	0	44	16	1	23	35	2	127	10	682
	C	173	135	0	20	1	27	43	2	154	13	568
	D	48	37	35	0	21	25	39	2	140	11	358
	E	0	0	0	0	0	0	0	0	0	0	0
	F	48	38	36	25	1	0	49	2	179	14	392
	G	5	4	4	3	0	3	0	77	29	2	127
	H	74	58	55	39	1	37	87	0	201	16	568
	I	230	181	170	121	4	115	115	36	0	67	1039
	J	11	9	8	6	0	6	6	2	30	0	78
	Tot.	1013	1052	467	272	31	295	466	127	1191	160	5074

Traffic Lane Flows

Lane	Scenario 2: 2027 Base + Dev PM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	672
J1:1/2	590
J1:2/1	1013
J1:3/1 (short)	424
J1:3/2 (with short)	682(In) 258(Out)
J1:4/1	1052
J1:5/1 (short)	462
J1:5/2 (with short)	1051(In) 589(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	159
J2:1/2 (with short)	930(In) 771(Out)
J2:2/1	260
J2:2/2	308
J2:3/1	467
J2:4/1 (with short)	1051(In) 743(Out)
J2:4/2 (short)	308
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	670
J3:1/2 (with short)	1031(In) 361(Out)
J3:2/1	31
J3:3/1	358
J3:4/1	272
J3:5/1	638
J3:5/2	493
J3:6/1	774
J3:6/2	392
J3:7/1	557
J3:7/2 (with short)	587(In) 426(Out)
J3:7/3 (short)	161
J3:8/1	392
J3:9/1	295
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	856

J4:1/2	420
J4:2/1 (short)	31
J4:2/2 (with short)	127(In) 96(Out)
J4:3/1	466
J4:4/1	568
J4:5/1	127
J4:6/1 (with short)	1020(In) 899(Out)
J4:6/2 (short)	121
Junction: J5: Oxford Road / Grange Road	
J5:1/1	828
J5:1/2	426
J5:2/1	1039
J5:3/1	1191
J5:4/1	78
J5:5/1	160

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	0.6 %	1909	1909
				Arm J3:6 Ahead	Inf	99.4 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	21.6 %	2032	2032
				Arm J3:6 Ahead	Inf	78.4 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	33.5 %	1802	1802
				Arm J3:2 Ahead	Inf	5.9 %		
				Arm J3:6 Right	20.00	60.6 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	69.6 %	1828	1828
				Arm J3:4 Left	9.60	30.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	98.8 %	1912	1912
				Arm J3:2 Right	11.00	1.2 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	17.3 %	1855	1855
				Arm J4:1 Ahead	Inf	82.7 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	37.8 %	1730	1730
				Arm J4:1 Left	12.50	62.2 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	30.1 %	1848	1848
				Arm J5:1 Ahead	Inf	69.9 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	2.9 %	2048	2048
				Arm J5:1 Ahead	Inf	97.1 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	19.8 %	1876	1876
				Arm J4:5 Ahead	Inf	80.2 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	46.5 %	1816	1816
				Arm J4:3 Ahead	Inf	15.3 %		
				Arm J5:1 Right	20.00	38.2 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	95.8 %	1907	1907
				Arm J4:5 Left	15.00	4.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	78.2 %	1864	1864
				Arm J5:5 Right	12.00	21.8 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	93.6 %	1895	1895
				Arm J5:5 Left	9.30	6.4 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	61.5 %	1681	1681
				Arm J5:3 Right	9.40	38.5 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Base + Dev + Others AM ' (FG5: '2027 Base + Dev + Others AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	381	161	38	8	58	38	7	263	17	971
	B	729	0	90	21	4	32	21	4	146	10	1057
	C	134	68	0	29	6	44	29	5	200	13	528
	D	59	30	41	0	20	33	22	4	150	10	369
	E	0	0	0	0	0	0	0	0	0	0	0
	F	52	27	37	15	2	0	21	4	146	10	314
	G	22	11	15	6	1	11	0	54	47	3	170
	H	34	17	24	10	1	17	24	0	120	8	255
	I	258	131	182	74	8	132	78	39	0	33	935
	J	27	14	19	8	1	14	8	4	63	0	158
	Tot.	1315	679	569	201	51	341	241	121	1135	104	4757

Traffic Lane Flows

Lane	Scenario 3: 2027 Base + Dev + Others AM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	590
J1:1/2	381
J1:2/1	1315
J1:3/1 (short)	729
J1:3/2 (with short)	1057(In) 328(Out)
J1:4/1	679
J1:5/1 (short)	298
J1:5/2 (with short)	884(In) 586(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	251
J2:1/2 (with short)	918(In) 667(Out)
J2:2/1	326
J2:2/2	202
J2:3/1	569
J2:4/1 (with short)	1000(In) 682(Out)
J2:4/2 (short)	318
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	849
J3:1/2 (with short)	993(In) 144(Out)
J3:2/1	51
J3:3/1	369
J3:4/1	201
J3:5/1	867
J3:5/2	129
J3:6/1	887
J3:6/2	219
J3:7/1	852
J3:7/2 (with short)	185(In) 11(Out)
J3:7/3 (short)	174
J3:8/1	314
J3:9/1	341
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	741

J4:1/2	379
J4:2/1 (short)	50
J4:2/2 (with short)	170(In) 120(Out)
J4:3/1	241
J4:4/1	255
J4:5/1	121
J4:6/1 (with short)	997(In) 911(Out)
J4:6/2 (short)	86
Junction: J5: Oxford Road / Grange Road	
J5:1/1	777
J5:1/2	366
J5:2/1	935
J5:3/1	1135
J5:4/1	158
J5:5/1	104

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	2.1 %	1895	1895
				Arm J3:6 Ahead	Inf	97.9 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	61.1 %	1974	1974
				Arm J3:6 Ahead	Inf	38.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	35.2 %	1800	1800
				Arm J3:2 Ahead	Inf	5.4 %		
				Arm J3:6 Right	20.00	59.3 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	87.0 %	1877	1877
				Arm J3:4 Left	9.60	13.0 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	89.9 %	1889	1889
				Arm J3:2 Right	11.00	10.1 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	18.8 %	1850	1850
				Arm J4:1 Ahead	Inf	81.2 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	42.4 %	1732	1732
				Arm J4:1 Left	12.50	57.6 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	17.7 %	1875	1875
				Arm J5:1 Ahead	Inf	82.3 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	6.3 %	2040	2040
				Arm J5:1 Ahead	Inf	93.7 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	55.0 %	1795	1795
				Arm J4:5 Ahead	Inf	45.0 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	40.4 %	1812	1812
				Arm J4:3 Ahead	Inf	9.4 %		
				Arm J5:1 Right	20.00	50.2 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	95.3 %	1906	1906
				Arm J4:5 Left	15.00	4.7 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	80.6 %	1870	1870
				Arm J5:5 Right	12.00	19.4 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	96.5 %	1904	1904
				Arm J5:5 Left	9.30	3.5 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	60.1 %	1680	1680
				Arm J5:3 Right	9.40	39.9 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Base + Dev + Others PM' (FG6: '2027 Base + Dev + Others PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination										
		A	B	C	D	E	F	G	H	I	J	Tot.
Origin	A	0	621	113	42	2	59	91	4	355	27	1314
	B	437	0	43	16	1	23	35	2	137	10	704
	C	176	138	0	20	1	28	43	2	169	13	590
	D	49	38	35	0	24	24	37	2	144	11	364
	E	0	0	0	0	0	0	0	0	0	0	0
	F	49	38	35	25	1	0	47	2	184	14	395
	G	6	5	4	3	0	3	0	77	31	2	131
	H	75	59	54	38	1	38	87	0	215	16	583
	I	239	188	173	122	4	120	115	47	0	67	1075
	J	12	9	8	6	0	6	6	2	30	0	79
	Tot.	1043	1096	465	272	34	301	461	138	1265	160	5235

Traffic Lane Flows

Lane	Scenario 4: 2027 Base + Dev + Others PM
Junction: J1: South Bar Street / Oxford Road / Bloxham Road	
J1:1/1	693
J1:1/2	621
J1:2/1	1043
J1:3/1 (short)	437
J1:3/2 (with short)	704(In) 267(Out)
J1:4/1	1096
J1:5/1 (short)	475
J1:5/2 (with short)	1081(In) 606(Out)
Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road	
J2:1/1 (short)	156
J2:1/2 (with short)	960(In) 804(Out)
J2:2/1	276
J2:2/2	314
J2:3/1	465
J2:4/1 (with short)	1076(In) 767(Out)
J2:4/2 (short)	309
Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	
J3:1/1 (short)	710
J3:1/2 (with short)	1080(In) 370(Out)
J3:2/1	34
J3:3/1	364
J3:4/1	272
J3:5/1	581
J3:5/2	573
J3:6/1	877
J3:6/2	339
J3:7/1	491
J3:7/2 (with short)	682(In) 515(Out)
J3:7/3 (short)	167
J3:8/1	395
J3:9/1	301
Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	
J4:1/1	906

J4:1/2	423
J4:2/1 (short)	33
J4:2/2 (with short)	131(In) 98(Out)
J4:3/1	461
J4:4/1	583
J4:5/1	138
J4:6/1 (with short)	1057(In) 936(Out)
J4:6/2 (short)	121
Junction: J5: Oxford Road / Grange Road	
J5:1/1	899
J5:1/2	429
J5:2/1	1075
J5:3/1	1265
J5:4/1	79
J5:5/1	160

Lane Saturation Flows

Junction: J1: South Bar Street / Oxford Road / Bloxham Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (South Bar Street)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar Street)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/1 (Bloxham Road)	3.25	0.00	Y	Arm J1:2 Left	30.00	100.0 %	1848	1848
J1:3/2 (Bloxham Road)	3.25	0.00	Y	Arm J2:1 Right	10.00	100.0 %	1687	1687
J1:4/1 (Bloxham Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Oxford Road Northbound (1))	3.00	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1613	1613
J1:5/2 (Oxford Road Northbound (1))	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Junction: J2: Oxford Road / Upper Windsor Street / Oxford Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Oxford Road Southbound (1))	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road Southbound (1))	3.00	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (Upper Windsor Street)	3.50	0.00	Y	Arm J3:1 Left	16.50	100.0 %	1801	1801
J2:2/2 (Upper Windsor Street)	3.50	0.00	N	Arm J1:5 Right	24.70	100.0 %	1984	1984
J2:3/1 (Upper Windsor Street (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1 (Oxford Road Northbound (2))	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road Northbound (2))	3.00	0.00	N	Arm J2:3 Right	18.60	100.0 %	1902	1902

Junction: J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road Southbound (2))	3.00	0.00	Y	Arm J3:2 Left	3.00	0.6 %	1910	1910
				Arm J3:6 Ahead	Inf	99.4 %		
J3:1/2 (Oxford Road Southbound (2))	3.10	0.00	N	Arm J3:4 Right	19.90	21.1 %	2033	2033
				Arm J3:6 Ahead	Inf	78.9 %		
J3:2/1 (Hospital (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (Horton View)	3.60	0.00	Y	Arm J2:4 Left	10.00	33.5 %	1803	1803
				Arm J3:2 Ahead	Inf	6.6 %		
				Arm J3:6 Right	20.00	59.9 %		
J3:4/1 (Horton View (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	66.6 %	1820	1820
				Arm J3:4 Left	9.60	33.4 %		
J3:5/2 (Oxford Road Northbound (3))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	99.0 %	1912	1912
				Arm J3:2 Right	11.00	1.0 %		
J3:6/1 (Oxford Road Southbound (3))	3.00	0.00	Y	Arm J3:9 Left	8.00	15.3 %	1862	1862
				Arm J4:1 Ahead	Inf	84.7 %		
J3:6/2 (Oxford Road Southbound (3))	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road Northbound (4))	2.80	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1895	1895
J3:7/2 (Oxford Road Northbound (4))	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road Northbound (4))	3.00	0.00	Y	Arm J3:9 Right	14.90	100.0 %	1740	1740
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	15.00	37.5 %	1730	1730
				Arm J4:1 Left	12.50	62.5 %		
J3:9/1 (Hightown Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road

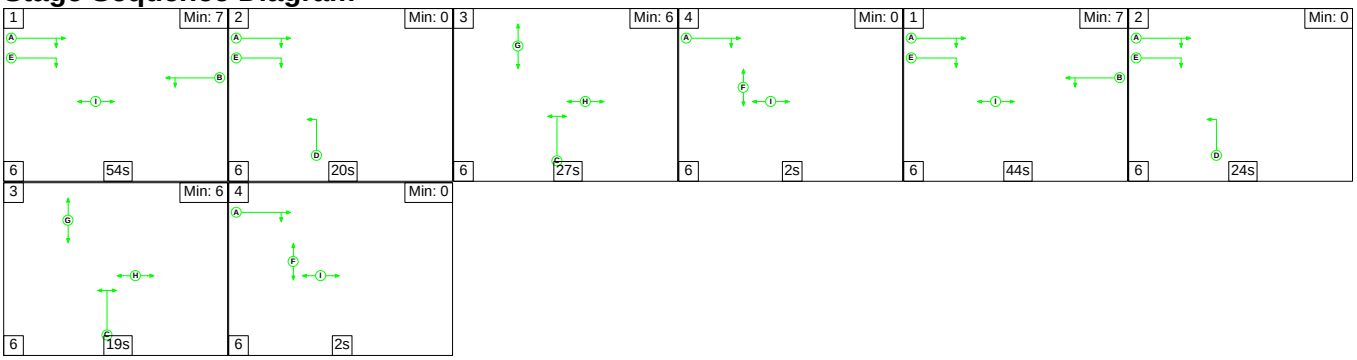
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (Oxford Road Southbound (4))	3.00	0.00	Y	Arm J4:3 Left	12.50	27.9 %	1853	1853
				Arm J5:1 Ahead	Inf	72.1 %		
J4:1/2 (Oxford Road Southbound (4))	3.00	0.00	N	Arm J4:5 Right	12.50	2.8 %	2048	2048
				Arm J5:1 Ahead	Inf	97.2 %		
J4:2/1 (Sainsbury Access)	3.10	0.00	Y	Arm J5:1 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsbury Access)	3.10	0.00	Y	Arm J3:7 Right	11.40	21.4 %	1872	1872
				Arm J4:5 Ahead	Inf	78.6 %		
J4:3/1 (Sainsbury Access (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Farmfield Road)	3.50	0.00	Y	Arm J3:7 Left	13.00	45.5 %	1816	1816
				Arm J4:3 Ahead	Inf	14.9 %		
				Arm J5:1 Right	20.00	39.6 %		
J4:5/1 (Farmfield Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road Northbound (5))	3.00	0.00	Y	Arm J3:7 Ahead	Inf	94.8 %	1905	1905
				Arm J4:5 Left	15.00	5.2 %		
J4:6/2 (Oxford Road Northbound (5))	3.20	0.00	Y	Arm J4:3 Right	15.00	100.0 %	1759	1759

Junction: J5: Oxford Road / Grange Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (Oxford Road Southbound (5))	3.25	0.00	Y	Arm J5:3 Ahead	Inf	100.0 %	1940	1940
J5:1/2 (Oxford Road Southbound (5))	3.00	0.00	Y	Arm J5:3 Ahead	Inf	78.3 %	1864	1864
				Arm J5:5 Right	12.00	21.7 %		
J5:2/1 (Oxford Road Northbound (Entry))	3.00	0.00	Y	Arm J4:6 Ahead	Inf	93.8 %	1896	1896
				Arm J5:5 Left	9.30	6.2 %		
J5:3/1 (Oxford Road Southbound (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (Grange Road)	2.80	0.00	Y	Arm J4:6 Left	14.00	62.0 %	1681	1681
				Arm J5:3 Right	9.40	38.0 %		
J5:5/1 (Grange Road (EXIT) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2027 Base + Dev AM ' (FG3: '2027 Base + Dev AM ', Plan 1: 'Network Control Plan 1')
C1

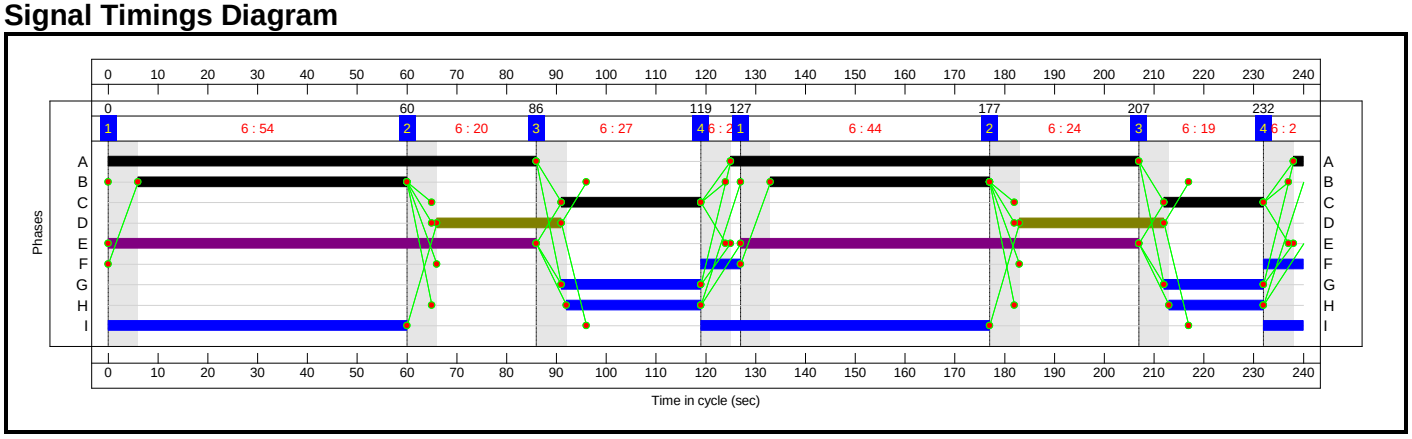
Stage Sequence Diagram



Stage Timings

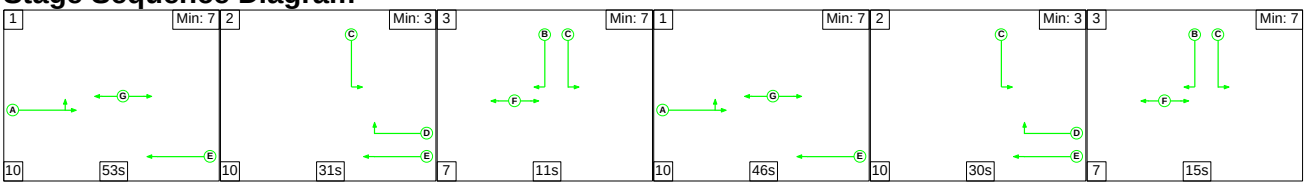
Stage	1	2	3	4	1	2	3	4
Duration	54	20	27	2	44	24	19	2
Change Point	0	60	86	119	127	177	207	232

