

## Technical Note: A41 Corridor LinSig Model

Project: Bicester Office Park  
Prepared by: David Lewis  
Approved by: Phil Bell  
Date: 23/08/2018



8 Duncannon Street  
London  
WC2N 4JF

Tel: 020 7031 8141  
www.motion.co.uk

### 1.0 Introduction

- 1.1 Motion prepared the Transport Assessment supporting development proposals known as Bicester Office Park, to the east of the A41 Oxford Road in Bicester, Planning Ref 17/02534/OUT
- 1.2 The submitted Transport Assessment includes assessment of the A41 Corridor, between the Pingle Drive and Saxon Way junctions using the industry standard package for assessing signal-controlled junctions, LinSig.
- 1.3 Following submission of the planning application in December 2017, Motion received comments from Oxfordshire County Council (OCC) in relation to the modelling of the A41 Corridor in an email dated 17<sup>th</sup> August 2018 and a subsequent report by Green Signals Consulting Limited dated August 2018.
- 1.4 In addition, Cherwell District Council (CDC) commissioned Steve Clarke of Edwards & Edwards Consultancy (EAE) to undertake a review of the OCC response to the Bicester Office Park planning application. The review is contained within a report dated 20<sup>th</sup> August 2018.
- 1.5 This Note considers the comments raised by OCC and EAE and considers their significance to the LinSig model assessment of the A41 Corridor and, in particular, the A41/ Lakeview Drive junction.

### 2.0 Comments from OCC

- 2.1 The email comments received from OCC in relation to the A41 corridor LinSig model are summarised as follows:

“

- ▶ *The services entry arm (from the Esso filling station and Burger King) on the Esso Junction is a give way lane represented as J2:4/1. This arm has been incorrectly configured as having no opposing lanes – which gives an unrealistically high capacity for this approach*
- ▶ *Matrix estimation indicates that not all turning counts have been entered. Looking at the PM demand flow for the same approach arm (services entry arm of Esso Roundabout), only 98 pcu's were modelled instead of 127pcu's. It is thought that if matrix estimation is being used, this should be completed.*
- ▶ *Lane widths used in the model are incorrect. Where it has been possible to measure lane widths from scale plans, the lane widths used in the calculation of saturation flow appear to be consistently wider than the measured lane widths. This probably won't make much difference to the results (the relative increase in capacity should be the same), as it is incorrect in both the base and proposed models. This however will result in an over optimistic calculation of saturation flows in both models.*
- ▶ *Saturation flows have shown to be generally higher than would normally be. This causes traffic capacity to be over-estimated. Where there is only one lane serving any given destination, the lane should be treated as a nearside lane in the saturation flow calculations. This is because slow vehicles will delay the entire route flow, unlike multiple lane / route choice approaches, where faster vehicles are able to overtake in the offside lane.*
- ▶ *The Oxford Road northbound stream (exit arm) of Pingle Drive/Oxford Road junction (presented as Arm J1:4 in the model) is shown without a pedestrian crossing across it, despite a signalled crossing across southbound. Presently, a pedestrian crossing goes across both the northbound and southbound traffic streams. This modelling inaccuracy is likely to create an artificially higher saturation across the junction.*

- ▶ *Use of lane connectors to allow weaving will allow overly optimistic distribution of traffic flows and allows inappropriate route selection. If/where lanes are not immediately available at the exit of the previous junction, intermediate exit lane lanes may be required to accurately model lane and route choices. Alternatively, route flows may need to be manually set to manage traffic flows on weaving connectors.*
- ▶ *For Controller 1, no controller specification or design has been availed to enable us to make a modest check.*

*In summary, the modelling along the A41/Oxford Road appears largely accurate, however there are a small number of errors that will have an effect of the overall results. Although the results look reasonable, the errors create an unacceptably high margin of error, meaning that the results could not be relied upon."*

### 3.0 Comments from Edwards and Edwards Consultancy

- 3.1 The report from EAE considers the comments provided by OCC in relation to the LinSig modelling of the Oxford Road corridor and states that:

*"I have considered the highway officers comments on the modelling of the LinSig network. In conclusion, although the highway officers' comments are valid, I doubt whether the amended LinSig network will have a material impact. Nevertheless, for completeness, I suggest that Motion should review their LinSig input data and produce updated outputs as the highway authority suggests. I do not however believe that these updated outputs will fundamentally change the conclusions I reach in the remainder of this report."*

- 3.2 Whilst acknowledging the comments provided by OCC in relation to the LinSig modelling, EAE confirm that the amendments suggested by OCC are unlikely to have a material impact on the model and EAE do not consider that the changes requested will fundamentally change the conclusions of the assessment. The conclusion is contrary to the position of OCC.

- 3.3 Whilst OCC suggest that the development proposals will have a detrimental impact on the existing network and the proposed mitigation would not adequately mitigate the development, the EAE report concludes that

*"The proposed mitigation will result in a net overall benefit (i.e. slight improvement to the Practical reserve Capacity) in terms of the way the public highway network would operate in the PM peak."*

- 3.4 The consultation response from OCC dated 7 August raises comment on the expected queue lengths on Lakeview Drive and suggests that this could be detrimental to road safety. The EAE report states:

*"c) Whilst respecting OCC's concern about the impact on Lakeview Drive I am of the view that Lakeview Drive is a private road and as such unless the operation of the private road affects the public highway this is not necessarily a matter for the highway authority.*

*d) I refer to OCC's concern about substantial delays on Lakeview Drive being detrimental to road safety due to the possibility this may lead to unsafe manoeuvres by impatient drivers. With respect to OCC, I regard this as unsubstantiated speculation unless there is reasonable evidence available that can be used to support this assertion.*

*e) As alluded to in 3.9(d) above the access drive serving the Tesco car park is two-way and provides plenty of internal storage capacity so, from the information provided, I find it difficult to share OCC's concern that traffic within the site would back up to the extent that vehicles would not be able to get in, with the risk that queueing traffic would back up onto the A41."*

- 3.5 The EAE report concludes that:

*"Subject to the updated LinSig modelling not producing radically different results I'm of the view that the proposed mitigation at the A41Oxford Road/Lakeview Drive signalised junction and the Middleton Stoney Road/Kings End/Oxford Road roundabout junction being adequate to support proposed development"*

3.6 It is evident that the independent report produced by EAE does not agree with the conclusions reached by OCC. In contrast to the OCC position, EAE conclude that changes to the LinSig model identified by OCC will not have a material effect on the output of the model and that the proposed mitigation is adequate to support the development proposals.

#### 4.0 Response to OCC Comments

4.1 The LinSig Model submitted alongside the current Bicester Office Park planning application is based on the LinSig Models previous submitted, and approved, alongside the following previous applications:

- ▶ Bicester Village Phase 4 (Planning Ref: 12/01209/F)
- ▶ Tesco Lakeview Dive (Planning Ref: 12/01193/F)
- ▶ Bicester Gateway Retail Park (Planning Ref: 15/00250/OUT)
- ▶ Bicester Gateway Retail Park (Planning Ref: 16/02505/OUT)
- ▶ Bicester Gateway Office Park (Planning Ref: 16/02586/OUT)

4.2 The LinSig model utilised for the purpose of the assessment has therefore gone through OCC review on numerous occasions and has been deemed to be acceptable. The baseline traffic flows in the current model reflect traffic flow outputs from the Bicester Traffic Model (BTM), as provided by OCC, and to include further committed developments, as requested by OCC. The traffic flows included within the model have been approved by OCC.