Signal Timings Diagram



C2

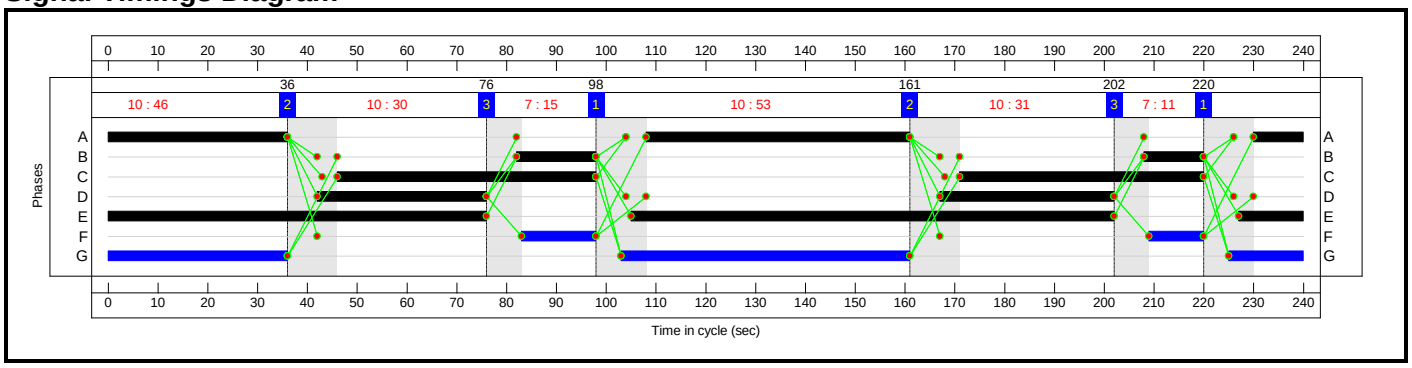
Stage Sequence Diagram



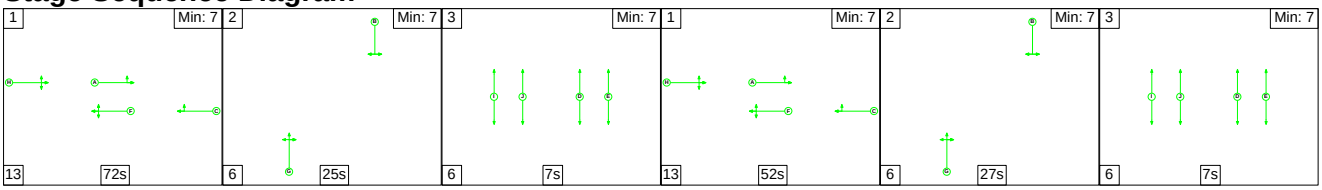
Stage Timings

Stage	1	2	3	1	2	3
Duration	53	31	11	46	30	15
Change Point	98	161	202	220	36	76

Signal Timings Diagram



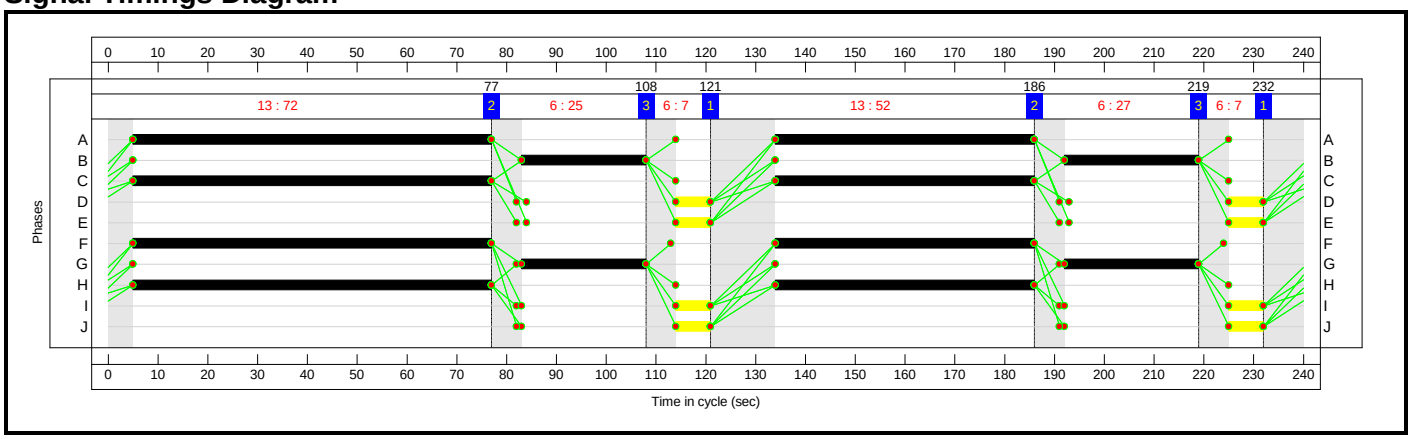
C3
Stage Sequence Diagram



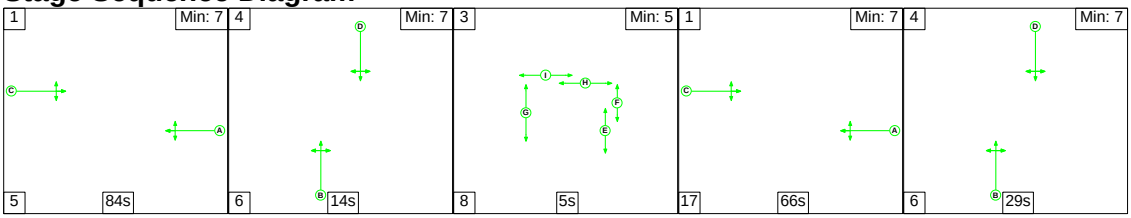
Stage Timings

Stage	1	2	3	1	2	3
Duration	72	25	7	52	27	7
Change Point	232	77	108	121	186	219

Signal Timings Diagram



C4
Stage Sequence Diagram

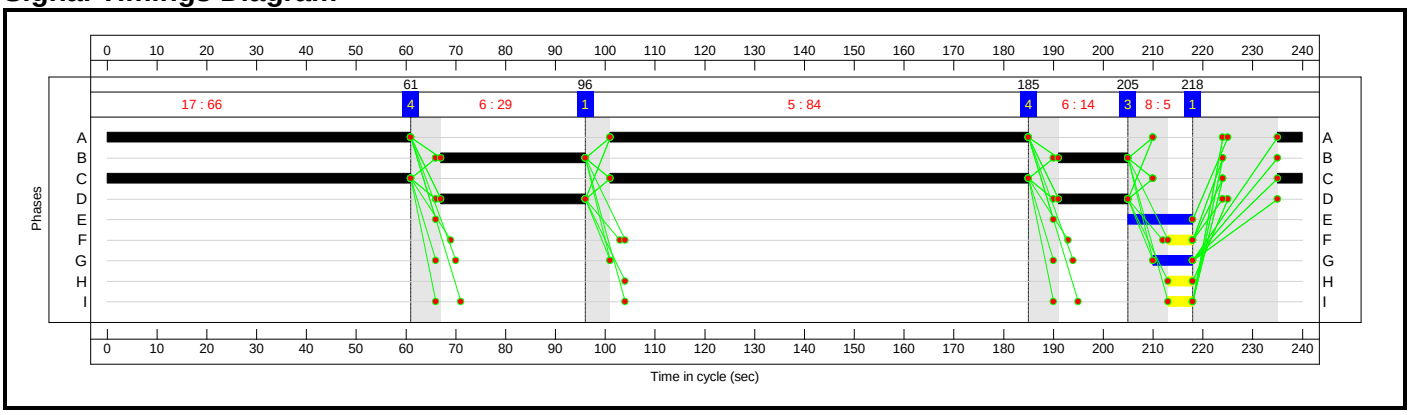


Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

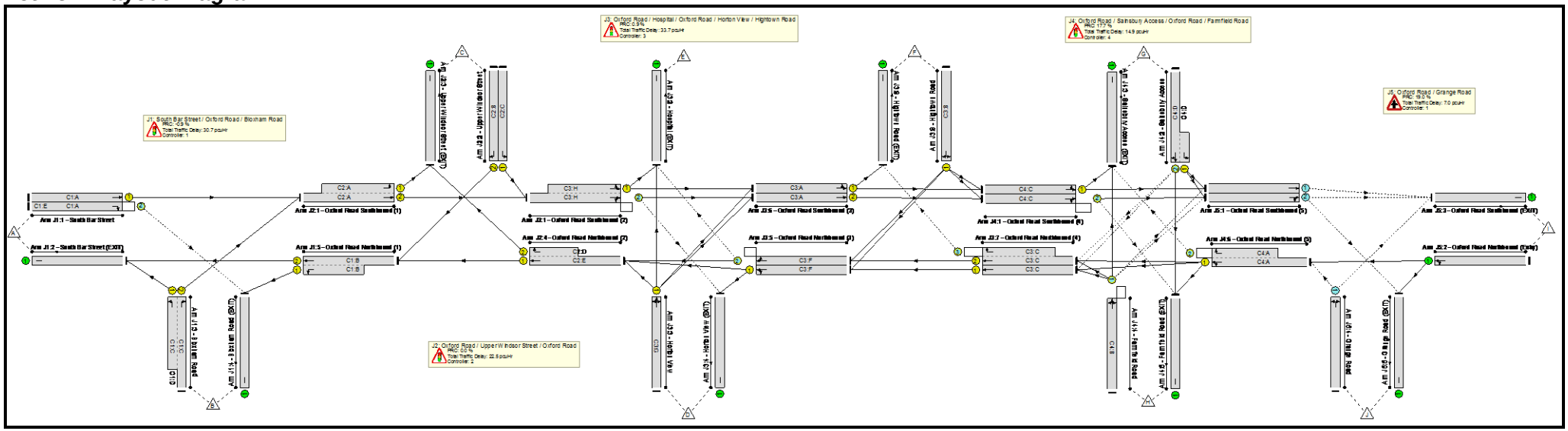
Stage Timings

Stage	1	4	3	1	4
Duration	84	14	5	66	29
Change Point	96	185	205	218	61

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.8%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.8%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		2	170	-	585	1663	1192	49.1%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	2	170	166	370	1568	579	63.9%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	2	48:102	54	1009	1687:1848	346+766	90.8 : 90.8%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		2	98	-	858	2005:1613	628+318	90.7 : 90.7%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.0%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		2	99	-	899	2055:1751	739+283	87.9 : 87.9%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		2	101	-	322	1801	773	41.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		2	28	-	200	1984	248	80.6%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		2	186:69	-	968	1915:1902	731+345	90.0 : 90.0%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		2	124	-	972	2037:1881	658+672	73.1 : 73.1%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	49	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		2	52	-	361	1799	405	89.2%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		2	124	-	484	1848	970	49.9%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		2	124	-	481	1908	1002	48.0%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		2	124	-	609	1822	957	63.7%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		2	124	-	472	2055	1079	43.7%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		2	124	-	411	1895	995	41.3%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		2	124	-	587	2035:1740	534+209	79.0 : 79.0%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		2	52	-	312	1732	390	80.1%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		2	150	-	589	1866	1182	49.8%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		2	150	-	507	2043	1294	39.2%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		2	43	-	168	1795:1760	281+119	42.1 : 42.1%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		2	43	-	244	1810	339	71.9%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		2	150	-	941	1909:1759	1121+110	76.5 : 76.5%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.6%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	619	1940	978	63.3%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	494	1881	657	75.1%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	882	1903	1903	46.3%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	164	1678	217	75.6%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

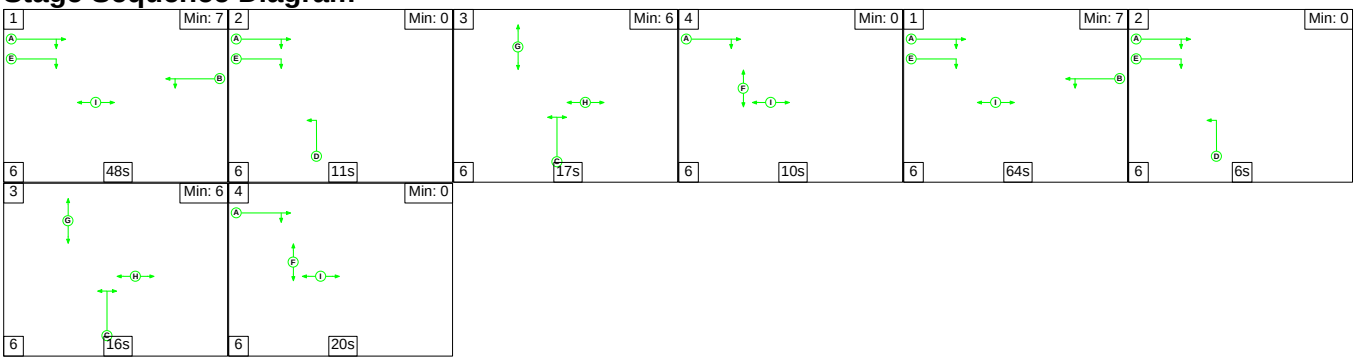
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1726**	**425**	**56**	**66.2**	**39.7**	**3.0**	**108.9**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**101**	**263**	**6**	**19.6**	**10.3**	**0.8**	**30.7**	**-**	**-**	**-**	**-**
1/1	585	585	-	-	-	1.2	0.5	-	1.7	10.5	9.4	0.5	9.9
1/2	370	370	101	263	6	1.4	0.9	0.8	3.1	30.0	10.0	0.9	10.8
2/1	1265	1265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1009	1009	-	-	-	10.0	4.5	-	14.6	52.0	22.6	4.5	27.1
4/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	858	858	-	-	-	7.0	4.4	-	11.4	47.8	20.5	4.4	25.0
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**12.6**	**9.9**	**0.0**	**22.5**	**-**	**-**	**-**	**-**
1/2+1/1	899	899	-	-	-	4.6	3.4	-	8.1	32.4	21.4	3.4	24.9
2/1	322	322	-	-	-	2.1	0.4	-	2.5	27.9	7.8	0.4	8.1
2/2	200	200	-	-	-	2.8	1.9	-	4.8	85.9	6.7	1.9	8.7
3/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	968	968	-	-	-	3.0	4.2	-	7.2	26.6	35.1	4.2	39.3
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**236**	**0**	**30**	**20.8**	**11.2**	**1.7**	**33.7**	**-**	**-**	**-**	**-**
1/2+1/1	972	972	88	0	0	3.3	1.3	0.6	5.2	19.4	21.8	1.3	23.1
2/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	361	361	-	-	-	4.6	3.5	-	8.1	81.0	12.8	3.5	16.4
4/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	484	484	-	-	-	1.1	0.5	-	1.6	11.5	3.3	0.5	3.8
5/2	481	481	13	0	0	0.9	0.5	0.0	1.4	10.3	2.8	0.5	3.2
6/1	609	609	-	-	-	2.2	0.9	-	3.0	17.9	15.4	0.9	16.2

6/2	472	472	-	-	-	1.1	0.4	-	1.4	11.0	3.5	0.4	3.9
7/1	411	411	-	-	-	1.4	0.4	-	1.8	15.4	9.9	0.4	10.2
7/2+7/3	587	587	135	0	30	2.4	1.8	1.1	5.4	33.2	10.5	1.8	12.3
8/1	312	312	-	-	-	3.9	1.9	-	5.8	66.5	10.8	1.9	12.7
9/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**113**	**161**	**20**	**10.5**	**4.0**	**0.4**	**14.9**	**-**	**-**	**-**	**-**
1/1	589	589	-	-	-	1.0	0.5	-	1.5	9.0	7.0	0.5	7.5
1/2	507	507	24	0	0	0.5	0.3	0.1	0.9	6.2	2.7	0.3	3.0
2/2+2/1	168	168	17	48	0	2.0	0.4	-	2.3	49.8	3.5	0.4	3.9
3/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	244	244	0	114	7	3.1	1.2	0.0	4.4	64.2	7.9	1.2	9.1
5/1	104	104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	941	941	72	0	12	4.0	1.6	0.3	5.9	22.7	24.2	1.6	25.8
J5: Oxford Road / Grange Road	**-**	**-**	**1277**	**0**	**0**	**2.8**	**4.2**	**0.0**	**7.0**	**-**	**-**	**-**	**-**
1/1	619	619	619	0	0	1.0	0.9	-	1.8	10.7	13.8	0.9	14.7
1/2	494	494	494	0	0	1.1	1.5	-	2.6	18.6	10.7	1.5	12.2
2/1	882	882	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
3/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	164	164	164	0	0	0.7	1.5	-	2.2	48.6	3.4	1.5	4.8
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	30.74	Cycle Time (s): 240
C2	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	22.50	Cycle Time (s): 240
C3	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	33.70	Cycle Time (s): 240
C4	PRC for Signalled Lanes (%):	17.7	Total Delay for Signalled Lanes (pcuHr):	14.94	Cycle Time (s): 240
	PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	108.94	

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3
Scenario 2: '2027 Base + Dev PM' (FG4: '2027 Base + Dev PM', Plan 1: 'Network Control Plan 1')
C1

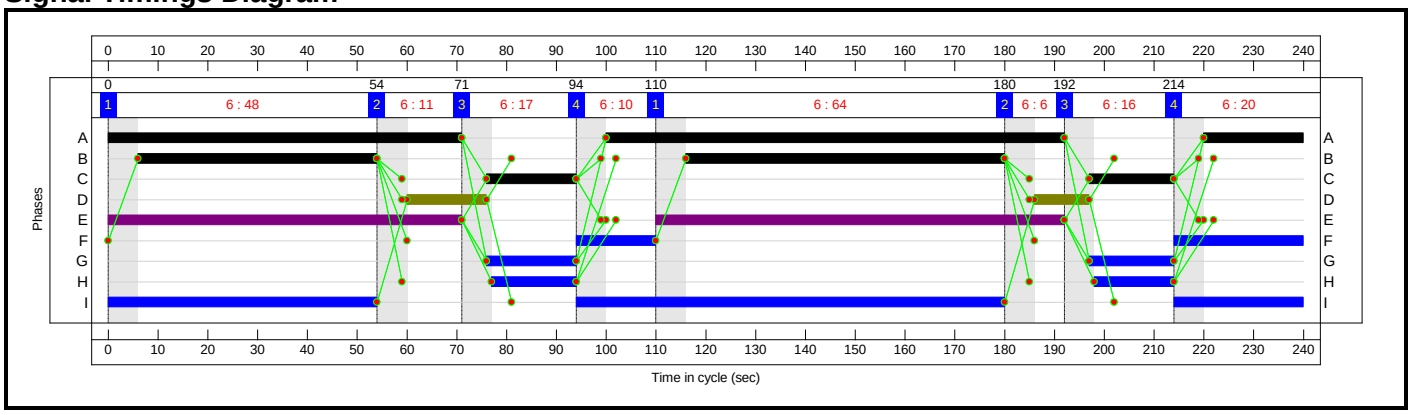
Stage Sequence Diagram



Stage Timings

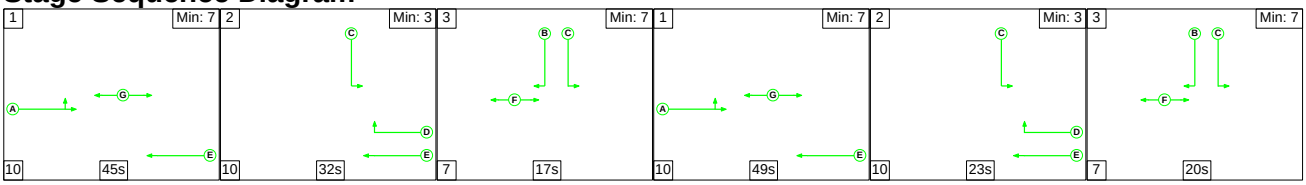
Stage	1	2	3	4	1	2	3	4
Duration	48	11	17	10	64	6	16	20
Change Point	0	54	71	94	110	180	192	214

Signal Timings Diagram



C2

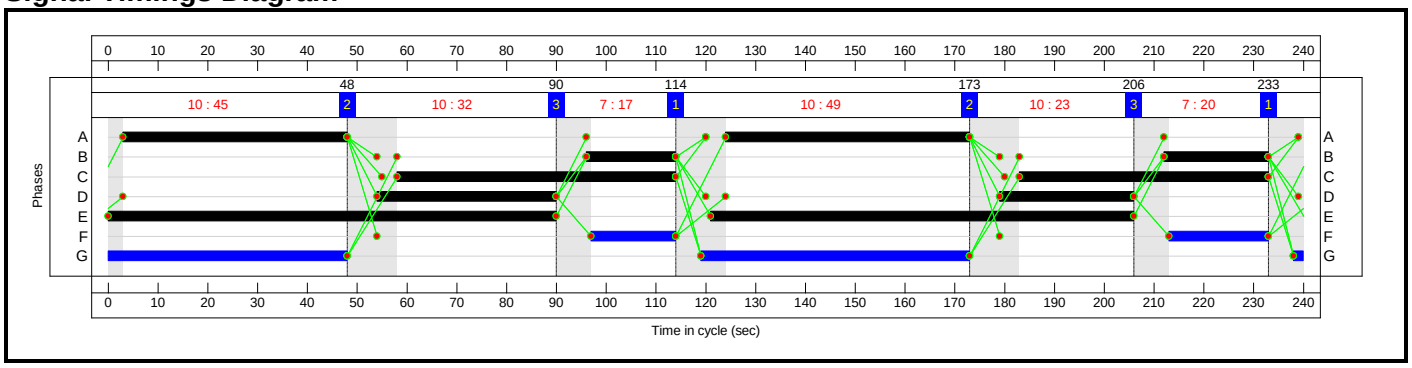
Stage Sequence Diagram



Stage Timings

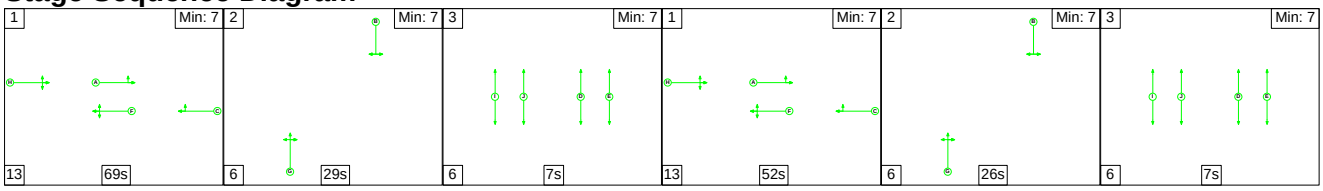
Stage	1	2	3	1	2	3
Duration	45	32	17	49	23	20
Change Point	233	48	90	114	173	206

Signal Timings Diagram



C3

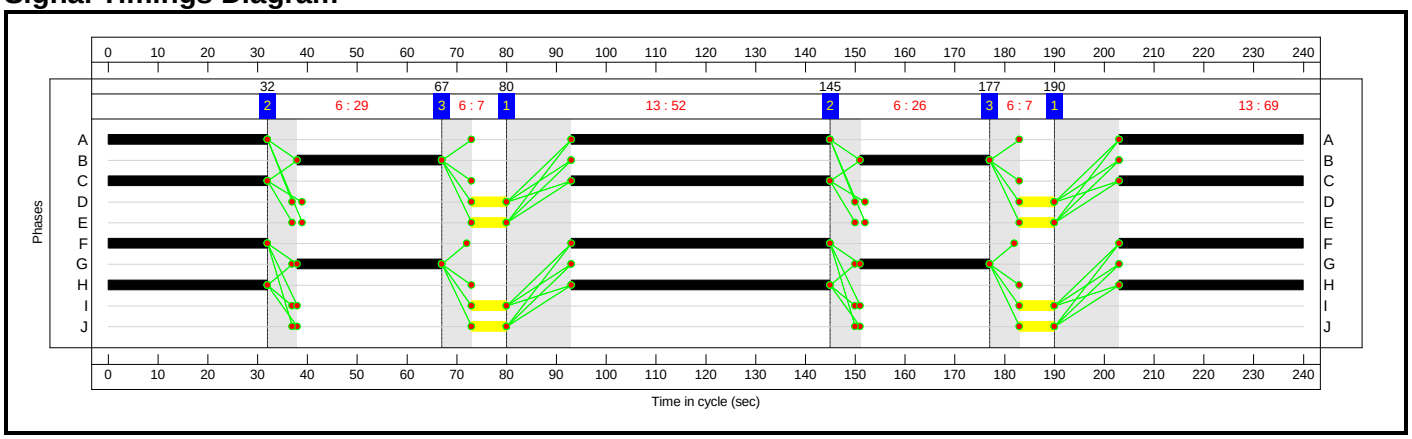
Stage Sequence Diagram



Stage Timings

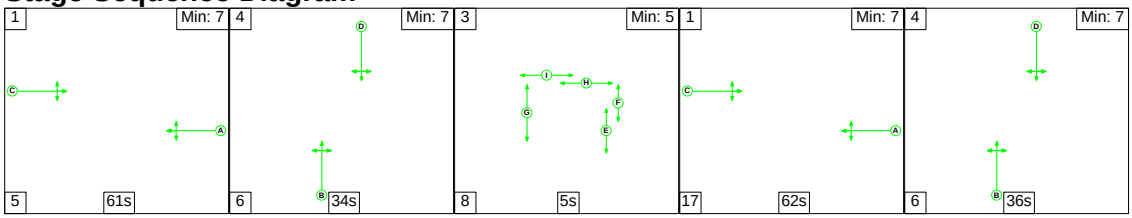
Stage	1	2	3	1	2	3
Duration	69	29	7	52	26	7
Change Point	190	32	67	80	145	177

Signal Timings Diagram



C4

Stage Sequence Diagram



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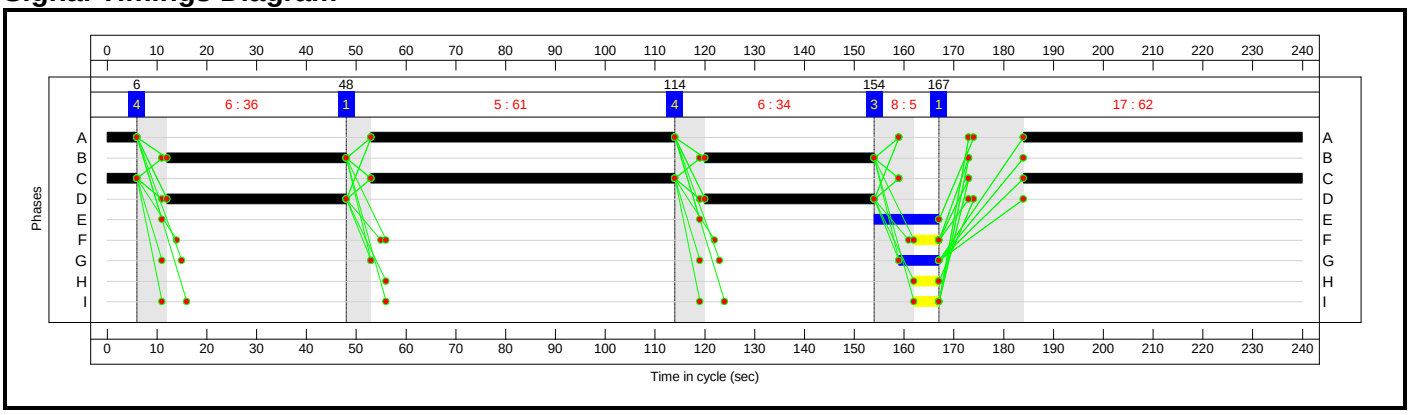
Stage Timings

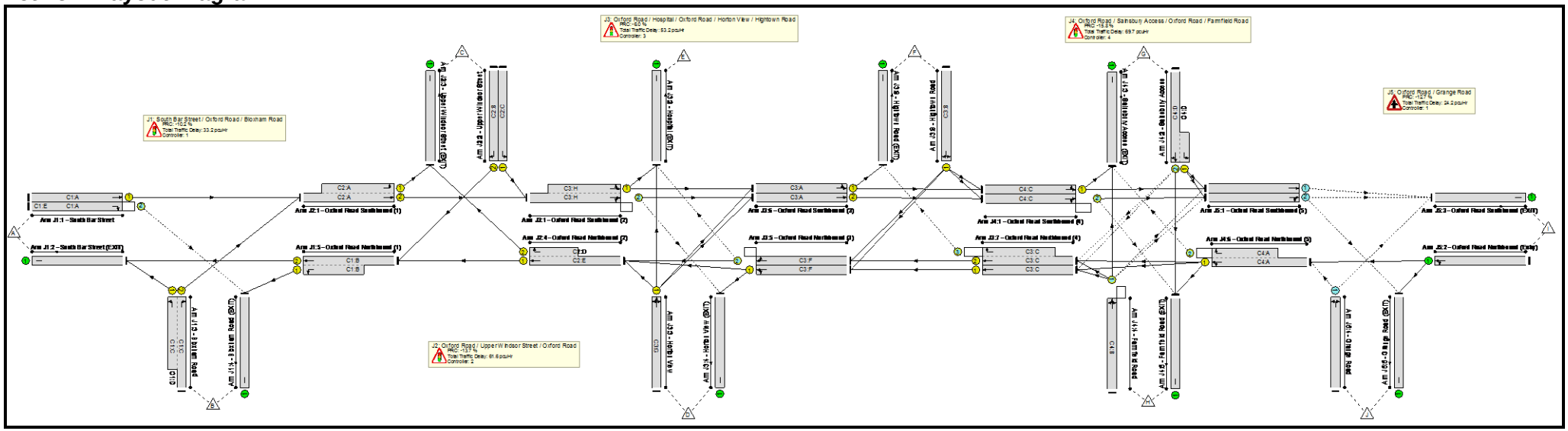
Stage	1	4	3	1	4
Duration	61	34	5	62	36
Change Point	48	114	154	167	6

Signal Timings Diagram



Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.3%**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		2	183	-	672	1663	1282	52.4%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	2	183	153	590	1568	626	94.3%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1013	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	2	35:62	27	682	1687:1848	260+493	99.2 : 86.0%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	1052	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		2	112	-	1051	2005:1613	630+494	93.0 : 93.0%
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**102.3%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		2	94	-	930	2055:1751	753+155	102.3 : 102.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		2	106	-	260	1801	810	32.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		2	39	-	308	1984	339	90.9%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		2	175:63	-	1051	1915:1902	776+322	95.1 : 95.0%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**95.4%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		2	121	-	1031	2032:1909	386+776	91.8 : 85.0%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	31	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		2	55	-	358	1802	428	83.6%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		2	121	-	638	1828	937	67.4%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		2	121	-	493	1912	980	50.0%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		2	121	-	774	1855	951	80.2%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		2	121	-	392	2055	1053	36.7%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		2	121	-	557	1895	971	56.7%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		2	121	-	587	2035:1740	485+183	87.3 : 87.1%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		2	55	-	392	1730	411	95.4%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**104.3%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		2	123	-	856	1848	962	88.0%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		2	123	-	420	2048	1067	38.9%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		2	70	-	127	1876:1760	449+145	21.4 : 21.4%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		2	70	-	568	1816	545	104.3%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		2	123	-	1020	1907:1759	906+121	99.3 : 100.2%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	828	1940	1084	75.1%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	426	1864	414	101.4%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	1039	1895	1895	54.8%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1191	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	78	1681	116	67.4%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

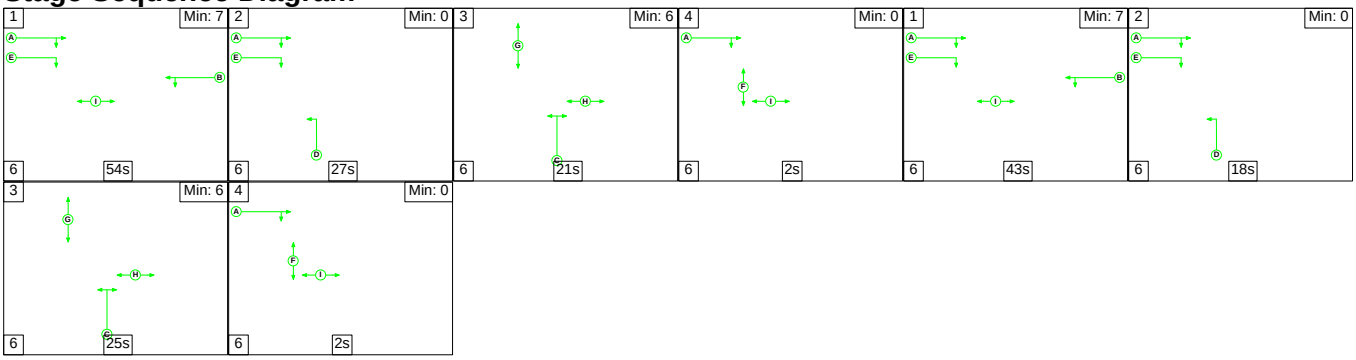
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1712**	**588**	**199**	**115.6**	**122.0**	**4.3**	**241.9**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**154**	**380**	**56**	**15.4**	**16.8**	**1.0**	**33.2**	**-**	**-**	**-**	**-**
1/1	672	672	-	-	-	1.0	0.5	-	1.5	8.2	8.6	0.5	9.1
1/2	590	590	154	380	56	2.1	6.2	1.0	9.2	56.3	11.6	6.2	17.8
2/1	1010	1010	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	682	682	-	-	-	8.7	4.3	-	12.9	68.3	13.9	4.3	18.2
4/1	1050	1050	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1046	1046	-	-	-	3.7	5.8	-	9.5	32.6	24.4	5.8	30.2
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**28.4**	**33.2**	**0.0**	**61.6**	**-**	**-**	**-**	**-**
1/2+1/1	930	909	-	-	-	12.0	21.5	-	33.5	129.7	33.5	21.5	55.0
2/1	260	260	-	-	-	1.5	0.2	-	1.8	24.5	5.7	0.2	5.9
2/2	308	308	-	-	-	4.2	4.0	-	8.1	95.2	10.3	4.0	14.2
3/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1043	1043	-	-	-	10.7	7.5	-	18.2	62.8	32.4	7.5	39.9
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**178**	**0**	**64**	**31.6**	**19.6**	**2.1**	**53.2**	**-**	**-**	**-**	**-**
1/2+1/1	1013	1013	50	0	27	10.1	3.3	0.8	14.1	50.2	29.8	3.3	33.1
2/1	31	31	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	358	358	-	-	-	4.4	2.4	-	6.8	68.0	12.3	2.4	14.7
4/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	631	631	-	-	-	1.5	1.0	-	2.6	14.6	4.7	1.0	5.7
5/2	490	490	6	0	0	0.9	0.5	0.0	1.4	10.6	3.1	0.5	3.6
6/1	763	763	-	-	-	3.0	2.0	-	5.0	23.7	22.2	2.0	24.1

6/2	387	387	-	-	-	2.0	0.3	-	2.3	21.0	6.5	0.3	6.7
7/1	550	550	-	-	-	2.6	0.7	-	3.2	21.1	16.1	0.7	16.8
7/2+7/3	583	583	123	0	36	2.2	3.2	1.3	6.6	41.0	10.8	3.2	13.9
8/1	392	392	-	-	-	5.0	6.2	-	11.2	102.9	14.0	6.2	20.3
9/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**72**	**207**	**80**	**30.9**	**37.6**	**1.3**	**69.7**	**-**	**-**	**-**	**-**
1/1	847	847	-	-	-	8.5	3.5	-	11.9	50.8	34.8	3.5	38.2
1/2	415	415	4	0	8	2.0	0.3	0.1	2.5	21.4	7.6	0.3	7.9
2/2+2/1	127	127	8	11	0	1.1	0.1	-	1.3	35.7	2.7	0.1	2.9
3/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	568	545	0	197	12	10.0	19.1	0.0	29.1	184.4	22.7	19.1	41.7
5/1	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	1020	1020	61	0	60	9.2	14.6	1.2	25.0	88.1	36.4	14.6	51.0
J5: Oxford Road / Grange Road	**-**	**-**	**1307**	**0**	**0**	**9.3**	**14.9**	**0.0**	**24.2**	**-**	**-**	**-**	**-**
1/1	813	813	813	0	0	1.1	1.5	-	2.6	11.3	26.4	1.5	27.9
1/2	420	416	416	0	0	7.2	11.8	-	19.0	162.5	27.4	11.8	39.2
2/1	1039	1039	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6
3/1	1169	1169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	78	78	78	0	0	1.1	1.0	-	2.1	95.4	4.2	1.0	5.2
5/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	33.18	Cycle Time (s):	240
C2	PRC for Signalled Lanes (%):	-13.7	Total Delay for Signalled Lanes (pcuHr):	61.60	Cycle Time (s):	240
C3	PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	53.23	Cycle Time (s):	240
C4	PRC for Signalled Lanes (%):	-15.8	Total Delay for Signalled Lanes (pcuHr):	69.73	Cycle Time (s):	240
	PRC Over All Lanes (%):	-15.8	Total Delay Over All Lanes(pcuHr):	241.94		

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3
Scenario 3: '2027 Base + Dev + Others AM ' (FG5: '2027 Base + Dev + Others AM ', Plan 1: 'Network Control Plan 1')
C1

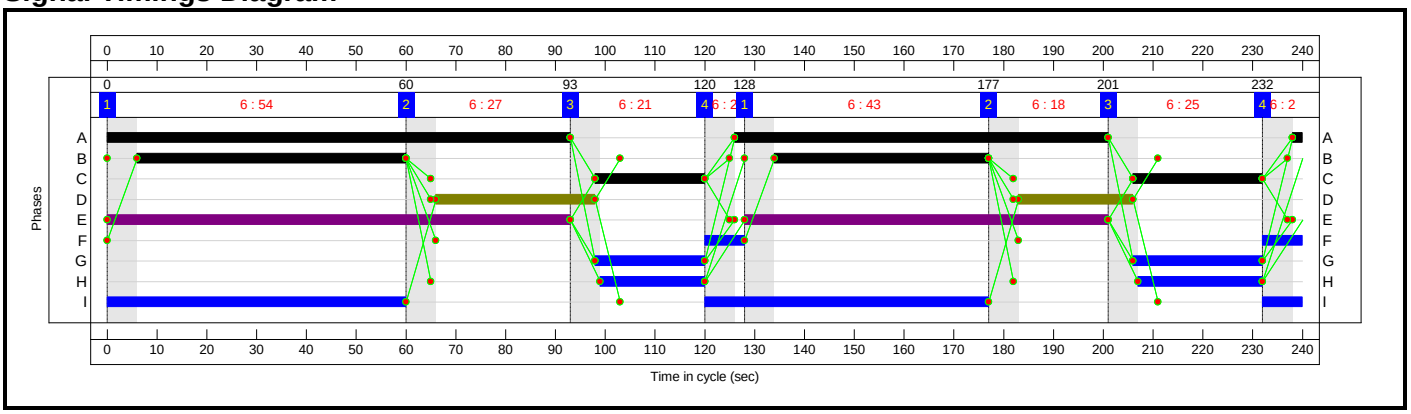
Stage Sequence Diagram



Stage Timings

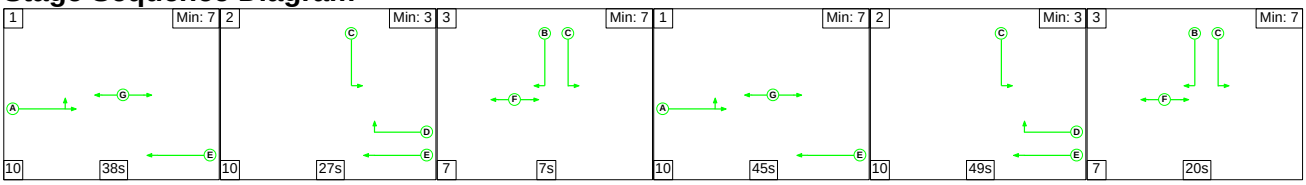
Stage	1	2	3	4	1	2	3	4
Duration	54	27	21	2	43	18	25	2
Change Point	0	60	93	120	128	177	201	232

Signal Timings Diagram



C2

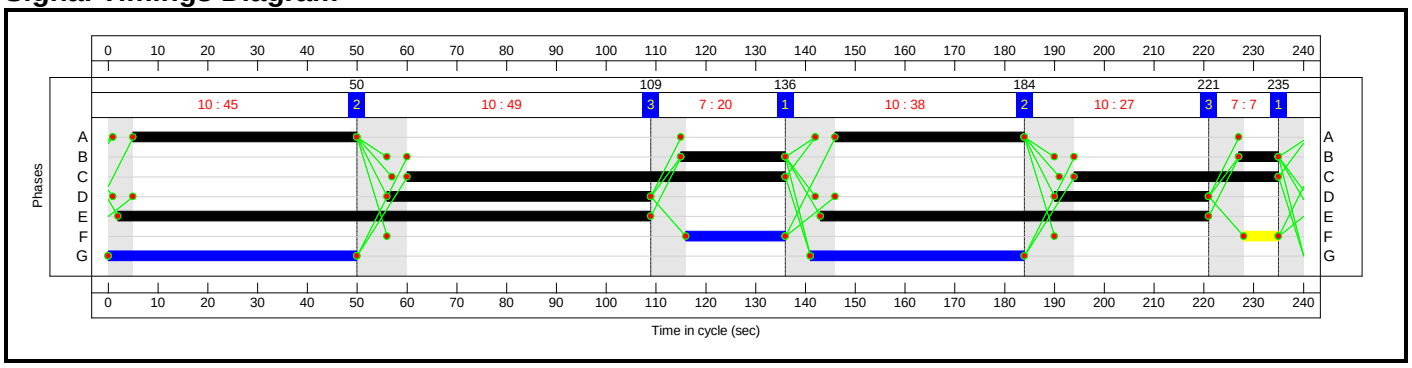
Stage Sequence Diagram



Stage Timings

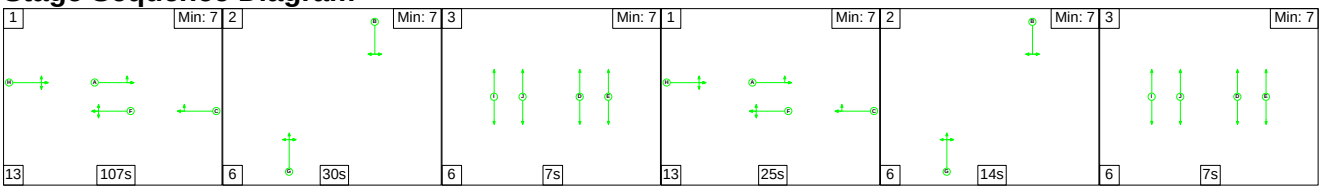
Stage	1	2	3	1	2	3
Duration	38	27	7	45	49	20
Change Point	136	184	221	235	50	109

Signal Timings Diagram



C3

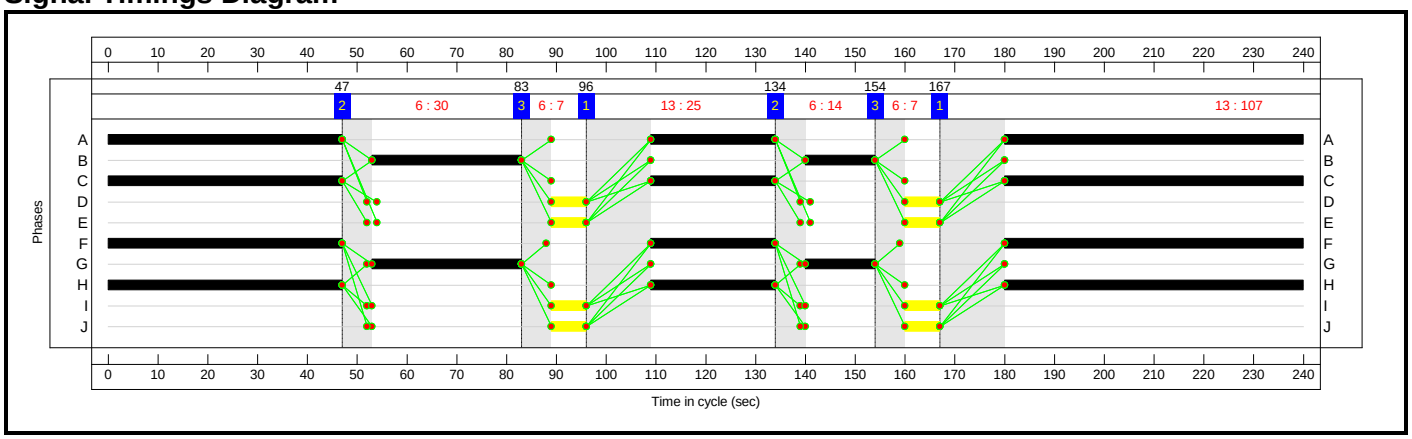
Stage Sequence Diagram



Stage Timings

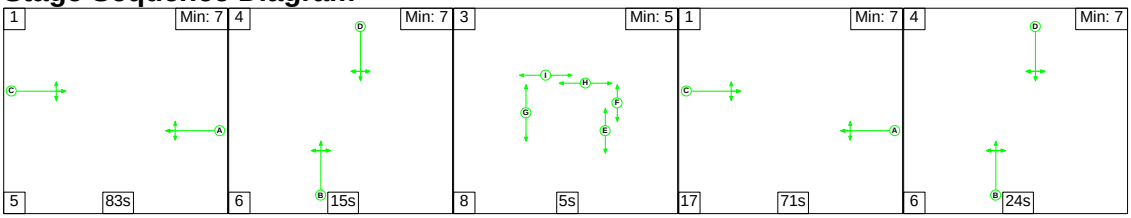
Stage	1	2	3	1	2	3
Duration	107	30	7	25	14	7
Change Point	167	47	83	96	134	154