4.3 Table 4.1 below provides a summary of each of the comments provided by OCC and responds to each comment accordingly.

OCC Comment	Response to OCC Comment
J2 – 4/1 – Services Entry Give Way	This has been amended with all movements identified with an opposing flow. This has made no material difference to the operation of this link or the network as a whole.
Matrix Estimation	Matrix Estimation has not been used as this did not provide a consistent distribution of trips in comparison with the BTM traffic flows provided by OCC. Turning diagrams of BTM traffic flows have been manually converted to a Matrix for inclusion within the model Conversion of manual turning to a matrix can result in minor anomalies in traffic flows. Traffic flows from Zone C (services entry arm) have been amended to address comment raised and this has made no material difference in the operation of this link or the network as a whole.
Lane Widths	The lane widths used in the model are consistent with lane widths used in modelling approved by OCC in relation to previous planning applications in the vicinity of the A41 corridor. Table 3.2 provides a comparison between the lane widths at the Lakeview Drive junction used within the model for the current Bicester Office Park scheme and other consented schemes and demonstrates that lane widths are consistent. Table 3.2 demonstrates that the lane widths used within the model are consistent with those previously approved by OCC. Notwithstanding the above, we have obtained a CAD plan of the highways works implemented in relation to the Bicester Village 4 scheme from Royal Haskoning covering the Pingle Drive, Esso Roundabout and Lakeview Drive junctions. Lane widths have been measured from this plan and this has resulted in some minor changes to lane widths which have been incorporated in a revised model assessment. The results of the revised model assessment are presented at Tables 4.3 and 4.4 for the baseline and 'With Development' scenarios.

OCC Comment	Response to OCC Comment
Saturation Flows	<p>Saturation flows used within the model are based on those calculated and utilised in the model submitted and approved as part of previous planning applications. As shown in Table 4.2, the lane widths used to assess saturation flow are consistent with previously approved modelling of the corridor.</p> <p>With regard the nearside lane factor, the LinSig manual states that <i>"this setting reduces the saturation flow by 140 PCU/hr due to the 'frictional effect' of potential hazards (such as gutters or pedestrians stepping out) in the near side lane."</i></p> <p>The application of the nearside lane factor to offside lanes is therefore not considered to be appropriate and would provide an overly robust assessment of saturation flow. The assessment of nearside lanes within the model is consistent with previous models approved by OCC.</p> <p>As previously described, lane widths have been reviewed based on a CAD plan and this has resulted in amendments to lane widths which has subsequently effect saturation flows within the model, as presented at Tables 4.3 and 4.4.</p>
Oxford Road Pedestrian Crossing	<p>There is no pedestrian across the northbound arm of the Oxford Road junction (J1:4). On the southbound arm of the junction (J1:3), the pedestrian crossing is solely across the nearside left turn lane of the arm (J1:3/1) and does not cross the two southbound lanes (J1:3/2 and J13/3)</p> <p>The model currently submitted model is correct and no changes to the model are proposed.</p>
Lane Weaving	<p>The model includes the ability to vehicles to weave (switch lanes) between junctions. This is considered reasonable and normal traffic behaviour between junctions and there is sufficient separation between junctions to allow a vehicle to switch lanes to find a more optimum link.</p> <p>No changes to the model are proposed.</p>
Controller 1 Specification	<p>The controller specification used within the model is based on the previously modelling of this junction previously approved by OCC and is therefore considered appropriate. No changes to the model are proposed.</p>

Table 4.1: Response to OCC Comments

	Bicester Office Park	Bicester Gateway Retail Park	Bicester Village Phase 4/ Tesco
Lane 1/1	4.00m	4.00m	4.00m
Lane 1/2	4.00m	4.00m	4.00m
Lane 1/3	3.50m	3.50m	4.00m
Lane 1/4	3.50m	4.00m	N/A
Lane 1/5	3.50m	N/A	N/A
Lane 2/1	5.00m	5.00m	5.00m
Lane 2/2	3.50m	3.50m	3.50m
Lane 2/3	3.50m	3.20m	3.50m
Lane 2/4	3.50m	N/A	N/A
Lane 3/1	3.25m	3.25m	3.25m
Lane 3/2	3.25m	3.25m	3.25m
Lane 3/3	3.25m	3.25m	3.25m

Table 4.2: Comparison of Lane Width at Lakeview Drive Junction

4.4 Table 4.3 and 4.4 below summaries the results of the A41 corridor modelling for the baseline and 'With Development' scenarios, updated to address the comments from OCC as set out in Table 3.2. The 'With Development' scenario assessment includes the proposed highway mitigation works as presented within the Updated Transport Assessment. Model output files are attached at [Appendix A](#).

	DoS	MMQ	DoS	MMQ
Oxford Road/ Pingle Drive	45.2%	-	58.2%	-
Esso Roundabout	91.1%	-	98.1%	-
Oxford Road/ Pioneer Way	75.1%	-	88.1%	-
Oxford Road/ Lakeview Drive	71.6%	-	86.9%	-
Oxford Road n/b (Ahead)	20.8%	1	46.9%	14
Oxford Road n/b (Ahead)	46.0%	4	52.5%	18
Oxford Road n/b (Ahead/Right)	71.6%	31	71.2%	34
Oxford Road s/b (Left/ Ahead)	16.7%	3	26.8%	4
Oxford Road s/b (Ahead)	63.8%	22	76.8%	25
Oxford Road s/b (Ahead)	67.4%	18	80.1%	19
Lakeview Drive (Left)	45.2%	7	86.9%	21
Lakeview Drive (Right)	47.3%	3	48.6%	5
Overall PRC	-1.2%		-9.0%	

Table 4.3: Oxford Road Corridor – 2026 Baseline plus Committed Development Operation

	DoS	MMQ	DoS	MMQ
Oxford Road/ Pingle Drive	49.7%	-	66.9%	-
Esso Roundabout	88.9%	-	93.6%	-
Oxford Road/ Pioneer Way	77.7%	-	89.1%	-
Oxford Road/ Lakeview Drive	88.2%	-	98.6%	-
Oxford Road n/b (Ahead)	30.8%	4	78.9%	24
Oxford Road n/b (Ahead)	36.0%	6	80.6%	25
Oxford Road n/b (Ahead)	52.4%	10	79.8%	25
Oxford Road n/b (Right)	88.2%	19	83.1%	7
Oxford Road s/b (Left/ Ahead)	81.6%	11	89.0%	25
Oxford Road s/b (Ahead)	65.0%	13	89.5%	28
Oxford Road s/b (Ahead)	68.8%	25	89.6%	27
Lakeview Drive (Left)	50.3%	6	98.6%	43
Lakeview Drive (Right)	55.1%	4	89.5%	27
Overall PRC	+1.2%		-9.5%	

Table 4.4: Oxford Road Corridor – 2026 With Development Operation (including 60,000 square metres of office space) and highway mitigation.

- 4.5 The results of the amended junction capacity modelling have not materially affected the results of the junction capacity analysis presented in the Updated Transport Assessment and does not affect the conclusions of that analysis. This is consistent with the review of the OCC comments undertaken by EAE which concluded that *"I doubt whether the amended LinSig network will have a material impact"*.
- 4.6 At the Lakeview Drive junction, the only link which exceeds the 90% threshold is Lakeview Drive which does not form part of the adopted public highway and is a private road.
- 4.7 On that basis it is concluded that the comments raised by OCC do not have a material effect on the junction capacity modelling presented and the modelling undertaken provides an appropriate assessment of the effect of the development proposals on the local highway network.