Signal Timings Diagram



C4

Stage Sequence Diagram



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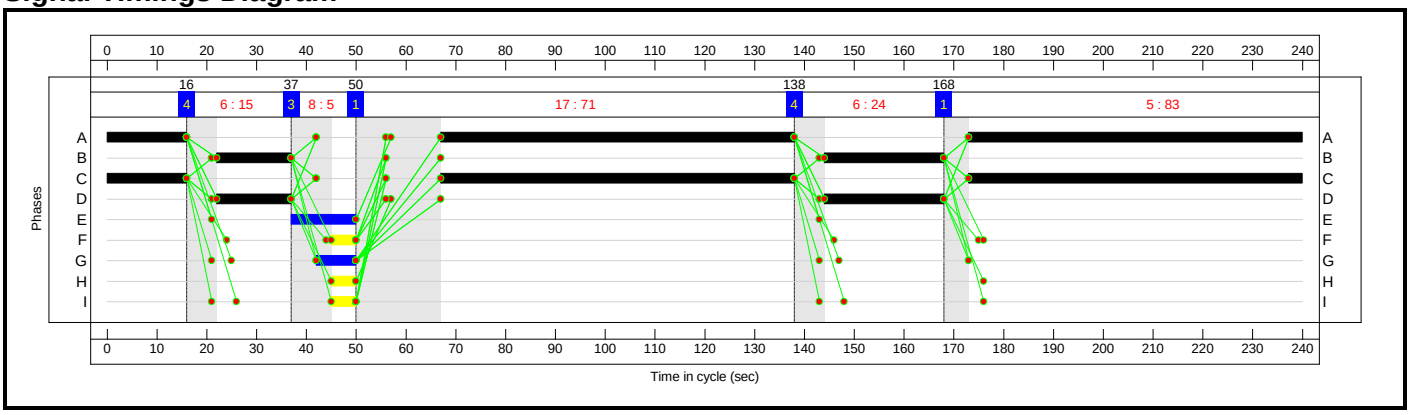
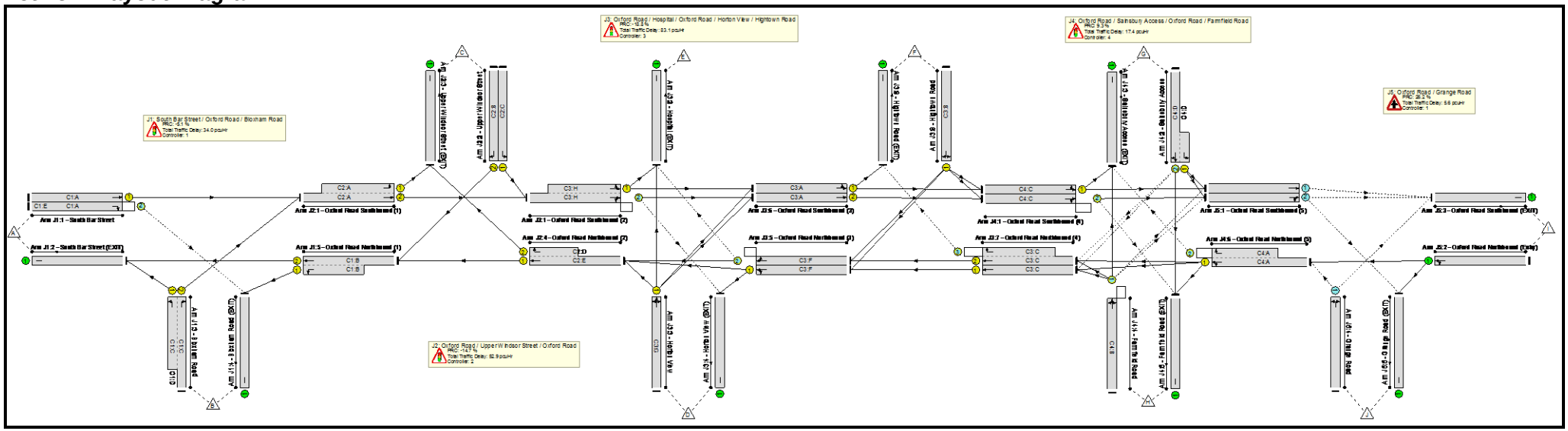
Stage Timings

Stage	1	4	3	1	4
Duration	83	15	5	71	24
Change Point	168	16	37	50	138

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.0%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.6%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		2	170	-	590	1663	1192	49.5%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	2	170	166	381	1568	552	69.0%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1315	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	2	48:103	55	1057	1687:1848	347+771	94.6 : 94.6%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		2	97	-	884	2005:1613	622+317	93.5 : 93.5%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.3%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		2	83	-	918	2055:1751	646+243	103.3 : 103.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		2	117	-	326	1801	893	36.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		2	29	-	202	1984	256	78.8%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		2	185:84	-	1000	1915:1902	819+382	82.6 : 82.6%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.0%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		2	132	-	993	1974:1895	163+960	86.5 : 86.5%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	51	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		2	44	-	369	1800	345	107.0%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	201	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		2	132	-	867	1877	1048	82.7%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		2	132	-	129	1889	880	14.7%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		2	132	-	887	1850	1033	83.8%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		2	132	-	219	2055	1147	18.1%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		2	132	-	852	1895	1058	80.5%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		2	132	-	185	2035:1740	10+165	105.6 : 105.6%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		2	44	-	314	1732	332	94.6%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.4%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		2	154	-	741	1875	1219	59.5%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		2	154	-	379	2040	1315	27.9%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		2	39	-	170	1795:1760	260+108	46.1 : 46.1%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		2	39	-	255	1812	310	82.4%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		2	154	-	997	1906:1759	1151+109	79.1 : 79.1%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	777	1940	1128	67.7%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	366	1870	498	71.3%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	935	1904	1904	49.1%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1135	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	158	1680	241	65.7%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	104	Inf	Inf	0.0%

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Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1641**	**451**	**132**	**94.0**	**94.7**	**4.3**	**193.0**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**71**	**304**	**6**	**18.5**	**14.7**	**0.9**	**34.0**	**-**	**-**	**-**	**-**
1/1	590	590	-	-	-	1.2	0.5	-	1.7	10.5	9.0	0.5	9.5
1/2	381	381	71	304	6	1.6	1.1	0.9	3.6	34.2	12.1	1.1	13.2
2/1	1311	1311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	1057	1057	-	-	-	11.1	7.1	-	18.2	61.8	26.1	7.1	33.2
4/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	878	878	-	-	-	4.5	6.0	-	10.5	43.2	28.1	6.0	34.1
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**24.5**	**28.4**	**0.0**	**52.9**	**-**	**-**	**-**	**-**
1/2+1/1	918	889	-	-	-	14.4	24.0	-	38.4	150.5	32.7	24.0	56.7
2/1	326	326	-	-	-	1.7	0.3	-	2.0	21.9	7.1	0.3	7.4
2/2	202	202	-	-	-	3.2	1.7	-	5.0	88.7	8.1	1.7	9.8
3/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	992	992	-	-	-	5.2	2.3	-	7.5	27.4	24.0	2.3	26.3
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**177**	**0**	**87**	**37.6**	**42.6**	**2.9**	**83.1**	**-**	**-**	**-**	**-**
1/2+1/1	972	972	65	0	21	6.9	3.1	0.8	10.8	39.9	31.6	3.1	34.7
2/1	49	49	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	369	345	-	-	-	8.6	17.3	-	26.0	253.3	18.9	17.3	36.2
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	867	867	-	-	-	1.9	2.3	-	4.2	17.5	7.0	2.3	9.4
5/2	129	129	7	0	6	1.1	0.1	0.1	1.2	34.6	5.7	0.1	5.7
6/1	866	866	-	-	-	3.7	2.5	-	6.2	25.7	30.2	2.5	32.7

6/2	207	207	-	-	-	1.5	0.1	-	1.6	27.5	7.7	0.1	7.8
7/1	852	852	-	-	-	6.6	2.0	-	8.6	36.4	33.8	2.0	35.9
7/2+7/3	185	176	105	0	60	2.5	9.7	2.0	14.2	275.6	8.4	9.7	18.1
8/1	314	314	-	-	-	4.9	5.4	-	10.4	118.8	14.7	5.4	20.1
9/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**117**	**147**	**39**	**11.5**	**5.4**	**0.5**	**17.4**	**-**	**-**	**-**	**-**
1/1	725	725	-	-	-	1.6	0.7	-	2.4	11.7	9.7	0.7	10.4
1/2	367	367	23	0	0	0.4	0.2	0.1	0.7	6.9	3.3	0.2	3.5
2/2+2/1	170	170	41	25	0	2.1	0.4	-	2.5	53.1	3.8	0.4	4.2
3/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	255	255	0	122	6	3.4	2.2	0.0	5.6	78.8	8.7	2.2	10.9
5/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	997	997	54	0	32	4.0	1.9	0.4	6.2	22.4	25.4	1.9	27.3
J5: Oxford Road / Grange Road	**-**	**-**	**1277**	**0**	**0**	**1.9**	**3.7**	**0.0**	**5.6**	**-**	**-**	**-**	**-**
1/1	764	764	764	0	0	0.5	1.0	-	1.5	7.2	21.6	1.0	22.6
1/2	355	355	355	0	0	0.7	1.2	-	1.9	19.5	7.5	1.2	8.8
2/1	935	935	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
3/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	158	158	158	0	0	0.7	0.9	-	1.7	37.7	7.2	0.9	8.1
5/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

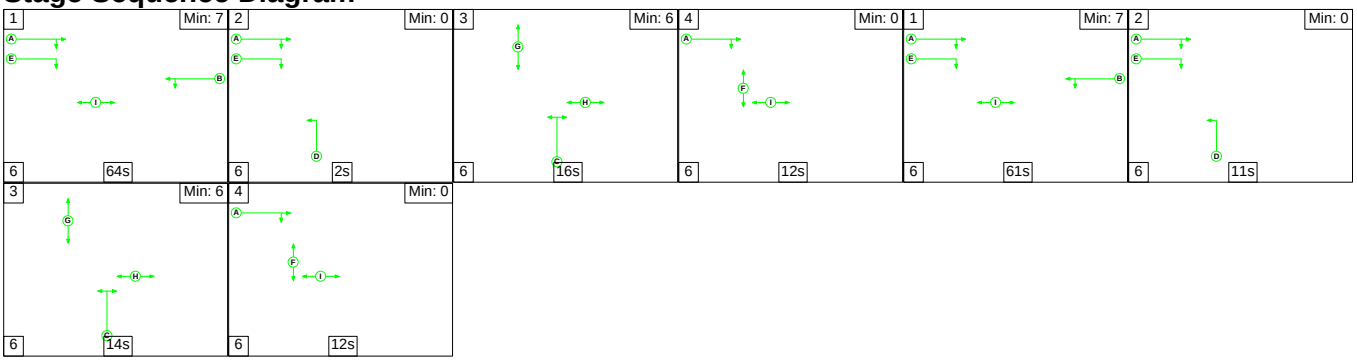
C1	PRC for Signalled Lanes (%):	-5.1		Total Delay for Signalled Lanes (pcuHr):	34.03		Cycle Time (s):	240					
C2	PRC for Signalled Lanes (%):	-14.7		Total Delay for Signalled Lanes (pcuHr):	52.89		Cycle Time (s):	240					
C3	PRC for Signalled Lanes (%):	-18.8		Total Delay for Signalled Lanes (pcuHr):	83.11		Cycle Time (s):	240					
C4	PRC for Signalled Lanes (%):	9.3		Total Delay for Signalled Lanes (pcuHr):	17.37		Cycle Time (s):	240					
	PRC Over All Lanes (%):	-18.8		Total Delay Over All Lanes(pcuHr):	192.98								

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Scenario 4: '2027 Base + Dev + Others PM' (FG6: '2027 Base + Dev + Others PM', Plan 1: 'Network Control Plan 1')

C1

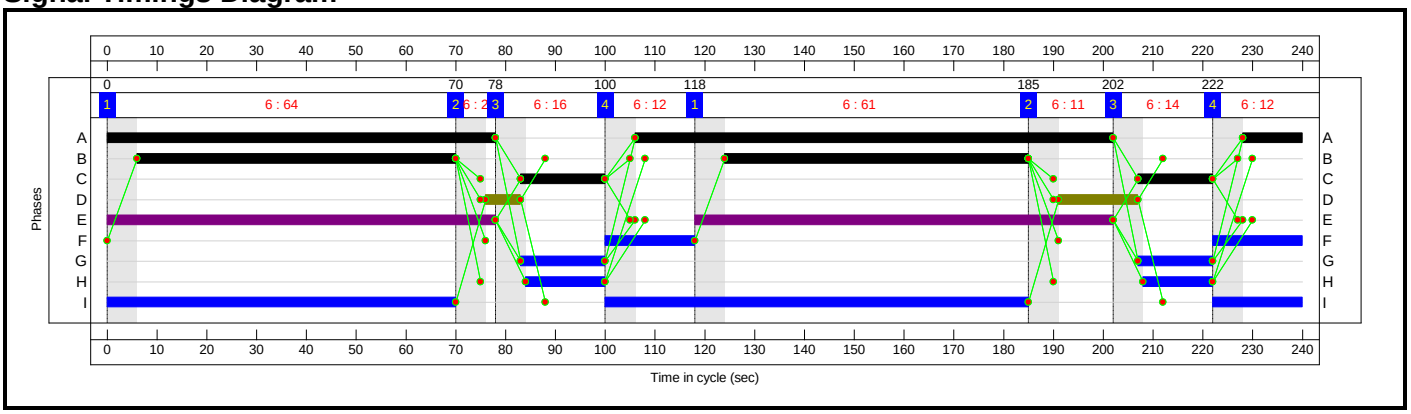
Stage Sequence Diagram



Stage Timings

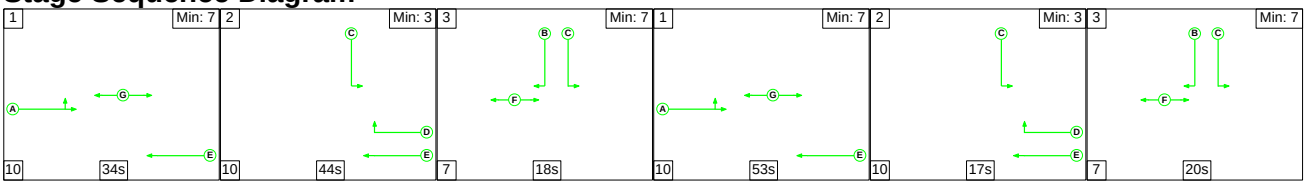
Stage	1	2	3	4	1	2	3	4
Duration	64	2	16	12	61	11	14	12
Change Point	0	70	78	100	118	185	202	222

Signal Timings Diagram



C2

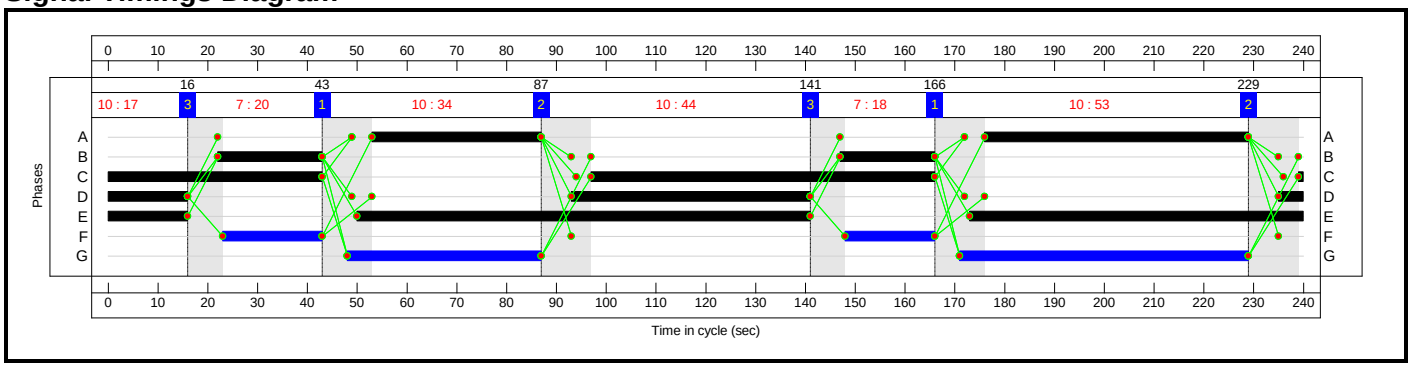
Stage Sequence Diagram



Stage Timings

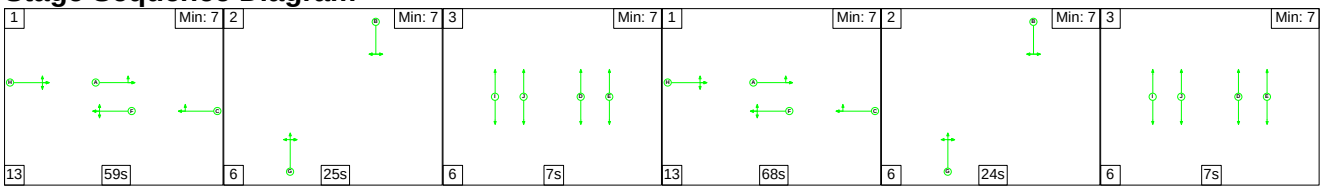
Stage	1	2	3	1	2	3
Duration	34	44	18	53	17	20
Change Point	43	87	141	166	229	16

Signal Timings Diagram



C3

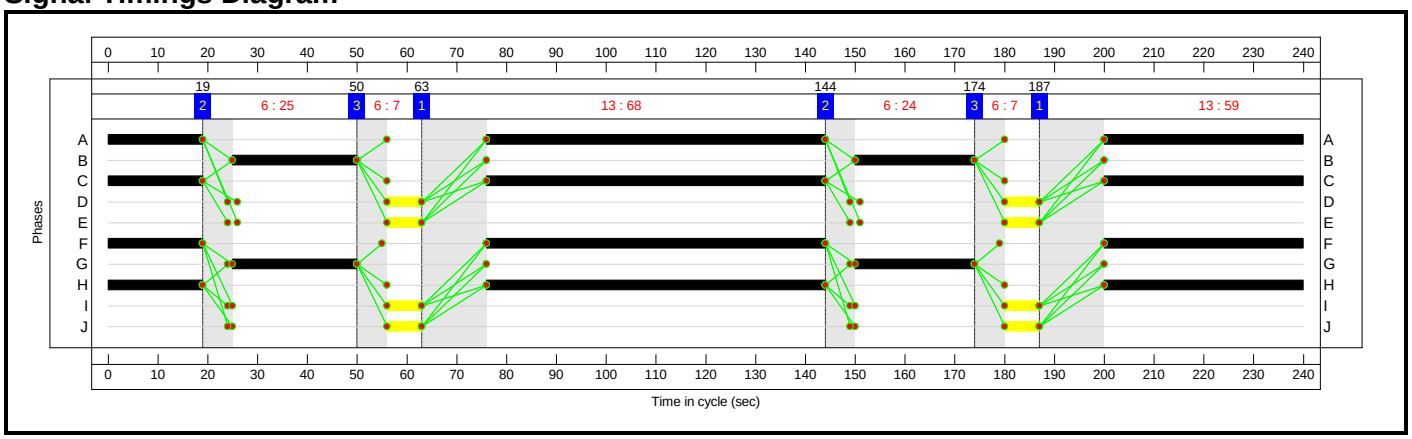
Stage Sequence Diagram



Stage Timings

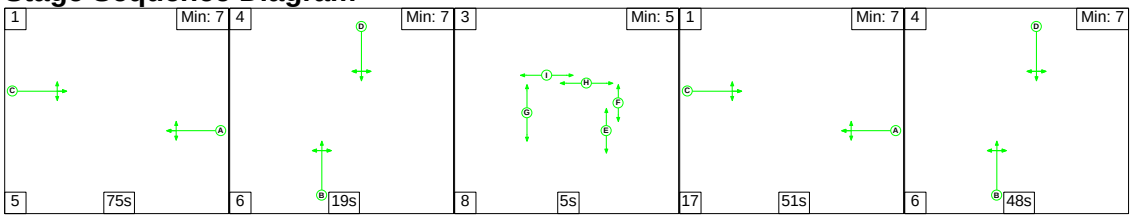
Stage	1	2	3	1	2	3
Duration	59	25	7	68	24	7
Change Point	187	19	50	63	144	174