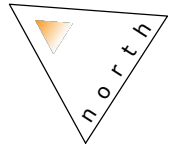
## 5.0 Additional Highway Mitigation Works

- 5.1 Consideration has been given to further highway mitigation works at the Oxford Road/ Lakeview Drive junction, in the form of an additional lane of carriageway on Lakeview Drive. The additional highway mitigation works are shown on Drawing 170221-08 Rev A, attached.
- 5.2 Table 5.1 below summaries the result of the LinSig assessment of the additional highway mitigation works. This LinSig analysis is based on the amended junction capacity modelling as discussed above. Model output files are attached at **Appendix A**.

	<b>DoS</b>	<b>MMQ</b>	<b>DoS</b>	<b>MMQ</b>
Oxford Road/ Pingle Drive	51.8%	-	64.5%	-
Esso Roundabout	88.4%	-	90.6%	-
Oxford Road/ Pioneer Way	78.3%	-	89.5%	-
Oxford Road/ Lakeview Drive	86.5%	-	82.2%	-
Oxford Road n/b (Ahead)	30.9%	4	58.7%	8
Oxford Road n/b (Ahead)	37.3%	6	64.5%	7
Oxford Road n/b (Ahead)	52.6%	21	66.5%	14
Oxford Road n/b (Right)	86.2%	18	58.2%	5
Oxford Road s/b (Left/ Ahead)	86.5%	10	76.6%	14
Oxford Road s/b (Ahead)	69.9%	11	78.7%	24
Oxford Road s/b (Ahead)	74.8%	26	80.9%	12
Lakeview Drive (Left)	22.5%	4	82.2%	21
Lakeview Drive (Right)	51.7%	3	61.1%	11
Lakeview Drive (Right)	59.2%	4	64.9%	12
Overall PRC		+1.8%		-0.6%

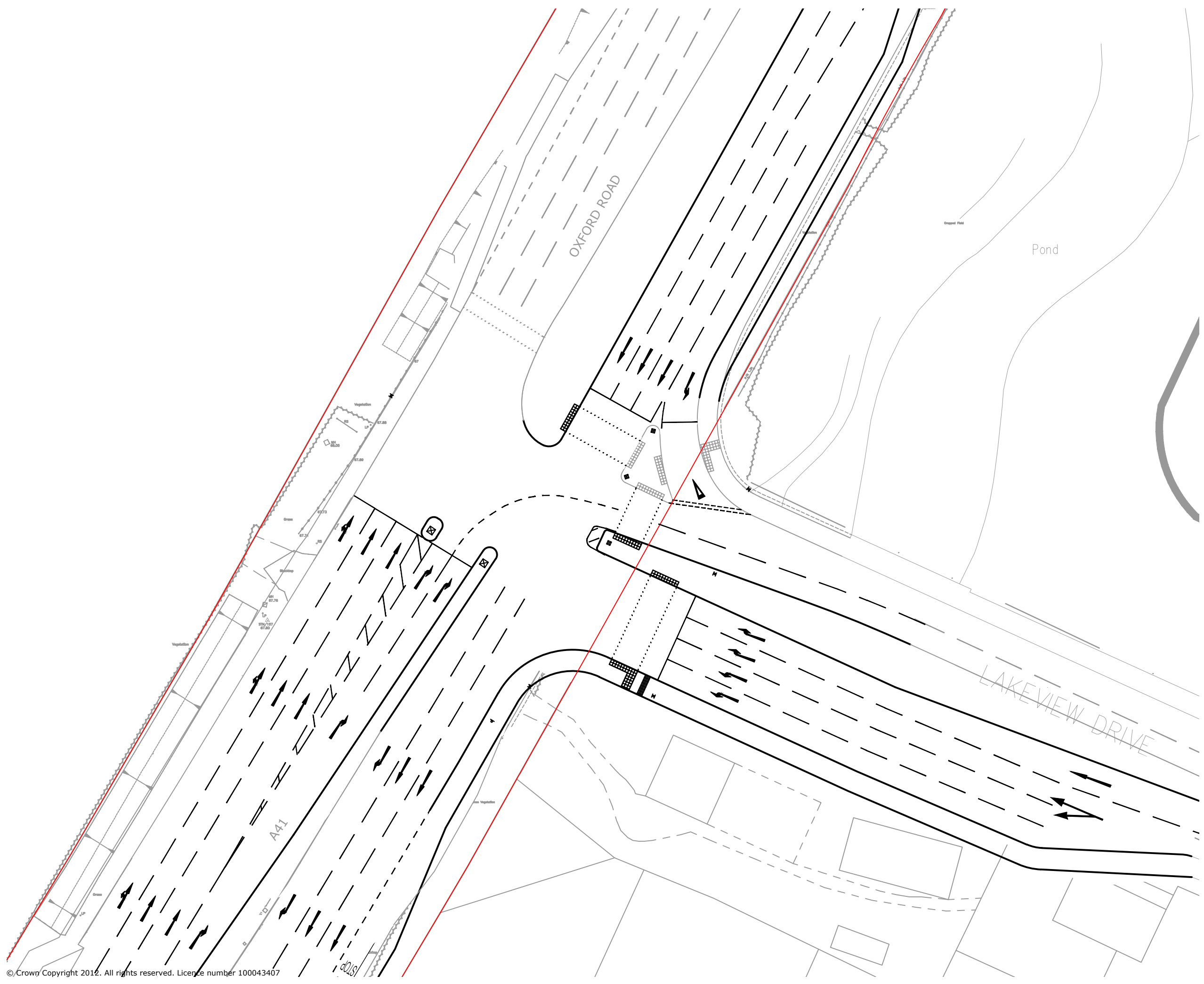
Table 5.1: Oxford Road Corridor – 2026 With Development Operation (including 60,000 square metres of office space) and additional highway mitigation.

- 5.3 The analysis demonstrates that with the additional highway mitigation in place all links at the A41 Oxford Road/ Lakeview Drive junction are expected to operate at a Degree of Saturation of less than 90%.
- 5.4 On that basis it is concluded that the development proposals would not result in a material effect on the operation of the highway network. As such, no further highway mitigation works or highway contribution are considered necessary to mitigate for the effect of the development.



**Legend**

— Highway Boundary



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 7031 8141

[www.motion.co.uk](http://www.motion.co.uk)

Project:  
**Bicester Office Park**

Title:  
**Proposed Highway Arrangement**

Scale: 1:500 (@ A3)