Signal Timings Diagram



C4

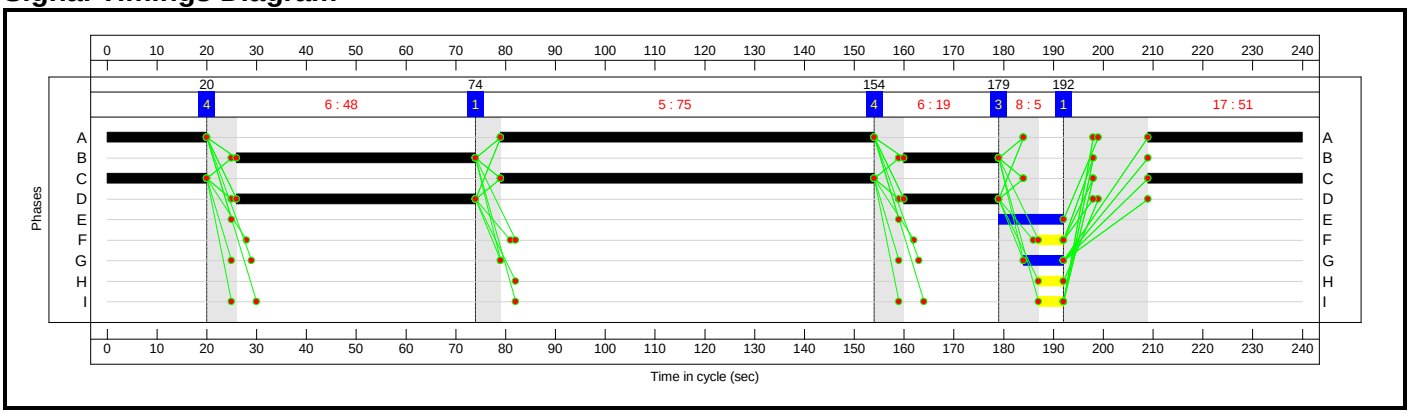
Stage Sequence Diagram



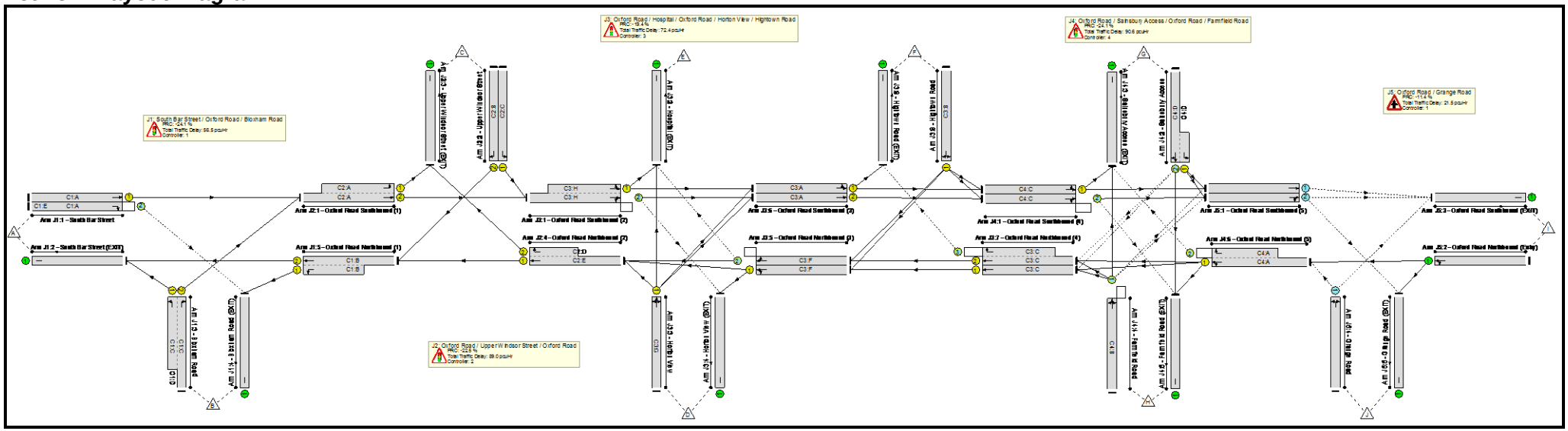
Stage Timings

Stage	1	4	3	1	4
Duration	75	19	5	51	48
Change Point	74	154	179	192	20

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.7%**
J1: South Bar Street / Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.7%**
1/1	South Bar Street Ahead	U	N/A	N/A	C1:A		2	186	-	693	1663	1303	53.2%
1/2	South Bar Street Right	O	N/A	N/A	C1:A	C1:E	2	186	162	621	1568	638	97.3%
2/1	South Bar Street (EXIT)	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:C	C1:D	2	32:55	23	704	1687:1848	239+439	111.7 : 99.6%
4/1	Bloxham Road (EXIT)	U	N/A	N/A	-		-	-	-	1096	Inf	Inf	0.0%
5/2+5/1	Oxford Road Northbound (1) Ahead Left	U	N/A	N/A	C1:B		2	125	-	1081	2005:1613	685+537	86.5 : 86.5%
J2: Oxford Road / Upper Windsor Street / Oxford Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.3%**
1/2+1/1	Oxford Road Southbound (1) Left Ahead	U	N/A	N/A	C2:A		2	87	-	960	2055:1751	708+137	110.2 : 110.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		2	113	-	276	1801	863	32.0%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		2	40	-	314	1984	347	90.4%
3/1	Upper Windsor Street (EXIT)	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%
4/1+4/2	Oxford Road Northbound (2) Ahead Right	U	N/A	N/A	C2:E C2:D		2	174:69	-	1076	1915:1902	828+334	89.7 : 89.7%

J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**
1/2+1/1	Oxford Road Southbound (2) Left Right Ahead	O+U	N/A	N/A	C3:H		2	127	-	1080	2033:1910	405+776	81.7 : 84.2%
2/1	Hospital (EXIT)	U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		2	49	-	364	1803	383	95.0%
4/1	Horton View (EXIT)	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
5/1	Oxford Road Northbound (3) Ahead Left	U	N/A	N/A	C3:F		2	127	-	581	1820	978	57.5%
5/2	Oxford Road Northbound (3) Ahead Right	O	N/A	N/A	C3:F		2	127	-	573	1912	1028	53.7%
6/1	Oxford Road Southbound (3) Left Ahead	U	N/A	N/A	C3:A		2	127	-	877	1862	1001	82.0%
6/2	Oxford Road Southbound (3) Ahead	U	N/A	N/A	C3:A		2	127	-	339	2055	1105	27.8%
7/1	Oxford Road Northbound (4) Ahead	U	N/A	N/A	C3:C		2	127	-	491	1895	1019	47.0%
7/2+7/3	Oxford Road Northbound (4) Ahead Right	U+O	N/A	N/A	C3:C		2	127	-	682	2035:1740	508+165	98.0 : 98.4%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		2	49	-	395	1730	368	107.4%
9/1	Hightown Road (EXIT)	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**111.7%**
1/1	Oxford Road Southbound (4) Left Ahead	U	N/A	N/A	C4:C		2	126	-	906	1853	988	85.8%

1/2	Oxford Road Southbound (4) Right Ahead	O	N/A	N/A	C4:C		2	126	-	423	2048	1092	35.2%
2/2+2/1	Sainsbury Access Right Ahead Left	O+U	N/A	N/A	C4:D		2	67	-	131	1872:1760	430+145	22.8 : 22.8%
3/1	Sainsbury Access (EXIT)	U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
4/1	Farmfield Road Left Ahead Right	O	N/A	N/A	C4:B		2	67	-	583	1816	522	111.7%
5/1	Farmfield Road (EXIT)	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%
6/1+6/2	Oxford Road Northbound (5) Ahead Right Left	U+O	N/A	N/A	C4:A		2	126	-	1057	1905:1759	929+120	100.8 : 100.8%
J5: Oxford Road / Grange Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**100.3%**
1/1	Oxford Road Southbound (5) Ahead	O	N/A	N/A	-		-	-	-	899	1940	1108	75.5%
1/2	Oxford Road Southbound (5) Ahead Right	O	N/A	N/A	-		-	-	-	429	1864	389	100.3%
2/1	Oxford Road Northbound (Entry) Ahead Left	U	N/A	N/A	-		-	-	-	1075	1896	1896	56.7%
3/1	Oxford Road Southbound (EXIT)	U	N/A	N/A	-		-	-	-	1265	Inf	Inf	0.0%
4/1	Grange Road Left Right	O	N/A	N/A	-		-	-	-	79	1681	90	87.4%
5/1	Grange Road (EXIT)	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%

Oxford Road Network + CF Improvements + SBA - Full Input Data And Results LINSIG V3

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**1745**	**553**	**226**	**122.0**	**203.6**	**4.5**	**330.1**	**-**	**-**	**-**	**-**
J1: South Bar Street / Oxford Road / Bloxham Road	**-**	**-**	**232**	**346**	**43**	**20.7**	**34.8**	**1.0**	**56.5**	**-**	**-**	**-**	**-**
1/1	693	693	-	-	-	0.9	0.6	-	1.5	7.8	8.9	0.6	9.4
1/2	621	621	232	346	43	2.3	8.9	1.0	12.2	70.8	21.5	8.9	30.4
2/1	1030	1030	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	704	676	-	-	-	13.9	22.3	-	36.1	184.7	16.2	22.3	38.4
4/1	1086	1086	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1058	1058	-	-	-	3.5	3.1	-	6.6	22.6	12.9	3.1	16.0
J2: Oxford Road / Upper Windsor Street / Oxford Road	**-**	**-**	**0**	**0**	**0**	**32.8**	**56.3**	**0.0**	**89.0**	**-**	**-**	**-**	**-**
1/2+1/1	932	845	-	-	-	23.3	48.1	-	71.4	275.7	48.9	48.1	97.0
2/1	276	276	-	-	-	1.5	0.2	-	1.7	22.7	6.5	0.2	6.8
2/2	314	314	-	-	-	4.2	3.8	-	8.1	92.6	10.6	3.8	14.5
3/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1+4/2	1043	1043	-	-	-	3.8	4.1	-	7.8	27.1	37.4	4.1	41.4
J3: Oxford Road / Hospital / Oxford Road / Horton View / Hightown Road	**-**	**-**	**135**	**0**	**103**	**28.9**	**41.3**	**2.2**	**72.4**	**-**	**-**	**-**	**-**
1/2+1/1	984	984	25	0	46	2.8	2.4	0.7	6.0	21.9	27.5	2.4	29.9
2/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	364	364	-	-	-	4.7	5.9	-	10.6	105.0	12.5	5.9	18.4
4/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	563	563	-	-	-	1.7	0.7	-	2.4	15.1	5.1	0.7	5.8
5/2	552	552	6	0	0	1.3	0.6	0.0	1.9	12.6	3.8	0.6	4.4
6/1	821	821	-	-	-	3.4	2.2	-	5.6	24.7	27.6	2.2	29.8

6/2	307	307	-	-	-	0.4	0.2	-	0.6	7.5	1.8	0.2	2.0
7/1	479	479	-	-	-	2.0	0.4	-	2.4	18.1	6.5	0.4	6.9
7/2+7/3	660	660	105	0	57	3.2	10.0	1.4	14.7	80.0	8.5	10.0	18.5
8/1	395	368	-	-	-	9.3	18.9	-	28.2	257.2	17.3	18.9	36.2
9/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsbury Access / Oxford Road / Farmfield Road	**-**	**-**	**72**	**207**	**80**	**32.9**	**56.4**	**1.4**	**90.6**	**-**	**-**	**-**	**-**
1/1	848	848	-	-	-	2.4	2.9	-	5.3	22.5	23.8	2.9	26.7
1/2	385	385	0	0	11	0.9	0.3	0.1	1.3	12.0	3.9	0.3	4.2
2/2+2/1	131	131	9	12	0	1.2	0.1	-	1.3	36.2	2.5	0.1	2.6
3/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	583	522	0	195	12	17.6	34.7	0.0	52.3	322.9	32.8	34.7	67.5
5/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	1057	1049	63	0	57	10.8	18.4	1.2	30.4	103.7	42.1	18.4	60.5
J5: Oxford Road / Grange Road	**-**	**-**	**1305**	**0**	**0**	**6.8**	**14.7**	**0.0**	**21.5**	**-**	**-**	**-**	**-**
1/1	837	837	837	0	0	1.0	1.5	-	2.5	10.9	22.3	1.5	23.8
1/2	390	389	389	0	0	4.9	10.1	-	15.0	138.3	25.2	10.1	35.3
2/1	1075	1075	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7
3/1	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	79	79	79	0	0	0.9	2.4	-	3.3	151.1	3.0	2.4	5.4
5/1	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	-24.1	Total Delay for Signalled Lanes (pcuHr):	56.48	Cycle Time (s): 240
C2	PRC for Signalled Lanes (%):	-22.5	Total Delay for Signalled Lanes (pcuHr):	89.05	Cycle Time (s): 240
C3	PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	72.43	Cycle Time (s): 240
C4	PRC for Signalled Lanes (%):	-24.1	Total Delay for Signalled Lanes (pcuHr):	90.65	Cycle Time (s): 240
	PRC Over All Lanes (%):	-24.1	Total Delay Over All Lanes(pcuHr):	330.08	

- Bloxham Road / Wykham Lane

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.4.487 [15039,24/03/2014]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Wykham Lane Junction.arc8
Path: S:\W14129 - Banbury\Calculations\Traffic\Picady\16102014\Wykham Lane Crossroad
Report generation date: 29/10/2014 15:00:21

Summary of junction performance

	AM Peak						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	Existing Layout - 2014 Base Flow						
Stream B-ACD	0.61	12.88	0.38	B	11.17	B	43 % [Stream B-ACD]
Stream A-BCD	0.01	8.56	0.01	A			
Stream A-B	-	-	-	-			
Stream A-C	-	-	-	-			
Stream D-ABC	0.13	12.98	0.12	B			
Stream C-ABD	0.40	8.90	0.28	A			
Stream C-D	-	-	-	-			
Stream C-A	-	-	-	-			

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D1 - 2014 Base Flow, AM Peak " model duration: 08:00 - 09:00
"D2 - 2027 Base Flow, AM Peak" model duration: 08:00 - 09:00
"D3 - 2027 Base Flow + Dev, AM Peak" model duration: 08:00 - 09:00
"D4 - 2014 Base Flow, PM Peak" model duration: 17:00 - 18:00
"D5 - 2027 Base Flow, PM Peak" model duration: 17:00 - 18:00
"D6 - 2027 Base Flow + Dev, PM Peak" model duration: 17:00 - 18:00
"D7 - 2027 Base Flow + Dev + Others, AM Peak" model duration: 08:00 - 09:00
"D8 - 2027 Base Flow + Dev + Others, PM Peak" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 29/10/2014 15:00:11

File summary

Title	Wykham Lane Junction
Location	Banbury
Site Number	
Date	04/09/2014
Version	
Status	Preliminary
Identifier	
Client	HLM
Jobnumber	W14129
Enumerator	SR
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	Veh	perHour	s	-Min	perMin

Existing Layout - 2014 Base Flow, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base Flow, AM Peak	2014 Base Flow	AM Peak		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		11.17	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	43	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	605.00	100.000
B	FLAT	✓	171.00	100.000
C	FLAT	✓	962.00	100.000
D	FLAT	✓	37.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	42.000	559.000	4.000
	B	16.000	0.000	138.000	17.000
	C	816.000	138.000	0.000	8.000
	D	15.000	20.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.07	0.92	0.01
	B	0.09	0.00	0.81	0.10
	C	0.85	0.14	0.00	0.01
	D	0.41	0.54	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.38	12.88	0.61	B	171.00	171.00	35.65	12.51	0.59	35.67	12.52
A-BCD	0.01	8.56	0.01	A	4.00	4.00	0.57	8.51	0.01	0.57	8.51
A-B	-	-	-	-	42.00	42.00	-	-	-	-	-
A-C	-	-	-	-	559.00	559.00	-	-	-	-	-
D-ABC	0.12	12.98	0.13	B	37.00	37.00	7.82	12.69	0.13	7.83	12.69
C-ABD	0.28	8.90	0.40	A	153.61	153.61	24.04	9.39	0.40	24.05	9.39
C-D	-	-	-	-	7.85	7.85	-	-	-	-	-
C-A	-	-	-	-	800.54	800.54	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	171.00	42.75	168.61	0.00	450.71	0.379	0.00	0.60	12.658	B
A-BCD	4.00	1.00	3.96	0.00	425.15	0.009	0.00	0.01	8.547	A
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	559.00	139.75	559.00	0.00	-	-	-	-	-	-
D-ABC	37.00	9.25	36.48	0.00	314.61	0.118	0.00	0.13	12.921	B
C-ABD	153.61	38.40	152.02	0.00	558.08	0.275	0.00	0.40	8.835	A
C-D	7.85	1.96	7.85	0.00	-	-	-	-	-	-
C-A	800.54	200.14	800.54	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	171.00	42.75	170.97	0.00	450.45	0.380	0.60	0.60	12.880	B
A-BCD	4.00	1.00	4.00	0.00	424.72	0.009	0.01	0.01	8.556	A
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	559.00	139.75	559.00	0.00	-	-	-	-	-	-
D-ABC	37.00	9.25	37.00	0.00	314.27	0.118	0.13	0.13	12.982	B
C-ABD	153.61	38.40	153.59	0.00	558.07	0.275	0.40	0.40	8.903	A
C-D	7.85	1.96	7.85	0.00	-	-	-	-	-	-
C-A	800.54	200.14	800.54	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	171.00	42.75	170.99	0.00	450.45	0.380	0.60	0.61	12.881	B
A-BCD	4.00	1.00	4.00	0.00	424.71	0.009	0.01	0.01	8.556	A
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	559.00	139.75	559.00	0.00	-	-	-	-	-	-
D-ABC	37.00	9.25	37.00	0.00	314.27	0.118	0.13	0.13	12.982	B
C-ABD	153.61	38.40	153.60	0.00	558.07	0.275	0.40	0.40	8.903	A
C-D	7.85	1.96	7.85	0.00	-	-	-	-	-	-
C-A	800.54	200.14	800.54	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	171.00	42.75	171.00	0.00	450.45	0.380	0.61	0.61	12.881	B
A-BCD	4.00	1.00	4.00	0.00	424.71	0.009	0.01	0.01	8.556	A
A-B	42.00	10.50	42.00	0.00	-	-	-	-	-	-
A-C	559.00	139.75	559.00	0.00	-	-	-	-	-	-
D-ABC	37.00	9.25	37.00	0.00	314.27	0.118	0.13	0.13	12.983	B
C-ABD	153.61	38.40	153.61	0.00	558.07	0.275	0.40	0.40	8.904	A
C-D	7.85	1.96	7.85	0.00	-	-	-	-	-	-
C-A	800.54	200.14	800.54	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.41	0.56	12.658	B	B
A-BCD	0.14	0.01	8.547	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.87	0.12	12.921	B	B
C-ABD	5.84	0.39	8.835	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.03	0.60	12.880	B	B
A-BCD	0.14	0.01	8.556	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.98	0.13	12.982	B	B
C-ABD	6.06	0.40	8.903	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.09	0.61	12.881	B	B
A-BCD	0.14	0.01	8.556	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.99	0.13	12.982	B	B
C-ABD	6.07	0.40	8.903	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.12	0.61	12.881	B	B
A-BCD	0.14	0.01	8.556	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.99	0.13	12.983	B	B
C-ABD	6.07	0.40	8.904	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base Flow, AM Peak	2027 Base Flow	AM Peak		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		14.06	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	19	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	733.00	100.000
B	FLAT	✓	201.00	100.000
C	FLAT	✓	1127.00	100.000
D	FLAT	✓	44.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	54.000	674.000	5.000
	B	21.000	0.000	160.000	20.000
	C	958.000	160.000	0.000	9.000
	D	18.000	24.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.07	0.92	0.01
	B	0.10	0.00	0.80	0.10
	C	0.85	0.14	0.00	0.01
	D	0.41	0.55	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.50	17.82	0.99	C	201.00	201.00	57.08	17.04	0.95	57.15	17.06
A-BCD	0.01	9.35	0.01	A	5.00	5.00	0.77	9.30	0.01	0.77	9.30
A-B	-	-	-	-	54.00	54.00	-	-	-	-	-
A-C	-	-	-	-	674.00	674.00	-	-	-	-	-
D-ABC	0.17	16.24	0.20	C	44.00	44.00	11.57	15.77	0.19	11.57	15.78
C-ABD	0.34	9.77	0.58	A	193.30	193.30	34.46	10.70	0.57	34.48	10.70
C-D	-	-	-	-	8.69	8.69	-	-	-	-	-
C-A	-	-	-	-	925.01	925.01	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	201.00	50.25	197.18	0.00	403.43	0.498	0.00	0.96	17.158	C
A-BCD	5.00	1.25	4.95	0.00	390.77	0.013	0.00	0.01	9.329	A
A-B	54.00	13.50	54.00	0.00	-	-	-	-	-	-
A-C	674.00	168.50	674.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.22	0.00	266.19	0.165	0.00	0.19	16.093	C
C-ABD	193.30	48.32	191.03	0.00	562.18	0.344	0.00	0.57	9.653	A
C-D	8.69	2.17	8.69	0.00	-	-	-	-	-	-
C-A	925.01	231.25	925.01	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	201.00	50.25	200.92	0.00	402.97	0.499	0.96	0.98	17.799	C
A-BCD	5.00	1.25	5.00	0.00	390.17	0.013	0.01	0.01	9.346	A
A-B	54.00	13.50	54.00	0.00	-	-	-	-	-	-
A-C	674.00	168.50	674.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.99	0.00	265.67	0.166	0.19	0.20	16.238	C
C-ABD	193.30	48.33	193.27	0.00	562.17	0.344	0.57	0.57	9.769	A
C-D	8.69	2.17	8.69	0.00	-	-	-	-	-	-
C-A	925.01	231.25	925.01	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	201.00	50.25	200.97	0.00	402.96	0.499	0.98	0.98	17.812	C
A-BCD	5.00	1.25	5.00	0.00	390.16	0.013	0.01	0.01	9.346	A
A-B	54.00	13.50	54.00	0.00	-	-	-	-	-	-
A-C	674.00	168.50	674.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	265.66	0.166	0.20	0.20	16.240	C
C-ABD	193.30	48.33	193.29	0.00	562.17	0.344	0.57	0.58	9.771	A
C-D	8.69	2.17	8.69	0.00	-	-	-	-	-	-
C-A	925.01	231.25	925.01	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	201.00	50.25	200.99	0.00	402.96	0.499	0.98	0.99	17.817	C
A-BCD	5.00	1.25	5.00	0.00	390.16	0.013	0.01	0.01	9.346	A
A-B	54.00	13.50	54.00	0.00	-	-	-	-	-	-
A-C	674.00	168.50	674.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	265.65	0.166	0.20	0.20	16.241	C
C-ABD	193.30	48.33	193.30	0.00	562.17	0.344	0.58	0.58	9.769	A
C-D	8.69	2.17	8.69	0.00	-	-	-	-	-	-
C-A	925.01	231.25	925.01	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	13.11	0.87	17.158	C	B
A-BCD	0.19	0.01	9.329	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.73	0.18	16.093	C	B
C-ABD	8.27	0.55	9.653	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	14.52	0.97	17.799	C	B
A-BCD	0.19	0.01	9.346	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.93	0.20	16.238	C	B
C-ABD	8.72	0.58	9.769	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	14.69	0.98	17.812	C	B
A-BCD	0.19	0.01	9.346	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.95	0.20	16.240	C	B
C-ABD	8.73	0.58	9.771	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	14.76	0.98	17.817	C	B
A-BCD	0.19	0.01	9.346	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.96	0.20	16.241	C	B
C-ABD	8.74	0.58	9.769	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow + Dev, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base Flow + Dev, AM Peak	2027 Base Flow + Dev	AM Peak		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		16.17	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	11	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	830.00	100.000
B	FLAT	✓	206.00	100.000
C	FLAT	✓	1152.00	100.000
D	FLAT	✓	44.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	71.000	754.000	5.000
	B	26.000	0.000	160.000	20.000
	C	983.000	160.000	0.000	9.000
	D	18.000	24.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.09	0.91	0.01
	B	0.13	0.00	0.78	0.10
	C	0.85	0.14	0.00	0.01
	D	0.41	0.55	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.55	21.75	1.23	C	206.00	206.00	70.57	20.55	1.18	70.69	20.59
A-BCD	0.01	9.47	0.01	A	5.00	5.00	0.79	9.42	0.01	0.79	9.42
A-B	-	-	-	-	71.00	71.00	-	-	-	-	-
A-C	-	-	-	-	754.00	754.00	-	-	-	-	-
D-ABC	0.18	17.59	0.21	C	44.00	44.00	12.50	17.05	0.21	12.51	17.05
C-ABD	0.36	10.22	0.63	B	198.58	198.58	37.54	11.34	0.63	37.56	11.35
C-D	-	-	-	-	8.65	8.65	-	-	-	-	-
C-A	-	-	-	-	944.77	944.77	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	206.00	51.50	201.28	0.00	371.89	0.554	0.00	1.18	20.583	C
A-BCD	5.00	1.25	4.95	0.00	385.86	0.013	0.00	0.01	9.450	A
A-B	71.00	17.75	71.00	0.00	-	-	-	-	-	-
A-C	754.00	188.50	754.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.16	0.00	249.21	0.177	0.00	0.21	17.403	C
C-ABD	198.58	49.65	196.12	0.00	551.24	0.360	0.00	0.62	10.083	B
C-D	8.65	2.16	8.65	0.00	-	-	-	-	-	-
C-A	944.77	236.19	944.77	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	206.00	51.50	205.87	0.00	371.33	0.555	1.18	1.21	21.713	C
A-BCD	5.00	1.25	5.00	0.00	385.20	0.013	0.01	0.01	9.468	A
A-B	71.00	17.75	71.00	0.00	-	-	-	-	-	-
A-C	754.00	188.50	754.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.99	0.00	248.62	0.177	0.21	0.21	17.589	C
C-ABD	198.58	49.65	198.55	0.00	551.23	0.360	0.62	0.63	10.219	B
C-D	8.65	2.16	8.65	0.00	-	-	-	-	-	-
C-A	944.77	236.19	944.77	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	206.00	51.50	205.96	0.00	371.32	0.555	1.21	1.22	21.746	C
A-BCD	5.00	1.25	5.00	0.00	385.19	0.013	0.01	0.01	9.468	A
A-B	71.00	17.75	71.00	0.00	-	-	-	-	-	-
A-C	754.00	188.50	754.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	248.61	0.177	0.21	0.21	17.592	C
C-ABD	198.58	49.65	198.57	0.00	551.23	0.360	0.63	0.63	10.223	B
C-D	8.65	2.16	8.65	0.00	-	-	-	-	-	-
C-A	944.77	236.19	944.77	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	206.00	51.50	205.98	0.00	371.31	0.555	1.22	1.23	21.753	C
A-BCD	5.00	1.25	5.00	0.00	385.19	0.013	0.01	0.01	9.468	A
A-B	71.00	17.75	71.00	0.00	-	-	-	-	-	-
A-C	754.00	188.50	754.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	248.60	0.177	0.21	0.21	17.594	C
C-ABD	198.58	49.65	198.58	0.00	551.23	0.360	0.63	0.63	10.222	B
C-D	8.65	2.16	8.65	0.00	-	-	-	-	-	-
C-A	944.77	236.19	944.77	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	15.89	1.06	20.583	C	C
A-BCD	0.19	0.01	9.450	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.94	0.20	17.403	C	B
C-ABD	8.96	0.60	10.083	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	18.00	1.20	21.713	C	C
A-BCD	0.20	0.01	9.468	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.17	0.21	17.589	C	B
C-ABD	9.51	0.63	10.219	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	18.28	1.22	21.746	C	C
A-BCD	0.20	0.01	9.468	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.19	0.21	17.592	C	B
C-ABD	9.53	0.64	10.223	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	18.40	1.23	21.753	C	C
A-BCD	0.20	0.01	9.468	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.20	0.21	17.594	C	B
C-ABD	9.54	0.64	10.222	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2014 Base Flow, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base Flow, PM Peak	2014 Base Flow	PM Peak		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		10.33	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	62	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	664.00	100.000
B	FLAT	✓	108.00	100.000
C	FLAT	✓	645.00	100.000
D	FLAT	✓	29.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	16.000	642.000	6.000
	B	20.000	0.000	71.000	17.000
	C	550.000	88.000	0.000	7.000
	D	4.000	21.000	4.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.02	0.97	0.01
	B	0.19	0.00	0.66	0.16
	C	0.85	0.14	0.00	0.01
	D	0.14	0.72	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.26	11.63	0.35	B	108.00	108.00	20.44	11.36	0.34	20.45	11.36
A-BCD	0.01	7.41	0.01	A	6.00	6.00	0.74	7.38	0.01	0.74	7.38
A-B	-	-	-	-	16.00	16.00	-	-	-	-	-
A-C	-	-	-	-	642.00	642.00	-	-	-	-	-
D-ABC	0.09	12.02	0.10	B	29.00	29.00	5.69	11.77	0.09	5.69	11.77
C-ABD	0.18	8.44	0.22	A	90.94	90.94	12.98	8.57	0.22	12.98	8.57
C-D	-	-	-	-	6.96	6.96	-	-	-	-	-
C-A	-	-	-	-	547.10	547.10	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	108.00	27.00	106.63	0.00	417.73	0.259	0.00	0.34	11.522	B
A-BCD	6.00	1.50	5.95	0.00	491.98	0.012	0.00	0.01	7.406	A
A-B	16.00	4.00	16.00	0.00	-	-	-	-	-	-
A-C	642.00	160.50	642.00	0.00	-	-	-	-	-	-
D-ABC	29.00	7.25	28.62	0.00	328.77	0.088	0.00	0.10	11.980	B
C-ABD	90.94	22.73	90.08	0.00	517.64	0.176	0.00	0.21	8.407	A
C-D	6.96	1.74	6.96	0.00	-	-	-	-	-	-
C-A	547.10	136.78	547.10	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	108.00	27.00	107.99	0.00	417.54	0.259	0.34	0.35	11.629	B
A-BCD	6.00	1.50	6.00	0.00	491.74	0.012	0.01	0.01	7.410	A
A-B	16.00	4.00	16.00	0.00	-	-	-	-	-	-
A-C	642.00	160.50	642.00	0.00	-	-	-	-	-	-
D-ABC	29.00	7.25	29.00	0.00	328.55	0.088	0.10	0.10	12.017	B
C-ABD	90.94	22.73	90.93	0.00	517.62	0.176	0.21	0.22	8.438	A
C-D	6.96	1.74	6.96	0.00	-	-	-	-	-	-
C-A	547.10	136.78	547.10	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	108.00	27.00	108.00	0.00	417.54	0.259	0.35	0.35	11.629	B
A-BCD	6.00	1.50	6.00	0.00	491.74	0.012	0.01	0.01	7.410	A
A-B	16.00	4.00	16.00	0.00	-	-	-	-	-	-
A-C	642.00	160.50	642.00	0.00	-	-	-	-	-	-
D-ABC	29.00	7.25	29.00	0.00	328.55	0.088	0.10	0.10	12.017	B
C-ABD	90.94	22.73	90.93	0.00	517.62	0.176	0.22	0.22	8.438	A
C-D	6.96	1.74	6.96	0.00	-	-	-	-	-	-
C-A	547.10	136.78	547.10	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	108.00	27.00	108.00	0.00	417.54	0.259	0.35	0.35	11.629	B
A-BCD	6.00	1.50	6.00	0.00	491.74	0.012	0.01	0.01	7.410	A
A-B	16.00	4.00	16.00	0.00	-	-	-	-	-	-
A-C	642.00	160.50	642.00	0.00	-	-	-	-	-	-
D-ABC	29.00	7.25	29.00	0.00	328.55	0.088	0.10	0.10	12.017	B
C-ABD	90.94	22.73	90.94	0.00	517.62	0.176	0.22	0.22	8.437	A
C-D	6.96	1.74	6.96	0.00	-	-	-	-	-	-
C-A	547.10	136.78	547.10	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	4.87	0.32	11.522	B	B
A-BCD	0.18	0.01	7.406	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.36	0.09	11.980	B	B
C-ABD	3.18	0.21	8.407	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.17	0.34	11.629	B	B
A-BCD	0.19	0.01	7.410	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.44	0.10	12.017	B	B
C-ABD	3.27	0.22	8.438	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.20	0.35	11.629	B	B
A-BCD	0.19	0.01	7.410	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.44	0.10	12.017	B	B
C-ABD	3.27	0.22	8.438	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.21	0.35	11.629	B	B
A-BCD	0.19	0.01	7.410	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.45	0.10	12.017	B	B
C-ABD	3.27	0.22	8.437	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base Flow, PM Peak	2027 Base Flow	PM Peak		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		12.67	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	32	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	796.00	100.000
B	FLAT	✓	133.00	100.000
C	FLAT	✓	776.00	100.000
D	FLAT	✓	35.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	23.000	766.000	7.000
	B	30.000	0.000	83.000	20.000
	C	665.000	103.000	0.000	8.000
	D	5.000	25.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.03	0.96	0.01
	B	0.23	0.00	0.62	0.15
	C	0.86	0.13	0.00	0.01
	D	0.14	0.71	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.36	15.37	0.56	C	133.00	133.00	32.95	14.86	0.55	32.98	14.88
A-BCD	0.02	7.87	0.02	A	7.00	7.00	0.91	7.83	0.02	0.91	7.83
A-B	-	-	-	-	23.00	23.00	-	-	-	-	-
A-C	-	-	-	-	766.00	766.00	-	-	-	-	-
D-ABC	0.12	14.31	0.14	B	35.00	35.00	8.14	13.95	0.14	8.14	13.96
C-ABD	0.22	9.19	0.29	A	109.70	109.70	17.37	9.50	0.29	17.37	9.50
C-D	-	-	-	-	7.92	7.92	-	-	-	-	-
C-A	-	-	-	-	658.38	658.38	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	133.00	33.25	130.79	0.00	367.52	0.362	0.00	0.55	15.073	C
A-BCD	7.00	1.75	6.94	0.00	464.92	0.015	0.00	0.02	7.859	A
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	766.00	191.50	766.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.45	0.00	286.93	0.122	0.00	0.14	14.230	B
C-ABD	109.69	27.42	108.55	0.00	501.38	0.219	0.00	0.29	9.140	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	658.38	164.60	658.38	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	133.00	33.25	132.97	0.00	367.23	0.362	0.55	0.56	15.361	C
A-BCD	7.00	1.75	7.00	0.00	464.60	0.015	0.02	0.02	7.866	A
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	766.00	191.50	766.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.99	0.00	286.62	0.122	0.14	0.14	14.306	B
C-ABD	109.70	27.42	109.69	0.00	501.37	0.219	0.29	0.29	9.192	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	658.38	164.60	658.38	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	133.00	33.25	132.99	0.00	367.22	0.362	0.56	0.56	15.366	C
A-BCD	7.00	1.75	7.00	0.00	464.60	0.015	0.02	0.02	7.866	A
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	766.00	191.50	766.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	286.62	0.122	0.14	0.14	14.306	B
C-ABD	109.70	27.42	109.69	0.00	501.37	0.219	0.29	0.29	9.194	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	658.38	164.60	658.38	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	133.00	33.25	132.99	0.00	367.22	0.362	0.56	0.56	15.368	C
A-BCD	7.00	1.75	7.00	0.00	464.59	0.015	0.02	0.02	7.867	A
A-B	23.00	5.75	23.00	0.00	-	-	-	-	-	-
A-C	766.00	191.50	766.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	286.62	0.122	0.14	0.14	14.306	B
C-ABD	109.70	27.42	109.69	0.00	501.37	0.219	0.29	0.29	9.194	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	658.38	164.60	658.38	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.72	0.51	15.073	C	B
A-BCD	0.23	0.02	7.859	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.93	0.13	14.230	B	B
C-ABD	4.24	0.28	9.140	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.36	0.56	15.361	C	B
A-BCD	0.23	0.02	7.866	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.06	0.14	14.306	B	B
C-ABD	4.37	0.29	9.192	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.42	0.56	15.366	C	B
A-BCD	0.23	0.02	7.866	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.07	0.14	14.306	B	B
C-ABD	4.38	0.29	9.194	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.45	0.56	15.368	C	B
A-BCD	0.23	0.02	7.867	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.08	0.14	14.306	B	B
C-ABD	4.38	0.29	9.194	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow + Dev, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base Flow + Dev, PM Peak	2027 Base Flow + Dev	PM Peak		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		13.89	B

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	24	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	824.00	100.000
B	FLAT	✓	141.00	100.000
C	FLAT	✓	830.00	100.000
D	FLAT	✓	35.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	27.000	790.000	7.000
	B	38.000	0.000	83.000	20.000
	C	719.000	103.000	0.000	8.000
	D	5.000	25.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.03	0.96	0.01
	B	0.27	0.00	0.59	0.14
	C	0.87	0.12	0.00	0.01
	D	0.14	0.71	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.41	17.47	0.68	C	141.00	141.00	39.50	16.81	0.66	39.54	16.82
A-BCD	0.02	8.05	0.02	A	7.00	7.00	0.94	8.02	0.02	0.94	8.02
A-B	-	-	-	-	27.00	27.00	-	-	-	-	-
A-C	-	-	-	-	790.00	790.00	-	-	-	-	-
D-ABC	0.13	15.17	0.15	C	35.00	35.00	8.62	14.78	0.14	8.62	14.78
C-ABD	0.22	9.29	0.30	A	110.49	110.49	17.75	9.64	0.30	17.76	9.64
C-D	-	-	-	-	7.92	7.92	-	-	-	-	-
C-A	-	-	-	-	711.59	711.59	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	141.00	35.25	138.35	0.00	347.31	0.406	0.00	0.66	17.026	C
A-BCD	7.00	1.75	6.94	0.00	454.27	0.015	0.00	0.02	8.047	A
A-B	27.00	6.75	27.00	0.00	-	-	-	-	-	-
A-C	790.00	197.50	790.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.42	0.00	272.63	0.128	0.00	0.14	15.077	C
C-ABD	110.49	27.62	109.32	0.00	498.18	0.222	0.00	0.29	9.232	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	711.59	177.90	711.59	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	141.00	35.25	140.96	0.00	346.97	0.406	0.66	0.67	17.463	C
A-BCD	7.00	1.75	7.00	0.00	453.95	0.015	0.02	0.02	8.054	A
A-B	27.00	6.75	27.00	0.00	-	-	-	-	-	-
A-C	790.00	197.50	790.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.99	0.00	272.30	0.129	0.14	0.15	15.169	C
C-ABD	110.49	27.62	110.48	0.00	498.17	0.222	0.29	0.30	9.289	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	711.59	177.90	711.59	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	141.00	35.25	140.99	0.00	346.97	0.406	0.67	0.68	17.471	C
A-BCD	7.00	1.75	7.00	0.00	453.94	0.015	0.02	0.02	8.054	A
A-B	27.00	6.75	27.00	0.00	-	-	-	-	-	-
A-C	790.00	197.50	790.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	272.29	0.129	0.15	0.15	15.170	C
C-ABD	110.49	27.62	110.49	0.00	498.17	0.222	0.30	0.30	9.289	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	711.59	177.90	711.59	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	141.00	35.25	140.99	0.00	346.97	0.406	0.68	0.68	17.474	C
A-BCD	7.00	1.75	7.00	0.00	453.94	0.015	0.02	0.02	8.054	A
A-B	27.00	6.75	27.00	0.00	-	-	-	-	-	-
A-C	790.00	197.50	790.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	272.29	0.129	0.15	0.15	15.170	C
C-ABD	110.49	27.62	110.49	0.00	498.17	0.222	0.30	0.30	9.289	A
C-D	7.92	1.98	7.92	0.00	-	-	-	-	-	-
C-A	711.59	177.90	711.59	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.16	0.61	17.026	C	B
A-BCD	0.23	0.02	8.047	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.04	0.14	15.077	C	B
C-ABD	4.33	0.29	9.232	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.04	0.67	17.463	C	B
A-BCD	0.24	0.02	8.054	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.18	0.15	15.169	C	B
C-ABD	4.47	0.30	9.289	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.13	0.68	17.471	C	B
A-BCD	0.24	0.02	8.054	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.19	0.15	15.170	C	B
C-ABD	4.48	0.30	9.289	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.17	0.68	17.474	C	B
A-BCD	0.24	0.02	8.054	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.20	0.15	15.170	C	B
C-ABD	4.48	0.30	9.289	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow + Dev + Others, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
2027 Base Flow + Dev + Others, AM Peak	2027 Base Flow + Dev + Others	AM Peak		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		17.52	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	8	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	879.00	100.000
B	FLAT	✓	208.00	100.000
C	FLAT	✓	1169.00	100.000
D	FLAT	✓	44.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	80.000	794.000	5.000
	B	28.000	0.000	160.000	20.000
	C	1000.000	160.000	0.000	9.000
	D	18.000	24.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.09	0.90	0.01
	B	0.13	0.00	0.77	0.10
	C	0.86	0.14	0.00	0.01
	D	0.41	0.55	0.05	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.58	24.35	1.39	C	208.00	208.00	79.10	22.82	1.32	79.26	22.86
A-BCD	0.01	9.55	0.01	A	5.00	5.00	0.79	9.50	0.01	0.79	9.50
A-B	-	-	-	-	80.00	80.00	-	-	-	-	-
A-C	-	-	-	-	794.00	794.00	-	-	-	-	-
D-ABC	0.18	18.48	0.22	C	44.00	44.00	13.11	17.87	0.22	13.11	17.88
C-ABD	0.37	10.46	0.66	B	201.81	201.81	39.35	11.70	0.66	39.37	11.71
C-D	-	-	-	-	8.63	8.63	-	-	-	-	-
C-A	-	-	-	-	958.56	958.56	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	208.00	52.00	202.72	0.00	356.27	0.584	0.00	1.32	22.744	C
A-BCD	5.00	1.25	4.95	0.00	382.51	0.013	0.00	0.01	9.533	A
A-B	80.00	20.00	80.00	0.00	-	-	-	-	-	-
A-C	794.00	198.50	794.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.12	0.00	239.49	0.184	0.00	0.22	18.255	C
C-ABD	201.81	50.45	199.23	0.00	546.51	0.369	0.00	0.64	10.308	B
C-D	8.63	2.16	8.63	0.00	-	-	-	-	-	-
C-A	958.56	239.64	958.56	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	208.00	52.00	207.83	0.00	355.65	0.585	1.32	1.36	24.279	C
A-BCD	5.00	1.25	5.00	0.00	381.83	0.013	0.01	0.01	9.553	A
A-B	80.00	20.00	80.00	0.00	-	-	-	-	-	-
A-C	794.00	198.50	794.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	43.99	0.00	238.85	0.184	0.22	0.22	18.472	C
C-ABD	201.82	50.45	201.77	0.00	546.50	0.369	0.64	0.66	10.459	B
C-D	8.63	2.16	8.63	0.00	-	-	-	-	-	-
C-A	958.56	239.64	958.56	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	208.00	52.00	207.94	0.00	355.64	0.585	1.36	1.38	24.330	C
A-BCD	5.00	1.25	5.00	0.00	381.82	0.013	0.01	0.01	9.553	A
A-B	80.00	20.00	80.00	0.00	-	-	-	-	-	-
A-C	794.00	198.50	794.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	238.83	0.184	0.22	0.22	18.475	C
C-ABD	201.82	50.45	201.80	0.00	546.50	0.369	0.66	0.66	10.462	B
C-D	8.63	2.16	8.63	0.00	-	-	-	-	-	-
C-A	958.56	239.64	958.56	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	208.00	52.00	207.97	0.00	355.63	0.585	1.38	1.39	24.350	C
A-BCD	5.00	1.25	5.00	0.00	381.81	0.013	0.01	0.01	9.553	A
A-B	80.00	20.00	80.00	0.00	-	-	-	-	-	-
A-C	794.00	198.50	794.00	0.00	-	-	-	-	-	-
D-ABC	44.00	11.00	44.00	0.00	238.83	0.184	0.22	0.22	18.477	C
C-ABD	201.82	50.45	201.81	0.00	546.50	0.369	0.66	0.66	10.463	B
C-D	8.63	2.16	8.63	0.00	-	-	-	-	-	-
C-A	958.56	239.64	958.56	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	17.58	1.17	22.744	C	C
A-BCD	0.19	0.01	9.533	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.07	0.20	18.255	C	B
C-ABD	9.36	0.62	10.308	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	20.20	1.35	24.279	C	C
A-BCD	0.20	0.01	9.553	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.32	0.22	18.472	C	B
C-ABD	9.98	0.67	10.459	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	20.58	1.37	24.330	C	C
A-BCD	0.20	0.01	9.553	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.35	0.22	18.475	C	B
C-ABD	10.00	0.67	10.462	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	20.74	1.38	24.350	C	C
A-BCD	0.20	0.01	9.553	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	3.36	0.22	18.477	C	B
C-ABD	10.01	0.67	10.463	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Layout - 2027 Base Flow + Dev + Others, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationshi
2027 Base Flow + Dev + Others, PM Peak	2027 Base Flow + Dev + Others	PM Peak		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	A,B,C,D		15.20	C