Drawing:  
**170211-08**

Revision:  
**A**



## **Appendix A**

Model Output Files

Basic Results Summary  
**Basic Results Summary**

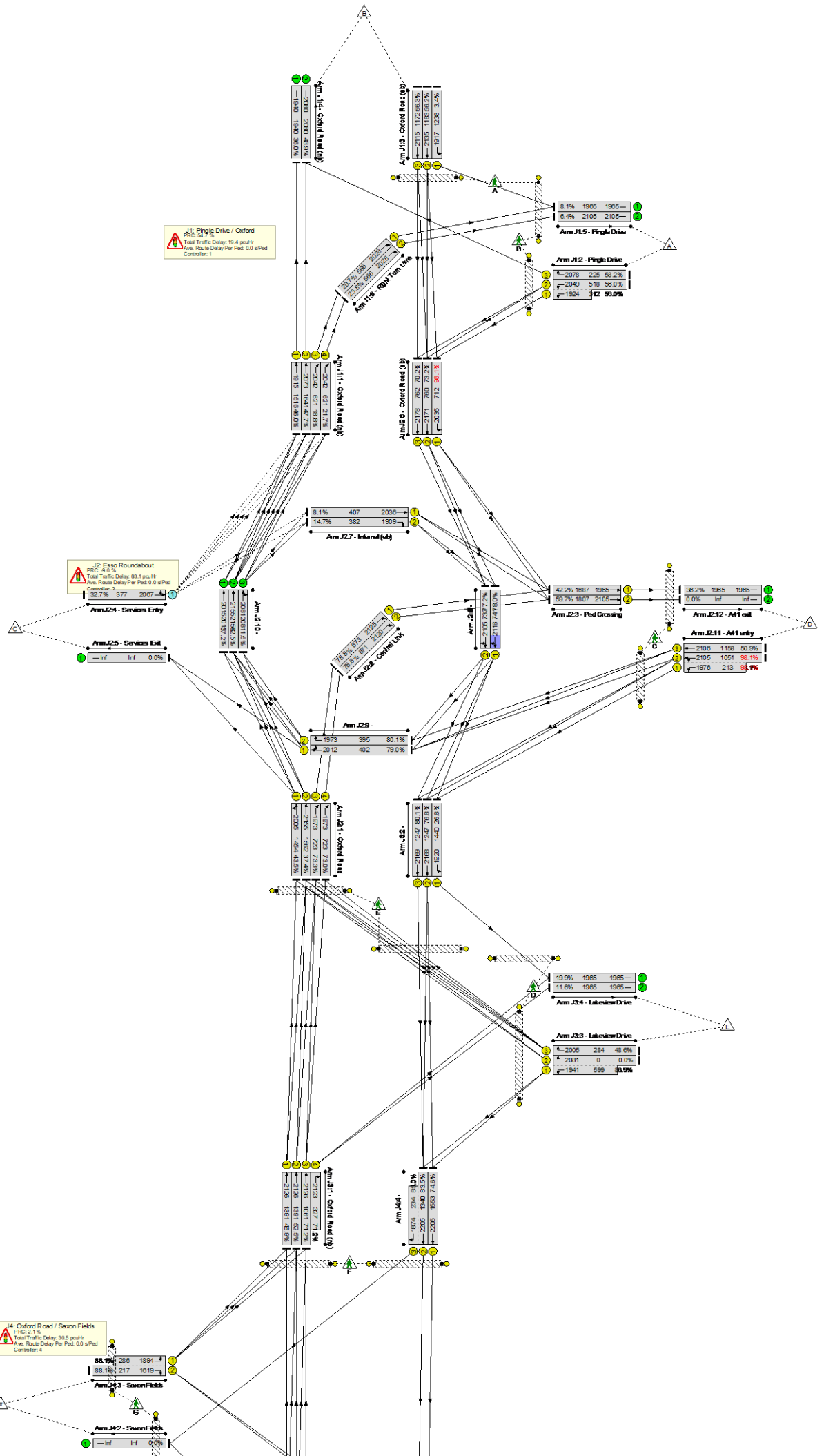
**User and Project Details**

<b>Project:</b>	<b>Bicester Office Park</b>
<b>Title:</b>	
<b>Location:</b>	
<b>Client:</b>	Scenic Land Developments Ltd
<b>Additional detail:</b>	
<b>File name:</b>	Oxford Road Model (inc BG Improvements) - 2018-08-22 Base (inc BV4) OCC Comments (Updated Lane Widths).lsg3x
<b>Author:</b>	
<b>Company:</b>	Motion
<b>Address:</b>	

## Basic Results Summary

**Scenario 1: '2026 PM BTM + Committed'** (FG11: '2026 PM BTM + Committed', Plan 1: 'Control Plan')  
**Network Layout Diagram**

# Basic Results Summary



## Basic Results Summary

Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>98.1%</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>166.0</b>	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	<b>58.2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	188	-	698	1915	1516	46.0%	-	-	-	0.7	3.5	2.4
1/2	Oxford Road (nb) Ahead	U	C1:A		2	188	-	782	2073	1641	47.7%	-	-	-	0.8	3.6	3.5
1/3	Oxford Road (nb) Right	U	C1:F		2	71	-	117	2042	621	18.8%	-	-	-	1.1	33.8	3.4
1/4	Oxford Road (nb) Right	U	C1:F		2	71	-	135	2042	621	21.7%	-	-	-	1.0	26.9	3.7
2/2+2/1	Pingle Drive Left	U	C1:E		2	85	-	465	2049:1924	518+312	56.0 : 56.0%	-	-	-	4.3	33.1	9.2
2/3	Pingle Drive Right	U	C1:D		2	24	-	131	2078	225	58.2%	-	-	-	2.5	69.8	4.9
3/1	Oxford Road (sb) Left	U	C1:C		2	153	-	42	1917	1238	3.4%	-	-	-	0.1	9.2	0.5
3/2	Oxford Road (sb) Ahead	U	C1:B		2	131	-	665	2135	1183	56.2%	-	-	-	3.8	20.8	15.0
3/3	Oxford Road (sb) Ahead	U	C1:B		2	131	-	660	2115	1172	56.3%	-	-	-	3.8	20.8	14.9
4/1	Oxford Road (nb)	U	-		-	-	-	698	1940	1940	36.0%	-	-	-	0.3	1.4	0.3
4/2	Oxford Road (nb)	U	-		-	-	-	913	2080	2080	43.9%	-	-	-	0.4	1.5	0.4
5/1	Pingle Drive	U	-		-	-	-	159	1965	1965	8.1%	-	-	-	0.0	1.0	0.0
5/2	Pingle Drive	U	-		-	-	-	135	2105	2105	6.4%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	65	-	117	2028	566	20.7%	-	-	-	0.2	6.1	0.2
6/2	Right Turn Lane Right	U	C1:G		2	65	-	135	2028	566	23.8%	-	-	-	0.3	7.1	0.3
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	53	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I	2	139	-	0	-	41700	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J	2	119	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-	-	-	-	-	-	-	<b>98.1%</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>83.1</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A	2	172	-	633	2005	1454	43.5%	-	-	-	0.5	3.0	2.1
1/2	Oxford Road Ahead	U	C2:A	2	172	-	584	2155	1562	37.4%	-	-	-	0.4	2.4	1.3
1/3	Oxford Road Right	U	C2:F	2	86	-	530	1973	723	73.3%	-	-	-	4.9	33.1	18.2
1/4	Oxford Road Right	U	C2:F	2	86	-	528	1973	723	73.0%	-	-	-	4.8	33.1	18.1
2/1	Central Link Right	U	C2:G	2	74	-	530	2125	673	78.8%	-	-	-	2.0	13.6	10.7
2/2	Central Link Right	U	C2:G	2	74	-	528	2120	671	78.6%	-	-	-	2.0	13.5	10.1
3/1	Ped Crossing Ahead	U	C2:J	2	204	-	712	1965	1687	42.2%	-	-	-	0.4	2.0	12.5
3/2	Ped Crossing Ahead	U	C2:J	2	204	-	1078	2105	1807	59.7%	-	-	-	0.8	2.5	1.5
4/1	Services Entry Left Ahead	O	-	-	-	-	123	2067	377	32.7%	123	0	0	0.3	8.1	1.0
6/1	Oxford Road (sb) Left	U	C2:B	2	82	-	699	2035	712	98.1%	-	-	-	15.9	82.1	33.9
6/2	Oxford Road (sb) Ahead	U	C2:B	2	82	-	556	2171	760	73.2%	-	-	-	5.2	33.4	16.6
6/3	Oxford Road (sb) Ahead	U	C2:B	2	82	-	535	2178	762	70.2%	-	-	-	4.7	31.9	15.1
7/1	Internal (eb) Ahead	U	C2:C	2	46	-	33	2036	407	8.1%	-	-	-	0.4	43.8	1.0
7/2	Internal (eb) Right	U	C2:C	2	46	-	56	1909	382	14.7%	-	-	-	0.7	44.5	1.7
8/1	Right Ahead	U	C2:E	2	82	-	578	2116	741	78.0%	-	-	-	2.9	18.4	4.3
8/2	Right Ahead	U	C2:E	2	82	-	569	2105	737	77.2%	-	-	-	2.9	18.2	10.6
9/1	Ahead Right	U	C2:H	2	46	-	318	2012	402	79.0%	-	-	-	4.8	54.6	12.1