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	17	Stream B-ACD

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Bloxham Road (North)		Major
B	B	Wykham Lane (East)		Minor
C	C	Bloxham Road (South)		Major
D	D	Wykham Lane (West)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	10.30		0.00		2.20	91.00	✓	2.00
C	10.30		0.00		2.20	114.00	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.90										68	64
D	One lane	2.60										103	61

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	626.662	-	-	-	-	-	-	0.197	0.282	0.197	-	-	-
1	B-A	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	-	0.197	0.197	0.098
1	B-C	657.577	0.082	0.207	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	B-D, offside lane	526.195	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
1	C-B	639.982	0.202	0.202	0.288	-	-	-	-	-	-	-	-	-
1	D-A	635.814	-	-	-	-	-	-	0.200	-	0.079	-	-	-
1	D-B, nearside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-B, offside lane	520.017	0.122	0.122	0.278	-	-	-	0.195	0.195	0.077	-	-	-
1	D-C	520.017	-	0.122	0.278	0.097	0.195	0.195	0.195	0.195	0.077	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	851.00	100.000
B	FLAT	✓	148.00	100.000
C	FLAT	✓	870.00	100.000
D	FLAT	✓	35.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	32.000	812.000	7.000
	B	45.000	0.000	83.000	20.000
	C	759.000	103.000	0.000	8.000
	D	5.000	25.000	5.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.04	0.95	0.01
	B	0.30	0.00	0.56	0.14
	C	0.87	0.12	0.00	0.01
	D	0.14	0.71	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.45	19.73	0.80	C	148.00	148.00	46.53	18.86	0.78	46.59	18.89
A-BCD	0.02	8.20	0.02	A	7.00	7.00	0.95	8.16	0.02	0.95	8.16
A-B	-	-	-	-	32.00	32.00	-	-	-	-	-
A-C	-	-	-	-	812.00	812.00	-	-	-	-	-
D-ABC	0.13	15.93	0.15	C	35.00	35.00	9.04	15.50	0.15	9.04	15.51
C-ABD	0.22	9.39	0.30	A	111.19	111.19	18.13	9.78	0.30	18.13	9.78
C-D	-	-	-	-	7.91	7.91	-	-	-	-	-
C-A	-	-	-	-	750.90	750.90	-	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	148.00	37.00	144.88	0.00	330.71	0.448	0.00	0.78	19.075	C
A-BCD	7.00	1.75	6.94	0.00	446.39	0.016	0.00	0.02	8.191	A
A-B	32.00	8.00	32.00	0.00	-	-	-	-	-	-
A-C	812.00	203.00	812.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.39	0.00	261.27	0.134	0.00	0.15	15.827	C
C-ABD	111.19	27.80	109.99	0.00	494.79	0.225	0.00	0.30	9.331	A
C-D	7.91	1.98	7.91	0.00	-	-	-	-	-	-
C-A	750.90	187.73	750.90	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	148.00	37.00	147.94	0.00	330.35	0.448	0.78	0.80	19.716	C
A-BCD	7.00	1.75	7.00	0.00	446.06	0.016	0.02	0.02	8.199	A
A-B	32.00	8.00	32.00	0.00	-	-	-	-	-	-
A-C	812.00	203.00	812.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	34.99	0.00	260.92	0.134	0.15	0.15	15.933	C
C-ABD	111.19	27.80	111.18	0.00	494.78	0.225	0.30	0.30	9.388	A
C-D	7.91	1.98	7.91	0.00	-	-	-	-	-	-
C-A	750.90	187.72	750.90	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	148.00	37.00	147.98	0.00	330.35	0.448	0.80	0.80	19.730	C
A-BCD	7.00	1.75	7.00	0.00	446.05	0.016	0.02	0.02	8.199	A
A-B	32.00	8.00	32.00	0.00	-	-	-	-	-	-
A-C	812.00	203.00	812.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	260.91	0.134	0.15	0.15	15.935	C
C-ABD	111.19	27.80	111.18	0.00	494.78	0.225	0.30	0.30	9.386	A
C-D	7.91	1.98	7.91	0.00	-	-	-	-	-	-
C-A	750.90	187.72	750.90	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-ACD	148.00	37.00	147.99	0.00	330.35	0.448	0.80	0.80	19.734	C
A-BCD	7.00	1.75	7.00	0.00	446.05	0.016	0.02	0.02	8.199	A
A-B	32.00	8.00	32.00	0.00	-	-	-	-	-	-
A-C	812.00	203.00	812.00	0.00	-	-	-	-	-	-
D-ABC	35.00	8.75	35.00	0.00	260.91	0.134	0.15	0.15	15.935	C
C-ABD	111.19	27.80	111.18	0.00	494.78	0.225	0.30	0.30	9.387	A
C-D	7.91	1.98	7.91	0.00	-	-	-	-	-	-
C-A	750.90	187.72	750.90	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.68	0.71	19.075	C	B
A-BCD	0.23	0.02	8.191	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.14	0.14	15.827	C	B
C-ABD	4.42	0.29	9.331	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.84	0.79	19.716	C	B
A-BCD	0.24	0.02	8.199	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.29	0.15	15.933	C	B
C-ABD	4.57	0.30	9.388	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.98	0.80	19.730	C	B
A-BCD	0.24	0.02	8.199	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.30	0.15	15.935	C	B
C-ABD	4.57	0.30	9.386	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	12.04	0.80	19.734	C	B
A-BCD	0.24	0.02	8.199	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.31	0.15	15.935	C	B
C-ABD	4.57	0.30	9.387	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

- Access Junction

Junctions 8

ARCADY 8 - Roundabout Module

Filename: 50m ICD Site Access Roundabout JUBB.arc8
Path: S:\W14129 - Banbury\Calculations\Traffic\Arcady\16102014
Report generation date: 21/10/2014 18:46:07

Summary of junction performance

	AM Peak							PM Peak						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Resid Capac
Proposed Access Junction - 2027 Base AM+ Dev														
Arm A	0.80	3.47	0.45	A	5.37	A	33 % [Arm D]							% []
Arm B	0.57	5.08	0.36	A										
Arm C	0.10	4.88	0.09	A										
Arm D	2.00	7.07	0.67	A										
Proposed Access Junction - 2027 Base PM +Dev														
Arm A							% []	1.43	4.74	0.59	A	4.40	A	59 [Arm
Arm B								0.16	3.94	0.14	A			
Arm C								0.04	4.07	0.03	A			
Arm D								0.86	4.02	0.46	A			

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

"D2 - 2027 Base AM+ Dev, AM Peak " model duration: 08:00 - 09:00
"D4 - 2027 Base PM +Dev, PM Peak" model duration: 17:00 - 18:00

Run using Junctions 8.0.4.487 at 21/10/2014 18:46:06

File summary

Title	Site Access Roundabout
Location	Banbury
Site Number	
Date	22/08/2014
Version	
Status	Completed
Identifier	
Client	
Jobnumber	W14129
Enumerator	SR
Description	50m ICD

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75		✓	Delay	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	Veh	perHour	s	-Min	perMin

Proposed Access Junction - 2027 Base AM+ Dev, AM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Access Junction	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base AM+ Dev, AM Peak	2027 Base AM+ Dev	AM Peak		FLAT	08:00	09:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Site Access Junction	Roundabout	A,B,C,D				5.37	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	33	Arm D

Arms

Arms

Arm	Arm	Name	Description
A	A	Bloxham Road (North)	
B	B	Site Access 1	
C	C	Site Access 2	
D	D	Bloxham Road (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.00	8.00	25.00	13.00	50.00	39.00	
B	3.00	6.70	20.00	13.00	50.00	36.00	
C	3.00	6.40	16.00	15.00	50.00	45.00	
D	3.60	7.10	20.00	17.00	50.00	30.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.629	1897.684
B		(calculated)	(calculated)	0.564	1537.145
C		(calculated)	(calculated)	0.536	1418.171
D		(calculated)	(calculated)	0.617	1755.328

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	834.00	100.000
B	FLAT	✓	406.00	100.000
C	FLAT	✓	76.00	100.000
D	FLAT	✓	1023.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	94.000	16.000	724.000
	B	309.000	0.000	0.000	97.000
	C	53.000	0.000	0.000	23.000
	D	983.000	30.000	10.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.11	0.02	0.87
	B	0.76	0.00	0.00	0.24
	C	0.70	0.00	0.00	0.30
	D	0.96	0.03	0.01	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A	0.45	3.47	0.80	A	834.00	834.00	47.67	3.43	0.79	47.68	3.43
B	0.36	5.08	0.57	A	406.00	406.00	33.92	5.01	0.57	33.93	5.01
C	0.09	4.88	0.10	A	76.00	76.00	6.12	4.83	0.10	6.12	4.83
D	0.67	7.07	2.00	A	1023.00	1023.00	117.02	6.86	1.95	117.10	6.87

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	834.00	208.50	830.81	1335.46	39.69	0.00	1872.70	1863.83	0.445	0.00	0.80	3.446	A
B	406.00	101.50	403.73	123.41	747.09	0.00	1115.64	596.53	0.364	0.00	0.57	5.040	A
C	76.00	19.00	75.59	25.86	1124.96	0.00	815.65	232.09	0.093	0.00	0.10	4.862	A
D	1023.00	255.75	1015.16	840.57	359.99	0.00	1533.38	1375.63	0.667	0.00	1.96	6.848	A

Main results: (08:15-08:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	834.00	208.50	833.99	1344.89	40.00	0.00	1872.51	1863.83	0.445	0.80	0.80	3.465	A
B	406.00	101.50	405.99	124.00	749.99	0.00	1114.01	596.53	0.364	0.57	0.57	5.084	A
C	76.00	19.00	76.00	26.00	1129.98	0.00	812.97	232.09	0.093	0.10	0.10	4.884	A
D	1023.00	255.75	1022.90	843.99	361.99	0.00	1532.15	1375.63	0.668	1.96	1.98	7.066	A

Main results: (08:30-08:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	834.00	208.50	834.00	1344.96	40.00	0.00	1872.51	1863.83	0.445	0.80	0.80	3.465	A
B	406.00	101.50	406.00	124.00	750.00	0.00	1114.00	596.53	0.364	0.57	0.57	5.084	A
C	76.00	19.00	76.00	26.00	1129.99	0.00	812.96	232.09	0.093	0.10	0.10	4.884	A
D	1023.00	255.75	1022.97	844.00	362.00	0.00	1532.14	1375.63	0.668	1.98	1.99	7.069	A

Main results: (08:45-09:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	834.00	208.50	834.00	1344.98	40.00	0.00	1872.51	1863.83	0.445	0.80	0.80	3.465	A
B	406.00	101.50	406.00	124.00	750.00	0.00	1114.00	596.53	0.364	0.57	0.57	5.084	A
C	76.00	19.00	76.00	26.00	1130.00	0.00	812.96	232.09	0.093	0.10	0.10	4.884	A
D	1023.00	255.75	1022.98	844.00	362.00	0.00	1532.14	1375.63	0.668	1.99	2.00	7.069	A

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	11.65	0.78	3.446	A	A
B	8.24	0.55	5.040	A	A
C	1.49	0.10	4.862	A	A
D	27.62	1.84	6.848	A	A

Queueing Delay results: (08:15-08:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	11.99	0.80	3.465	A	A
B	8.54	0.57	5.084	A	A
C	1.54	0.10	4.884	A	A
D	29.62	1.97	7.066	A	A

Queueing Delay results: (08:30-08:45)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	12.01	0.80	3.465	A	A
B	8.57	0.57	5.084	A	A
C	1.54	0.10	4.884	A	A
D	29.84	1.99	7.069	A	A

Queueing Delay results: (08:45-09:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	12.02	0.80	3.465	A	A
B	8.58	0.57	5.084	A	A
C	1.54	0.10	4.884	A	A
D	29.93	2.00	7.069	A	A

Proposed Access Junction - 2027 Base PM +Dev, PM Peak

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Proposed Access Junction	ARCADY		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2027 Base PM +Dev, PM Peak	2027 Base PM +Dev	PM Peak		FLAT	17:00	18:00	60	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Site Access Junction	Roundabout	A,B,C,D				4.40	A

Junction Network Options

Driving Side	Lighting	Network Residual Capacity (%)	First Arm Reaching Threshold
Left	Normal/unknown	59	Arm A

Arms

Arms

Arm	Arm	Name	Description
A	A	Bloxham Road (North)	
B	B	Site Access 1	
C	C	Site Access 2	
D	D	Bloxham Road (South)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)	Assume Flat Start Profile	Initial Queue (PCU)
A	0.00	99999.00		0.00
B	0.00	99999.00		0.00
C	0.00	99999.00		0.00
D	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
A	4.00	8.00	25.00	13.00	50.00	39.00	
B	3.00	6.70	20.00	13.00	50.00	36.00	
C	3.00	6.40	16.00	15.00	50.00	45.00	
D	3.60	7.10	20.00	17.00	50.00	30.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
A		(calculated)	(calculated)	0.629	1897.684
B		(calculated)	(calculated)	0.564	1537.145
C		(calculated)	(calculated)	0.536	1418.171
D		(calculated)	(calculated)	0.617	1755.328

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

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
			✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	1087.00	100.000
B	FLAT	✓	151.00	100.000
C	FLAT	✓	32.00	100.000
D	FLAT	✓	771.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	270.000	32.000	785.000
	B	123.000	0.000	0.000	28.000
	C	20.000	0.000	0.000	12.000
	D	690.000	62.000	19.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.25	0.03	0.72
	B	0.81	0.00	0.00	0.19
	C	0.63	0.00	0.00	0.38
	D	0.89	0.08	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0
	D	0.0	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
A	0.59	4.74	1.43	A	1087.00	1087.00	84.34	4.66	1.41	84.37	4.66
B	0.14	3.94	0.16	A	151.00	151.00	9.81	3.90	0.16	9.81	3.90
C	0.03	4.07	0.04	A	32.00	32.00	2.15	4.03	0.04	2.15	4.03
D	0.46	4.02	0.86	A	771.00	771.00	50.97	3.97	0.85	50.99	3.97

Main Results for each time segment

Main results: (17:00-17:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	1087.00	271.75	1081.35	829.32	80.64	0.00	1846.92	1814.54	0.589	0.00	1.41	4.668	A
B	151.00	37.75	150.34	330.32	831.67	0.00	1067.92	750.21	0.141	0.00	0.16	3.921	A
C	32.00	8.00	31.86	50.75	931.26	0.00	919.40	314.53	0.035	0.00	0.04	4.056	A
D	771.00	192.75	767.59	820.74	142.38	0.00	1667.55	1257.37	0.462	0.00	0.85	3.985	A

Main results: (17:15-17:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	1087.00	271.75	1086.96	832.98	81.00	0.00	1846.70	1814.54	0.589	1.41	1.42	4.738	A
B	151.00	37.75	151.00	331.99	835.97	0.00	1065.50	750.21	0.142	0.16	0.16	3.936	A
C	32.00	8.00	32.00	51.00	935.97	0.00	916.87	314.53	0.035	0.04	0.04	4.068	A
D	771.00	192.75	770.98	824.97	143.00	0.00	1667.16	1257.37	0.462	0.85	0.86	4.016	A

Main results: (17:30-17:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	1087.00	271.75	1086.99	832.99	81.00	0.00	1846.70	1814.54	0.589	1.42	1.42	4.738	A
B	151.00	37.75	151.00	332.00	835.99	0.00	1065.49	750.21	0.142	0.16	0.16	3.936	A
C	32.00	8.00	32.00	51.00	935.99	0.00	916.86	314.53	0.035	0.04	0.04	4.068	A
D	771.00	192.75	771.00	824.99	143.00	0.00	1667.16	1257.37	0.462	0.86	0.86	4.016	A

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Exit Flow (Veh/hr)	Circulating Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	Saturation Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
A	1087.00	271.75	1086.99	833.00	81.00	0.00	1846.70	1814.54	0.589	1.42	1.43	4.738	A
B	151.00	37.75	151.00	332.00	836.00	0.00	1065.48	750.21	0.142	0.16	0.16	3.936	A
C	32.00	8.00	32.00	51.00	936.00	0.00	916.86	314.53	0.035	0.04	0.04	4.068	A
D	771.00	192.75	771.00	825.00	143.00	0.00	1667.16	1257.37	0.462	0.86	0.86	4.016	A

Queueing Delay Results for each time segment

Queueing Delay results: (17:00-17:15)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	20.33	1.36	4.668	A	A
B	2.40	0.16	3.921	A	A
C	0.53	0.04	4.056	A	A
D	12.41	0.83	3.985	A	A

Queueing Delay results: (17:15-17:30)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	21.27	1.42	4.738	A	A
B	2.47	0.16	3.936	A	A
C	0.54	0.04	4.068	A	A
D	12.83	0.86	4.016	A	A

Queueing Delay results: (17:30-17:45)

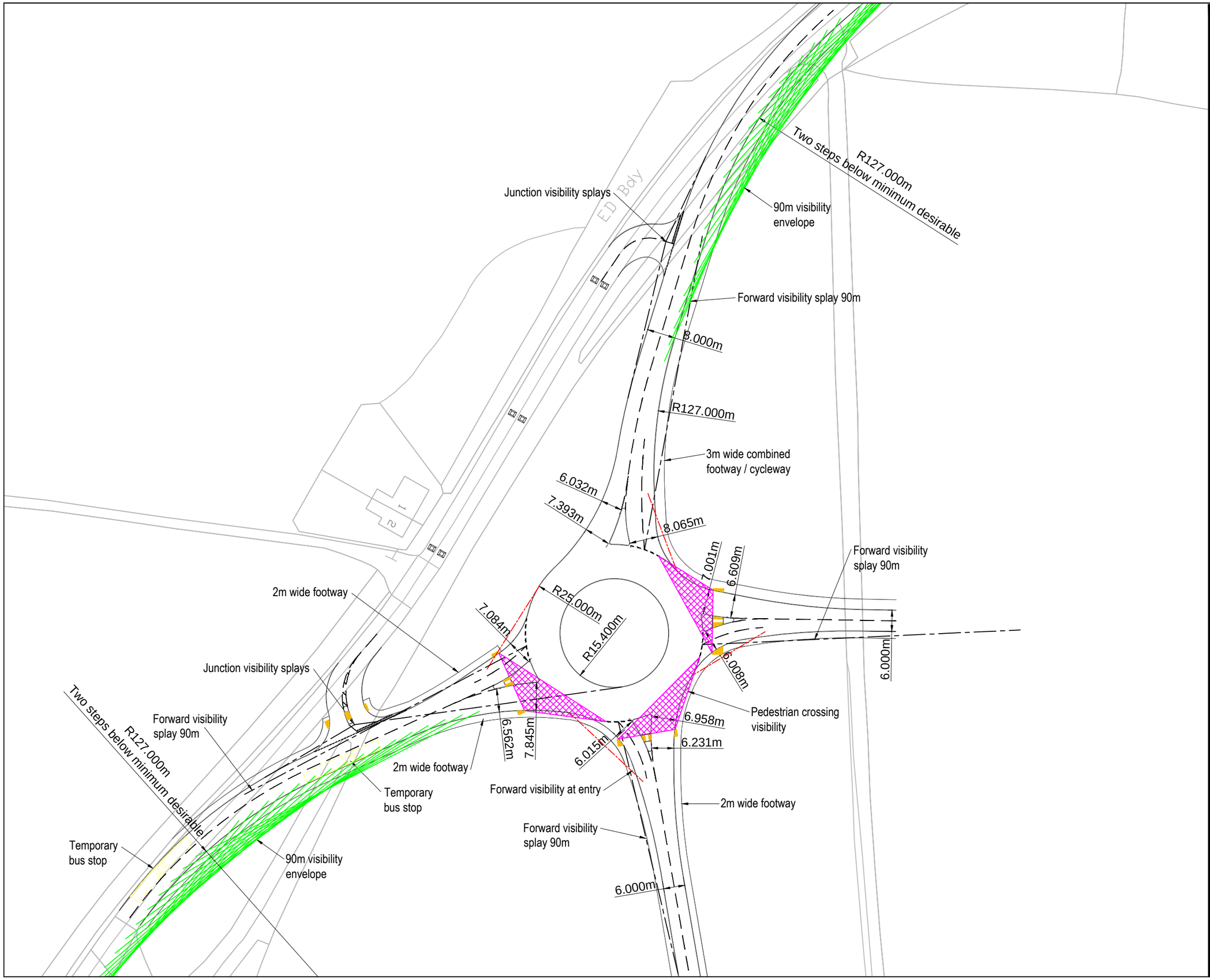
Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	21.35	1.42	4.738	A	A
B	2.47	0.16	3.936	A	A
C	0.54	0.04	4.068	A	A
D	12.86	0.86	4.016	A	A

Queueing Delay results: (17:45-18:00)

Arm	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
A	21.38	1.43	4.738	A	A
B	2.47	0.16	3.936	A	A
C	0.54	0.04	4.068	A	A
D	12.87	0.86	4.016	A	A

Appendix G

Proposed Junction Enhancements



NOTES

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO JUBB CONSULTING ENGINEERS LIMITED BEFORE PROCEEDING.

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE CURRENT ENGINEERING SPECIFICATIONS AND RISK ASSESSMENTS.

ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

REV	DATE	DESCRIPTION	DR'N	CH'K	APP'D ENG
–	15/9/14	Site Access Roundabout	AK	MPG	MPG

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] H&S FILE ISSUE
- [ ]

Project

Wykham Park Farm,
Banbury

Detail

Proposed Site Access Roundabout

Client/Architect

Gallagher Estates

Scale @ A3

1:1000

Project Ref	Drawing No	Rev
B14129	A_003	-

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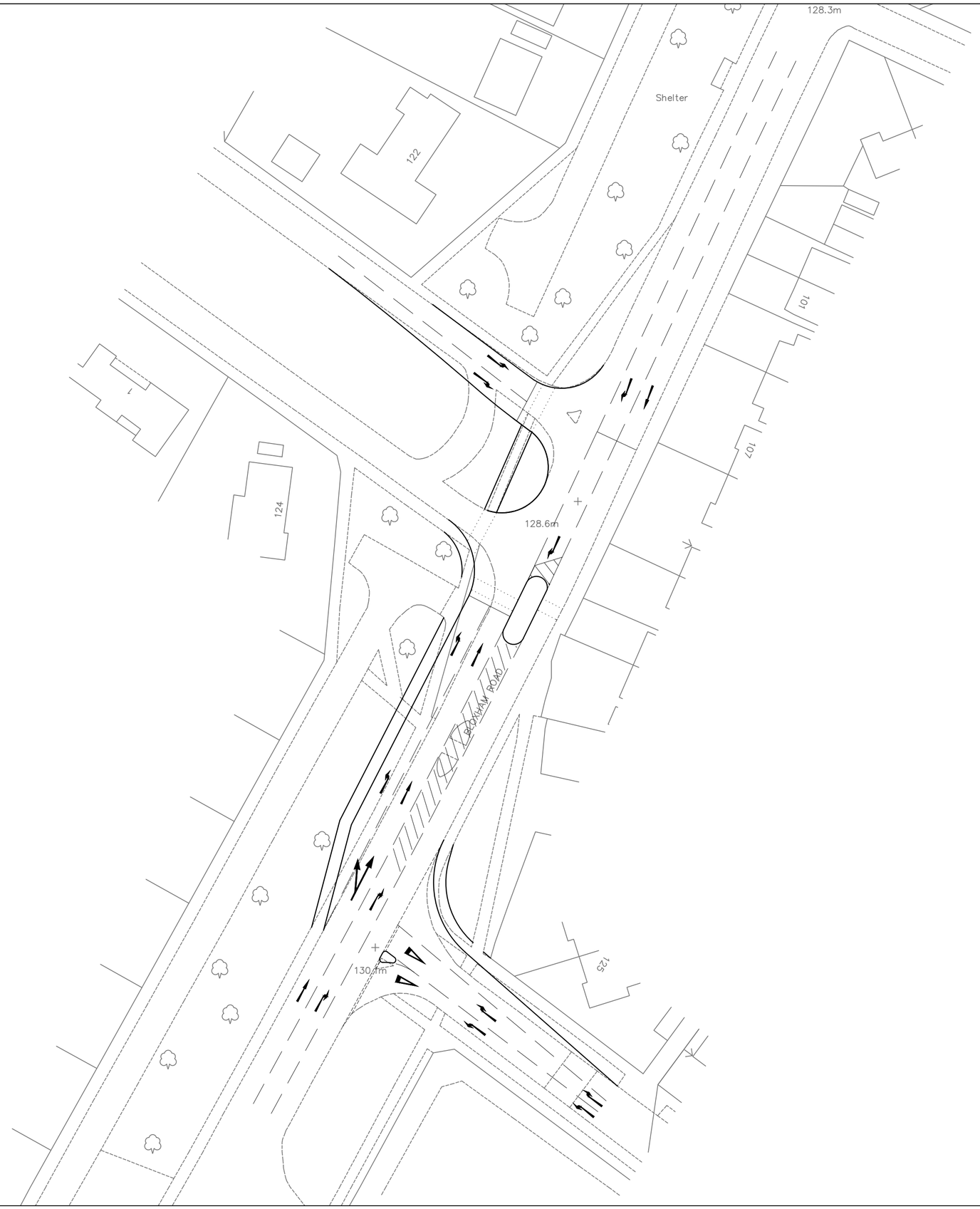

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CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO JUBB CONSULTING ENGINEERS LIMITED BEFORE PROCEEDING.

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE CURRENT ENGINEERING SPECIFICATIONS AND RISK ASSESSMENTS.

ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

REV	DATE	DESCRIPTION	DR'N	CH'K	APP'D ENG
–	10/9/14	Bloxham/Queensway/Springfield Proposed Improvements	AK	MPG	MPG

Issue Status

- [■] CONCEPT
- [ ] CONSTRUCTION
- [ ] PRELIMINARY
- [ ] H&S FILE ISSUE
- [ ] TENDER

Project

Wykham Park Farm,
Banbury

Detail

Proposed Bloxham Road / Queensway & Bloxham Road / Springfield Avenue Junction Improvements

Client/Architect

Gallagher Estates

Scale @ A2

1:500

Project Ref	Drawing No	Rev
B14129	A_002	-

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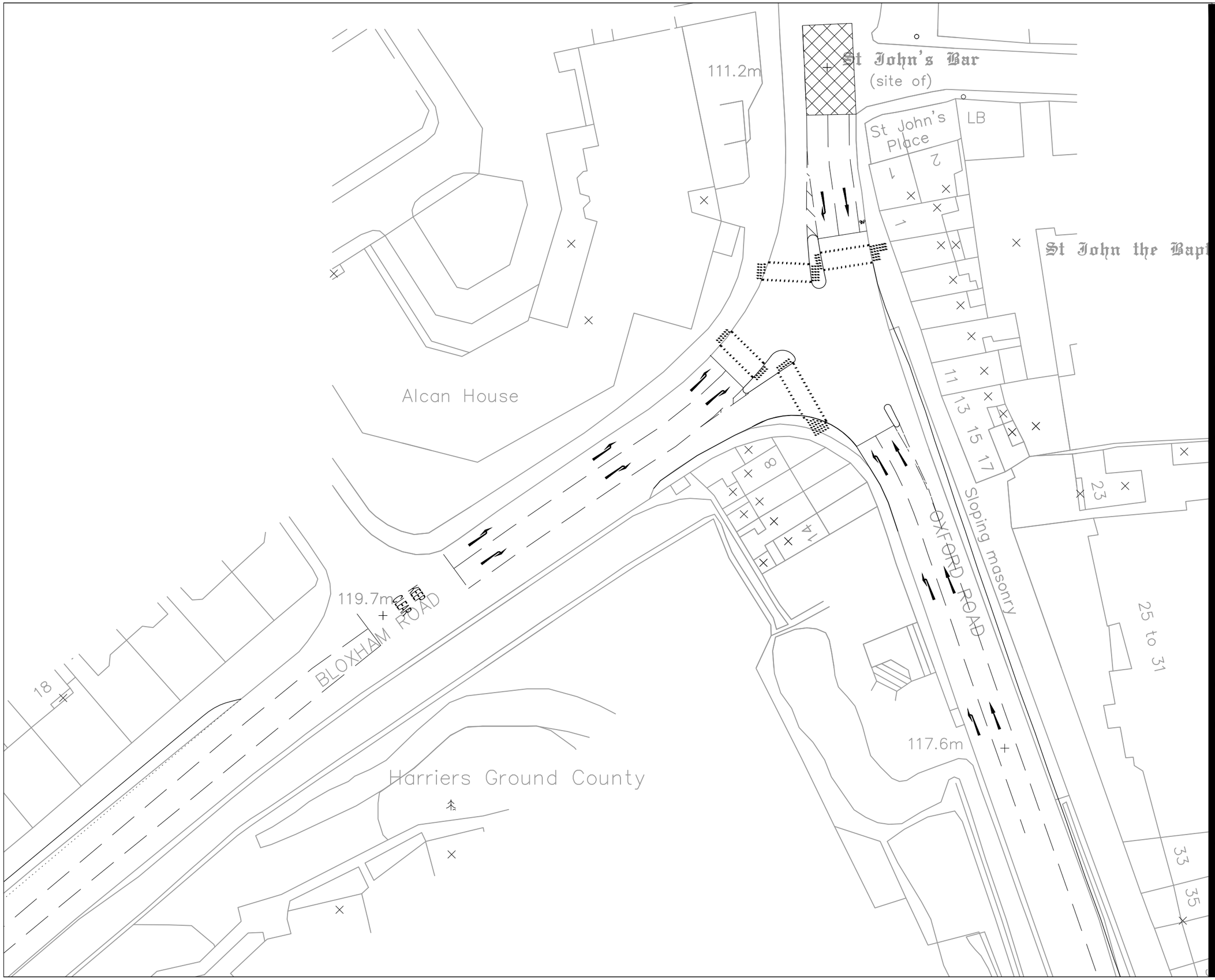

NOTES

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO JUBB CONSULTING ENGINEERS LIMITED BEFORE PROCEEDING.

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE CURRENT ENGINEERING SPECIFICATIONS AND RISK ASSESSMENTS.

ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

REV	DATE	DESCRIPTION	DR'N	CH'K	APP'D ENG
–	12/11/14	Oxford Rd/Bloxham Rd Junction Improvements	AK	MPG	MPG

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] H&S FILE ISSUE

Project

Wykham Park Farm,
Banbury

Detail

Proposed Junction Improvements
Oxford Road/Bloxham Road

Client/Architect

Gallagher Estates

Scale @ A3

1:500

Project Ref	Drawing No	Rev
B14129	A_004	-

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Drawing Title

OXRORD ROAD/FARMFIELD ROAD/ HORTON VIEW/HIGHTOWN ROAD - IMPROVEMENT SCHEME (SHEET 1 OF 2)

Client

HALLAM LAND MANAGEMENT LTD. & JJ GALLAGHER LTD

Job Title

LAND AT COLLEGE FIELDS, BANBURY

COLIN BUCHANAN

Scale:	1:1000@A3
Designed by:	L.L.
Drawn by:	A.D.
Ckd/Appd:	
1st Issued:	APR.'05
Job No:	38581

Rev.	Date.	Amendment.	Des.	Drn.

Drg No. FIGURE 53 Rev

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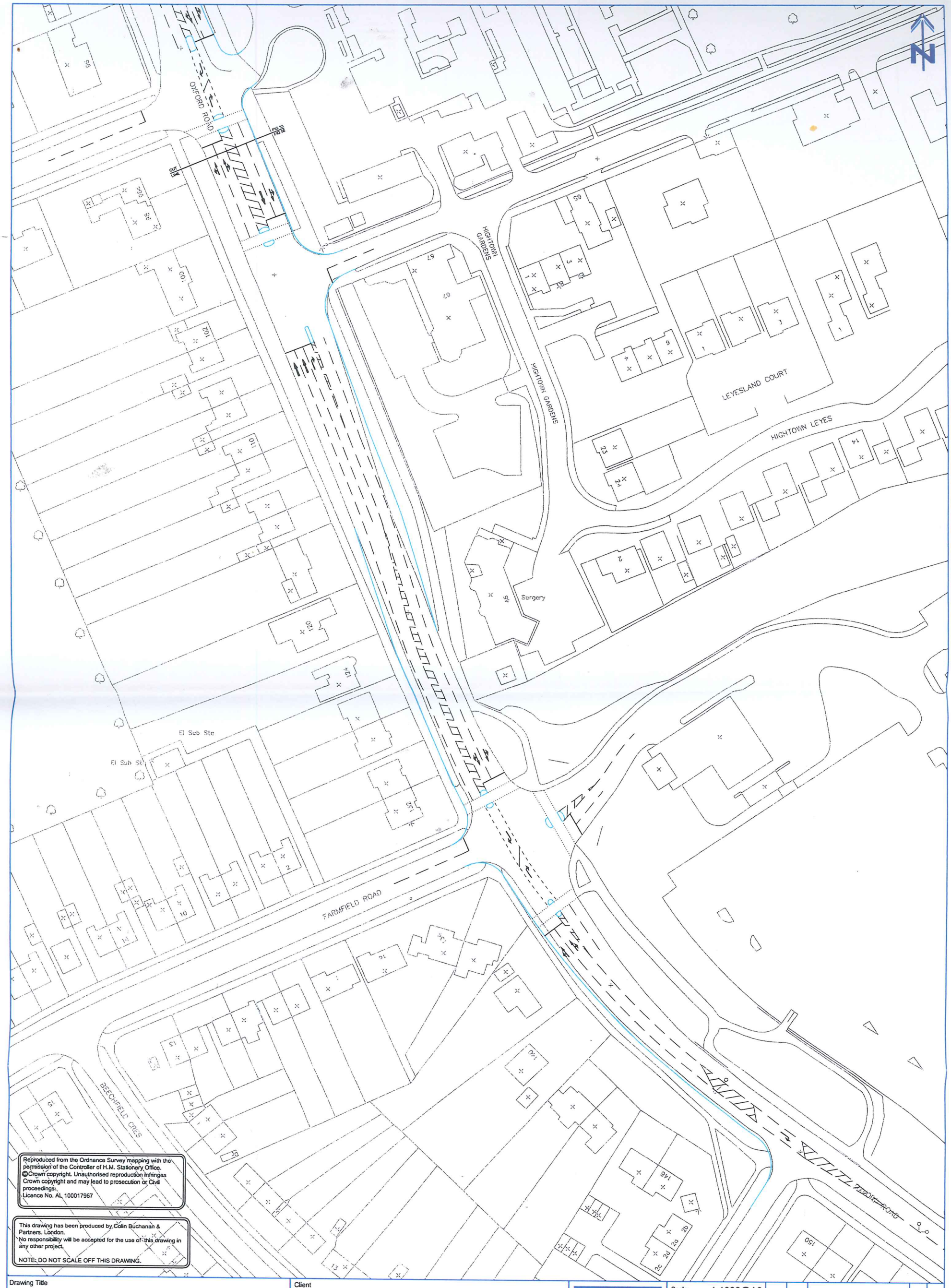

Drawing Title

OXRORD ROAD/FARMFIELD ROAD/ HORTON VIEW/HIGHTOWN ROAD - IMPROVEMENT SCHEME (SHEET 2 OF 2)

Client

HALLAM LAND MANAGEMENT LTD. & JJ GALLAGHER LTD.

Job Title

LAND AT COLLEGE FIELDS, BANBURY

COLIN BUCHANAN

Scale:	1:1000@A3
Designed by:	L.L.
Drawn by:	A.D.
Ckd/Appd:	
1st Issued:	APR.'05
Job No:	38581

Rev.	Date.	Amendment.	Des.	Drn.

Drg No. FIGURE 54

Rev

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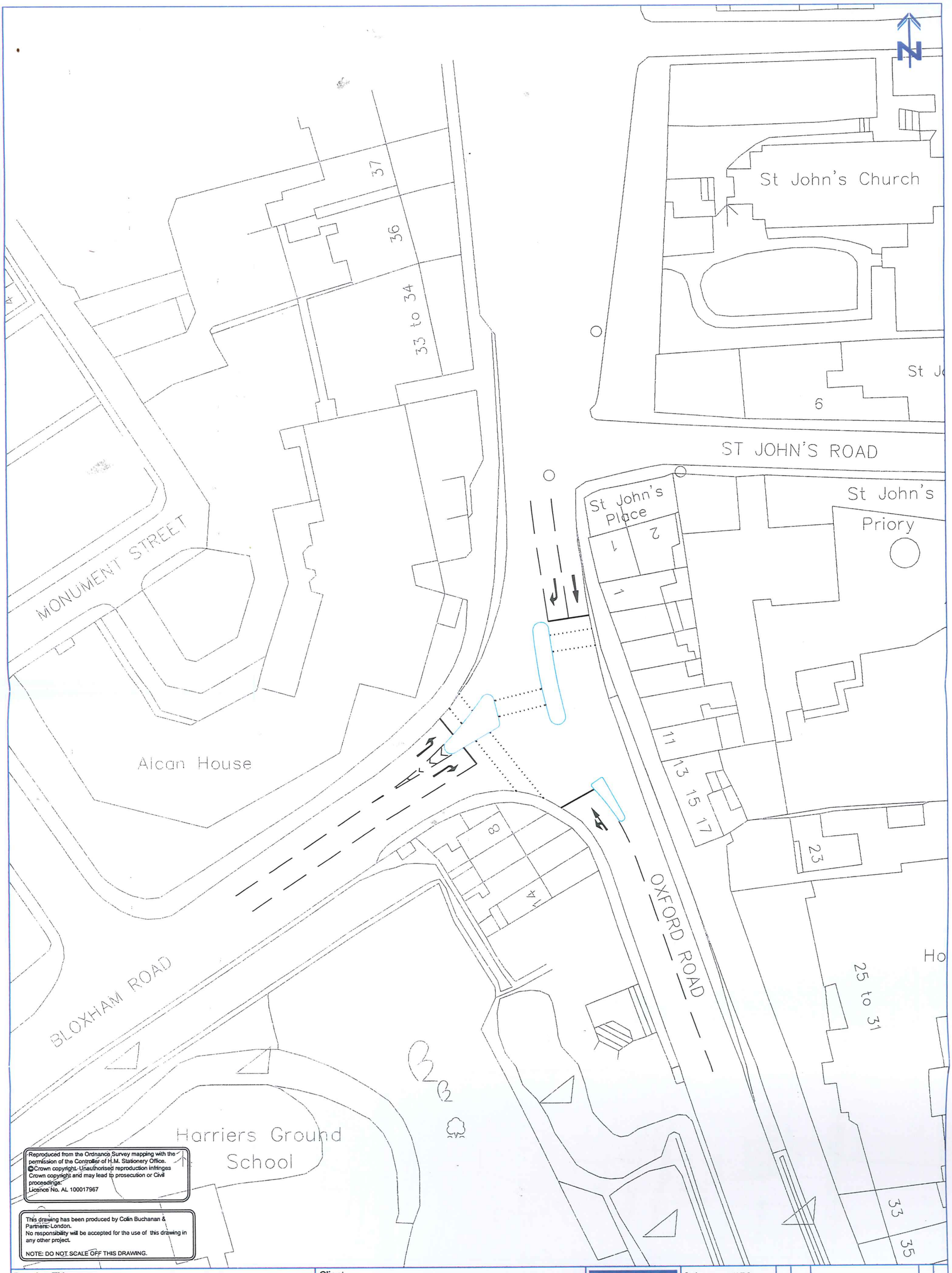

Drawing Title

OXFORD ROAD/BLOXHAM ROAD
- PROPOSED IMPROVEMENT SCHEME

Client
HALLAM LAND MANAGEMENT LTD.
& J.J. GALLAGHER LTD.

Job Title
LAND AT COLLEGE FIELDS,
BANBURY

COLIN BUCHANAN

Scale:	N.T.S.
Designed by:	L.L.
Drawn by:	L.L.
Ckd./Appd:	
First Issued:	MAY '05
Job No:	38581

Rev	Date	Amendment	Des	Drn

Drg No: FIGURE 55

Rev

I:\38581\2004 TA\STUDY\GRAPHICS\38581-fig 57.dwg