Basic Results Summary

9/2	Right	U	C2:H		2	46	-	316	1973	395	80.1%	-	-	-	4.5	50.7	12.1
10/1	Ahead	U	-		-	-	-	750	2015	2015	37.2%	-	-	-	0.3	1.4	0.3
10/2	Ahead	U	-		-	-	-	916	2155	2155	42.5%	-	-	-	0.4	1.5	0.4
10/3	Ahead Right	U	-		-	-	-	32	2081	2081	1.5%	-	-	-	0.0	0.9	0.0
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	130	-	1240	2105:1976	1051+213	98.1 : 98.1%	-	-	-	20.8	60.4	50.2
11/3	A41 entry Ahead	U	C2:D		2	130	-	589	2106	1158	50.9%	-	-	-	3.3	20.0	13.0
12/1	A41 exit	U	-		-	-	-	712	1965	1965	36.2%	-	-	-	0.3	1.4	0.3
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:l		2	82	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>86.9%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.1</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	155	-	652	2126	1391	46.9%	-	-	-	1.1	6.2	14.2
1/2	Oxford Road (nb) Ahead	U	C3:A		2	155	-	730	2126	1391	52.5%	-	-	-	1.4	6.9	17.8
1/3+1/4	Oxford Road (nb) Ahead Right	U	C3:A C3:E		2	155:35	-	988	2126:2123	1061+327	71.2 : 71.2%	-	-	-	5.9	21.6	34.1
2/1	Left	U	C3:C		2	178	-	386	1920	1440	26.8%	-	-	-	0.7	6.9	4.3
2/2	Ahead	U	C3:B		2	136	-	957	2168	1247	76.8%	-	-	-	7.1	26.9	25.3
2/3	Ahead	U	C3:B		2	136	-	999	2169	1247	80.1%	-	-	-	5.5	19.8	19.0
3/2+3/1	Lakeview Drive Right Left	U	C3:D	C3:F	2	32:73	41	521	2081:1941	0+599	0.0 : 86.9%	-	-	-	8.7	60.4	20.5
3/3	Lakeview Drive Right	U	C3:D		2	32	-	138	2005	284	48.6%	-	-	-	2.3	59.9	5.0
4/1	Lakeview Drive	U	-		-	-	-	391	1965	1965	19.9%	-	-	-	0.1	1.1	0.1
4/2	Lakeview Drive	U	-		-	-	-	228	1965	1965	11.6%	-	-	-	0.1	1.1	5.0



Basic Results Summary

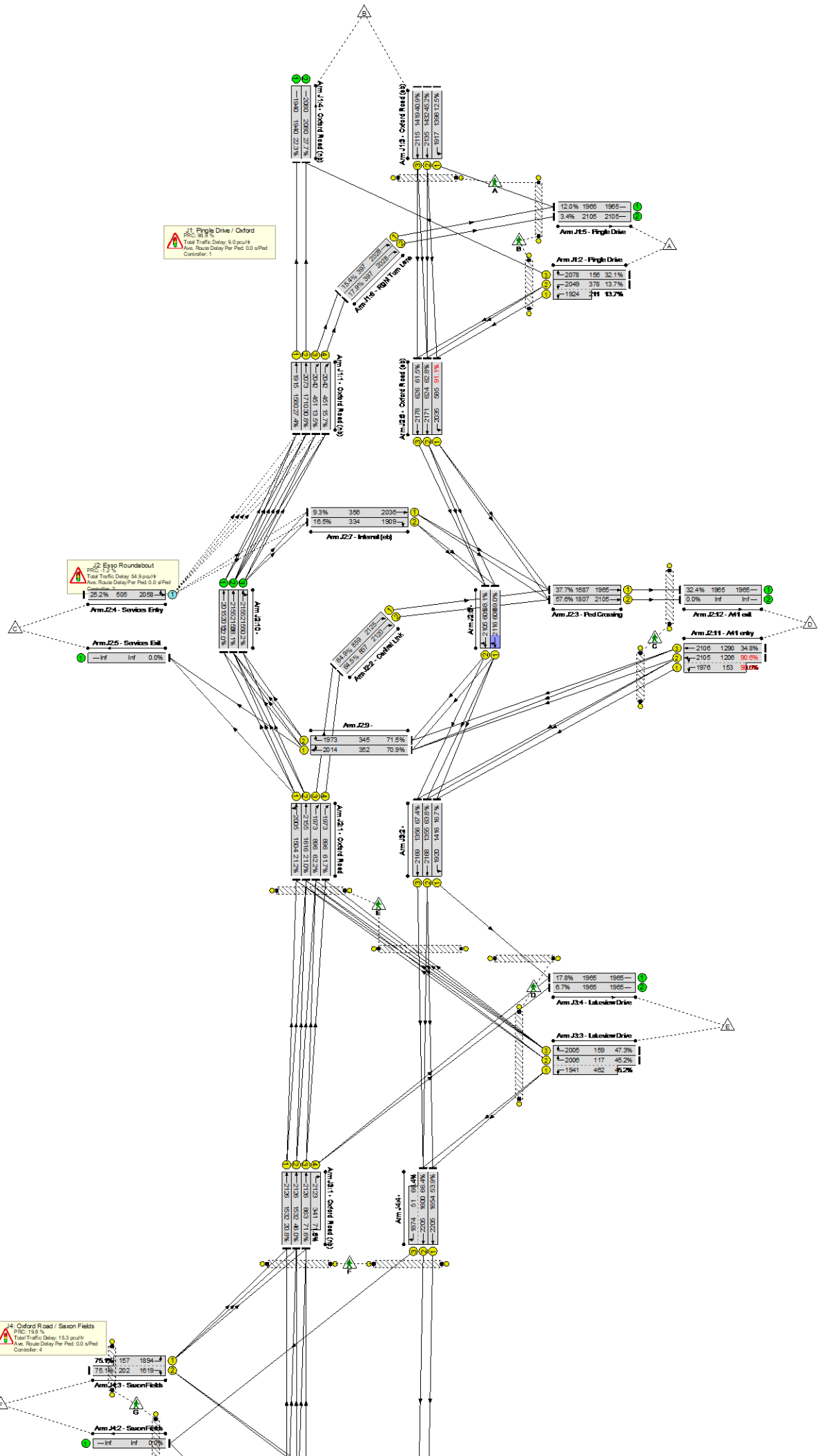
Ped Link: P1	Unnamed Ped Link	-	C3:G		1	11	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	33	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	131	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-		-	-	-	-	-	-	<b>88.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.5</b>	-	-
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	137	0	916	2205:1709	1165+152	69.5 : 69.5%	-	-	-	5.3	20.7	20.5
1/3	Oxford Road Ahead	U	C4:C		2	137	-	673	2205	1277	52.7%	-	-	-	3.4	18.3	14.4
1/4	Oxford Road Ahead	U	C4:C		2	137	-	635	2105	1219	52.1%	-	-	-	3.2	18.3	13.6
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	39	0	443	1619:1894	217+286	88.1 : 88.1%	-	-	-	9.1	74.3	11.5
4/1	Ahead	U	C4:A		2	167	-	1159	2205	1553	74.6%	-	-	-	3.4	10.5	24.2
4/2+4/3	Right Ahead	U	C4:A C4:B		2	167:28	-	1318	2205:1874	1340+234	83.5 : 85.0%	-	-	-	6.0	16.4	41.3
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	37	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	137	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	27	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%)		54.7		Total Delay for Signalled Lanes (pcuHr):		18.61		Cycle Time (s):		240				
		C2	Stream: 1 PRC for Signalled Lanes (%)		-9.0		Total Delay for Signalled Lanes (pcuHr):		80.74		Cycle Time (s):		240				
		C2	Stream: 2 PRC for Signalled Lanes (%)		50.8		Total Delay for Signalled Lanes (pcuHr):		1.15		Cycle Time (s):		240				
		C3	PRC for Signalled Lanes (%)		3.5		Total Delay for Signalled Lanes (pcuHr):		32.89		Cycle Time (s):		240				
		C4	PRC for Signalled Lanes (%)		2.1		Total Delay for Signalled Lanes (pcuHr):		30.45		Cycle Time (s):		240				
				PRC Over All Lanes (%)		-9.0		Total Delay Over All Lanes(pcuHr):		166.02							

Basic Results Summary

**Scenario 3: '2026 AM BTM + Committed'** (FG10: '2026 AM BTM + Committed', Plan 1: 'Control Plan')

**Network Layout Diagram**

# Basic Results Summary



## Basic Results Summary

Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>91.1%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>99.4</b>	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	<b>45.2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	196	-	433	1915	1580	27.4%	-	-	-	0.3	2.5	1.5
1/2	Oxford Road (nb) Ahead	U	C1:A		2	196	-	527	2073	1710	30.8%	-	-	-	0.4	2.8	2.4
1/3	Oxford Road (nb) Right	U	C1:F		2	51	-	61	2042	451	13.5%	-	-	-	0.8	45.2	2.0
1/4	Oxford Road (nb) Right	U	C1:F		2	51	-	71	2042	451	15.7%	-	-	-	0.7	36.4	2.3
2/2+2/1	Pingle Drive Left	U	C1:E		2	57	-	81	2049:1924	378+211	13.7 : 13.7%	-	-	-	0.9	39.1	1.6
2/3	Pingle Drive Right	U	C1:D		2	16	-	50	2078	156	32.1%	-	-	-	1.0	69.9	1.9
3/1	Oxford Road (sb) Left	U	C1:C		2	173	-	175	1917	1398	12.5%	-	-	-	0.3	6.4	2.0
3/2	Oxford Road (sb) Ahead	U	C1:B		2	159	-	648	2135	1432	45.2%	-	-	-	2.1	11.7	11.4
3/3	Oxford Road (sb) Ahead	U	C1:B		2	159	-	581	2115	1419	40.9%	-	-	-	1.8	11.2	9.9
4/1	Oxford Road (nb)	U	-		-	-	-	433	1940	1940	22.3%	-	-	-	0.1	1.2	0.1
4/2	Oxford Road (nb)	U	-		-	-	-	577	2080	2080	27.7%	-	-	-	0.2	1.2	0.2
5/1	Pingle Drive	U	-		-	-	-	236	1965	1965	12.0%	-	-	-	0.1	1.0	0.1
5/2	Pingle Drive	U	-		-	-	-	71	2105	2105	3.4%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	45	-	61	2028	397	15.4%	-	-	-	0.1	7.3	0.1
6/2	Right Turn Lane Right	U	C1:G		2	45	-	71	2028	397	17.9%	-	-	-	0.2	8.9	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	33	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I		2	159	-	0	-	47700	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		2	147	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>91.1%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>54.9</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A		2	178	-	319	2005	1504	21.2%	-	-	-	0.2	2.5	1.1
1/2	Oxford Road Ahead	U	C2:A		2	178	-	340	2155	1616	21.0%	-	-	-	0.2	2.5	1.4
1/3	Oxford Road Right	U	C2:F		2	107	-	557	1973	896	62.2%	-	-	-	3.8	24.7	18.0
1/4	Oxford Road Right	U	C2:F		2	107	-	553	1973	896	61.7%	-	-	-	3.5	22.5	17.6
2/1	Central Link Right	U	C2:G		2	95	-	557	2125	859	64.9%	-	-	-	1.2	7.7	10.4
2/2	Central Link Right	U	C2:G		2	95	-	553	2120	857	64.5%	-	-	-	1.2	7.7	10.9
3/1	Ped Crossing Ahead	U	C2:J		2	204	-	636	1965	1687	37.7%	-	-	-	0.4	2.0	13.6
3/2	Ped Crossing Ahead	U	C2:J		2	204	-	1040	2105	1807	57.6%	-	-	-	0.7	2.4	1.3
4/1	Services Entry Left Ahead	O	-		-	-	-	127	2058	505	25.2%	127	0	0	0.2	5.1	0.7
6/1	Oxford Road (sb) Left	U	C2:B		2	67	-	533	2035	585	91.1%	-	-	-	9.3	62.8	23.1
6/2	Oxford Road (sb) Ahead	U	C2:B		2	67	-	392	2171	624	62.8%	-	-	-	4.0	37.1	13.2
6/3	Oxford Road (sb) Ahead	U	C2:B		2	67	-	385	2178	626	61.5%	-	-	-	4.0	37.0	12.9
7/1	Internal (eb) Ahead	U	C2:C		2	40	-	33	2036	356	9.3%	-	-	-	0.4	47.6	1.0
7/2	Internal (eb) Right	U	C2:C		2	40	-	55	1909	334	16.5%	-	-	-	0.7	49.0	1.7
8/1	Right Ahead	U	C2:E		2	67	-	420	2116	608	69.0%	-	-	-	2.1	18.3	3.5
8/2	Right Ahead	U	C2:E		2	67	-	412	2105	605	68.1%	-	-	-	2.0	17.8	6.9
9/1	Ahead Right	U	C2:H		2	40	-	250	2014	352	70.9%	-	-	-	4.1	59.4	9.4

Basic Results Summary

9/2	Right	U	C2:H		2	40	-	247	1973	345	71.5%	-	-	-	3.6	53.0	9.1
10/1	Ahead	U	-		-	-	-	443	2015	2015	22.0%	-	-	-	0.1	1.1	0.1
10/2	Ahead	U	-		-	-	-	605	2155	2155	28.1%	-	-	-	0.2	1.2	0.2
10/3	Ahead Right	U	-		-	-	-	5	2155	2155	0.2%	-	-	-	0.0	0.8	0.0
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	145	-	1232	2105:1976	1206+153	90.6 : 90.6%	-	-	-	10.9	31.9	41.1
11/3	A41 entry Ahead	U	C2:D		2	145	-	449	2106	1290	34.8%	-	-	-	1.7	13.7	8.2
12/1	A41 exit	U	-		-	-	-	636	1965	1965	32.4%	-	-	-	0.2	1.4	0.2
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:l		2	67	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>71.6%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	171	-	318	2126	1532	20.8%	-	-	-	0.2	2.5	1.0
1/2	Oxford Road (nb) Ahead	U	C3:A		2	171	-	705	2126	1532	46.0%	-	-	-	0.8	4.0	4.0
1/3+1/4	Oxford Road (nb) Ahead Right	U	C3:A C3:E		2	171:38	-	862	2126:2123	863+341	71.6 : 71.6%	-	-	-	5.3	22.2	31.2
2/1	Left	U	C3:C		2	175	-	237	1920	1416	16.7%	-	-	-	0.4	6.3	2.7
2/2	Ahead	U	C3:B		2	148	-	865	2168	1355	63.8%	-	-	-	4.5	18.6	21.5
2/3	Ahead	U	C3:B		2	148	-	914	2169	1356	67.4%	-	-	-	4.0	15.6	18.1
3/2+3/1	Lakeview Drive Right Left	U	C3:D	C3:F	2	17:61	44	262	2006:1941	117+462	45.2 : 45.2%	-	-	-	3.3	46.0	6.9
3/3	Lakeview Drive Right	U	C3:D		2	17	-	75	2005	159	47.3%	-	-	-	1.6	74.5	3.0
4/1	Lakeview Drive	U	-		-	-	-	349	1965	1965	17.8%	-	-	-	0.1	1.1	0.1
4/2	Lakeview Drive	U	-		-	-	-	132	1965	1965	6.7%	-	-	-	0.0	1.0	0.0

Basic Results Summary

Ped Link: P1	Unnamed Ped Link	-	C3:G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	143	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-		-	-	-	-	-	-	<b>75.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	-	-
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	148	0	819	2205:1709	1364+27	58.9 : 58.9%	-	-	-	3.7	16.3	17.1
1/3	Oxford Road Ahead	U	C4:C		2	148	-	481	2205	1378	34.9%	-	-	-	1.7	12.8	8.3
1/4	Oxford Road Ahead	U	C4:C		2	148	-	483	2105	1316	36.7%	-	-	-	1.8	13.1	8.3
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	28	0	270	1619:1894	202+157	75.1 : 75.1%	-	-	-	5.2	69.4	6.3
4/1	Ahead	U	C4:A		2	178	-	892	2205	1654	53.9%	-	-	-	1.1	4.3	5.1
4/2+4/3	Right Ahead	U	C4:A C4:B		2	178:28	-	1096	2205:1874	1600+51	66.4 : 66.4%	-	-	-	1.8	6.1	29.0
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	148	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	16	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%)		98.9		Total Delay for Signalled Lanes (pcuHr):		8.57		Cycle Time (s):		240				
		C2	Stream: 1 PRC for Signalled Lanes (%)		-1.2		Total Delay for Signalled Lanes (pcuHr):		53.12		Cycle Time (s):		240				
		C2	Stream: 2 PRC for Signalled Lanes (%)		56.4		Total Delay for Signalled Lanes (pcuHr):		1.05		Cycle Time (s):		240				
		C3	PRC for Signalled Lanes (%)		25.6		Total Delay for Signalled Lanes (pcuHr):		20.05		Cycle Time (s):		240				
		C4	PRC for Signalled Lanes (%)		19.8		Total Delay for Signalled Lanes (pcuHr):		15.32		Cycle Time (s):		240				
				PRC Over All Lanes (%)		-1.2		Total Delay Over All Lanes(pcuHr):		99.44							



Basic Results Summary  
**Basic Results Summary**

**User and Project Details**

<b>Project:</b>	<b>Bicester Office Park</b>
<b>Title:</b>	
<b>Location:</b>	
<b>Client:</b>	Scenic Land Developments Ltd
<b>Additional detail:</b>	
<b>File name:</b>	Oxford Road Model (inc BG Improvements) - 2018-08-22 with Mitigation (inc BV4) OCC Comments (Updated Lane Widths).lsg3x
<b>Author:</b>	
<b>Company:</b>	Motion
<b>Address:</b>	

## Basic Results Summary

**Scenario 1: '2026 PM BTM + Committed + 60k'** (FG17: '2026 PM BTM + Committed + 60k', Plan 1: 'Control Plan')  
**Network Layout Diagram**



## Basic Results Summary

## Basic Results Summary

## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>98.6%</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>226.5</b>	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	<b>66.9%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21.8</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	190	-	862	1915	1532	56.3%	-	-	-	0.9	3.7	3.9
1/2	Oxford Road (nb) Ahead	U	C1:A		2	190	-	954	2073	1658	57.5%	-	-	-	1.0	3.7	6.0
1/3	Oxford Road (nb) Right	U	C1:F		2	72	-	142	2042	630	22.6%	-	-	-	1.0	26.1	3.3
1/4	Oxford Road (nb) Right	U	C1:F		2	72	-	142	2042	630	22.6%	-	-	-	1.0	24.9	3.2
2/2+2/1	Pingle Drive Left	U	C1:E		2	84	-	535	2049:1924	524+289	65.8 : 65.8%	-	-	-	5.4	36.3	12.2
2/3	Pingle Drive Right	U	C1:D		2	22	-	139	2078	208	66.9%	-	-	-	3.0	77.5	5.5
3/1	Oxford Road (sb) Left	U	C1:C		2	152	-	73	1917	1230	5.9%	-	-	-	0.2	9.6	0.9
3/2	Oxford Road (sb) Ahead	U	C1:B		2	132	-	678	2135	1192	56.9%	-	-	-	3.9	20.7	15.5
3/3	Oxford Road (sb) Ahead	U	C1:B		2	132	-	671	2115	1181	56.8%	-	-	-	3.9	20.7	15.4
4/1	Oxford Road (nb)	U	-		-	-	-	862	1940	1940	44.4%	-	-	-	0.4	1.7	0.4
4/2	Oxford Road (nb)	U	-		-	-	-	1093	2080	2080	52.5%	-	-	-	0.6	1.8	0.6
5/1	Pingle Drive	U	-		-	-	-	215	1965	1965	10.9%	-	-	-	0.1	1.0	0.1
5/2	Pingle Drive	U	-		-	-	-	142	2105	2105	6.7%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	66	-	142	2028	575	24.7%	-	-	-	0.3	6.6	0.4
6/2	Right Turn Lane Right	U	C1:G		2	66	-	142	2028	575	24.7%	-	-	-	0.3	7.0	0.4
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	54	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I		2	138	-	0	-	41400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		2	120	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>93.6%</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>82.3</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A		2	176	-	762	2007	1489	51.2%	-	-	-	1.2	5.8	7.1
1/2	Oxford Road Ahead	U	C2:A		2	176	-	930	2155	1598	58.2%	-	-	-	1.3	5.2	6.9
1/3	Oxford Road Right	U	C2:F		2	84	-	579	1973	707	81.9%	-	-	-	6.3	39.3	22.6
1/4	Oxford Road Right	U	C2:F		2	84	-	586	1973	707	82.9%	-	-	-	6.6	40.7	22.9
2/1	Central Link Right	U	C2:G		2	72	-	579	2125	655	88.4%	-	-	-	3.7	23.1	14.7
2/2	Central Link Right	U	C2:G		2	72	-	586	2120	654	89.6%	-	-	-	4.1	25.4	15.7
3/1	Ped Crossing Ahead	U	C2:J		2	204	-	828	1965	1687	49.1%	-	-	-	0.5	2.3	15.8
3/2	Ped Crossing Ahead	U	C2:J		2	204	-	1198	2105	1807	66.3%	-	-	-	1.0	3.1	4.5
4/1	Services Entry Left Ahead	O	-		-	-	-	123	2067	287	42.9%	123	0	0	0.5	15.6	1.7
6/1	Oxford Road (sb) Left	U	C2:B		2	88	-	714	2035	763	93.6%	-	-	-	11.1	56.0	29.2
6/2	Oxford Road (sb) Ahead	U	C2:B		2	88	-	623	2171	814	76.5%	-	-	-	5.8	33.6	19.1
6/3	Oxford Road (sb) Ahead	U	C2:B		2	88	-	547	2178	817	67.0%	-	-	-	4.3	28.3	12.6
7/1	Internal (eb) Ahead	U	C2:C		2	42	-	147	2036	373	39.4%	-	-	-	2.1	52.6	5.5
7/2	Internal (eb) Right	U	C2:C		2	42	-	56	1909	350	16.0%	-	-	-	0.7	42.8	1.7
8/1	Right Ahead	U	C2:E		2	88	-	638	2105	789	80.8%	-	-	-	3.3	18.6	4.7
8/2	Right Ahead	U	C2:E		2	88	-	588	2105	789	74.5%	-	-	-	2.7	16.6	7.3
9/1	Ahead Right	U	C2:H		2	42	-	323	2011	369	87.6%	-	-	-	6.2	68.9	13.9

Basic Results Summary

9/2	Right	U	C2:H		2	42	-	318	1973	362	87.9%	-	-	-	5.7	64.8	13.8
10/1	Ahead	U	-		-	-	-	876	2015	2015	43.5%	-	-	-	0.4	1.6	0.4
10/2	Ahead	U	-		-	-	-	1155	2155	2155	53.6%	-	-	-	0.6	1.8	5.4
10/3	Ahead Right	U	-		-	-	-	149	2036	2036	7.3%	-	-	-	0.0	1.0	0.0
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	124	-	1256	2105:1976	845+623	85.5 : 85.5%	-	-	-	9.8	28.0	22.5
11/3	A41 entry Ahead	U	C2:D		2	124	-	596	2106	1106	53.9%	-	-	-	3.7	22.4	13.8
12/1	A41 exit	U	-		-	-	-	828	1965	1965	42.1%	-	-	-	0.4	1.6	1.5
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:I		2	88	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>98.6%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80.4</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	101	-	713	2105	903	78.9%	-	-	-	4.8	24.2	24.4
1/2	Oxford Road (nb) Ahead	U	C3:A		2	101	-	728	2105	903	80.6%	-	-	-	5.1	25.0	25.4
1/3	Oxford Road (nb) Ahead	U	C3:A		2	101	-	721	2105	903	79.8%	-	-	-	5.1	25.5	24.9
1/4+1/5	Oxford Road (nb) Right	U	C3:E		2	18	-	263	1891:1891	158+158	83.1 : 83.8%	-	-	-	5.3	72.9	6.8
2/2+2/1	Left Ahead	U	C3:B C3:C		2	95:196	-	932	2080:1918	569+479	89.0 : 89.0%	-	-	-	9.2	35.4	25.2
2/3	Ahead	U	C3:B		2	95	-	752	2080	841	89.5%	-	-	-	12.8	61.5	28.2
2/4	Ahead	U	C3:B		2	95	-	753	2080	841	89.6%	-	-	-	7.0	33.7	26.5
3/2+3/1	Lakeview Drive Right Left	U	C3:D	C3:F	2	91:115	24	925	2080:1940	0+939	0.0 : 98.6%	-	-	-	20.3	79.1	43.3
3/3	Lakeview Drive Right	U	C3:D		2	91	-	695	2005	777	89.5%	-	-	-	10.6	54.7	26.8
4/1	Lakeview Drive	U	-		-	-	-	557	1965	1965	28.3%	-	-	-	0.2	1.3	0.2

Basic Results Summary

4/2	Lakeview Drive	U	-	-	-	-	132	1965	1965	6.7%	-	-	-	0.0	1.0	0.0	
Ped Link: P1	Unnamed Ped Link	-	C3:G		1	6	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	15	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	15	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	89	-	0	-	0	0.0%	-	-	-	-	-	
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-		-	-	-	-	-	-	<b>89.1%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.0</b>	<b>-</b>	
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	132	0	944	2205:1709	1129+143	74.2 : 74.2%	-	-	-	6.3	23.9	23.7
1/3	Oxford Road Ahead	U	C4:C		2	132	-	694	2205	1231	56.4%	-	-	-	3.9	20.5	16.3
1/4	Oxford Road Ahead	U	C4:C		2	132	-	638	2105	1175	54.3%	-	-	-	3.6	20.2	14.8
2/1	Saxon Fields	U	-		-	-	-	334	1800	1800	18.6%	-	-	-	0.1	1.2	2.6
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	39	0	446	1619:1894	214+286	89.1 : 89.1%	-	-	-	9.5	76.8	13.1
4/1	Ahead	U	C4:A		2	167	-	1338	2205	1553	86.2%	-	-	-	6.6	17.7	46.0
4/2	Ahead	U	C4:A		2	167	-	1370	2205	1553	88.2%	-	-	-	6.8	17.8	46.0
4/3	Right	U	C4:B		2	33	-	228	1874	273	83.4%	-	-	-	5.2	82.7	10.0
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	15	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	37	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	132	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	27	-	0	-	0	0.0%	-	-	-	-	-	
		C1	PRC for Signalled Lanes (%)		34.5		Total Delay for Signalled Lanes (pcuHr):		20.75		Cycle Time (s):		240				
		C2	Stream: 1 PRC for Signalled Lanes (%)		-4.0		Total Delay for Signalled Lanes (pcuHr):		78.81		Cycle Time (s):		240				
		C2	Stream: 2 PRC for Signalled Lanes (%)		35.7		Total Delay for Signalled Lanes (pcuHr):		1.58		Cycle Time (s):		240				
		C3	PRC for Signalled Lanes (%)		-9.5		Total Delay for Signalled Lanes (pcuHr):		80.20		Cycle Time (s):		240				
		C4	PRC for Signalled Lanes (%)		1.0		Total Delay for Signalled Lanes (pcuHr):		41.89		Cycle Time (s):		240				
			PRC Over All Lanes (%)		-9.5		Total Delay Over All Lanes(pcuHr):		226.52								



## Basic Results Summary

Basic Results Summary

**Scenario 2: '2026 AM BTM + Committed + 60k'** (FG16: '2026 AM BTM + Committed + 60k', Plan 1: 'Control Plan')

**Network Layout Diagram**



## Basic Results Summary

Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>88.9%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>126.6</b>	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	<b>49.7%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	196	-	448	1915	1580	28.4%	-	-	-	0.4	3.3	2.6
1/2	Oxford Road (nb) Ahead	U	C1:A		2	196	-	541	2073	1710	31.6%	-	-	-	0.5	3.5	3.4
1/3	Oxford Road (nb) Right	U	C1:F		2	35	-	68	2042	315	21.6%	-	-	-	1.2	62.0	2.2
1/4	Oxford Road (nb) Right	U	C1:F		2	35	-	65	2042	315	20.6%	-	-	-	0.9	47.1	2.0
2/2+2/1	Pingle Drive Left	U	C1:E		2	41	-	81	2049:1924	292+163	17.8 : 17.8%	-	-	-	1.0	46.2	1.6
2/3	Pingle Drive Right	U	C1:D		2	16	-	50	2078	156	32.1%	-	-	-	1.0	69.6	1.8
3/1	Oxford Road (sb) Left	U	C1:C		2	189	-	175	1917	1526	11.5%	-	-	-	0.2	4.1	1.4
3/2	Oxford Road (sb) Ahead	U	C1:B		2	175	-	777	2135	1575	49.3%	-	-	-	1.9	8.8	11.3
3/3	Oxford Road (sb) Ahead	U	C1:B		2	175	-	775	2115	1560	49.7%	-	-	-	1.9	8.8	11.3
4/1	Oxford Road (nb)	U	-		-	-	-	448	1940	1940	23.1%	-	-	-	0.2	1.2	0.2
4/2	Oxford Road (nb)	U	-		-	-	-	591	2080	2080	28.4%	-	-	-	0.2	1.2	0.2
5/1	Pingle Drive	U	-		-	-	-	243	1965	1965	12.4%	-	-	-	0.1	1.0	0.1
5/2	Pingle Drive	U	-		-	-	-	65	2105	2105	3.1%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	29	-	68	2028	262	26.0%	-	-	-	0.3	14.7	0.3
6/2	Right Turn Lane Right	U	C1:G		2	29	-	65	2028	262	24.8%	-	-	-	0.3	16.8	0.3
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	17	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I		2	175	-	0	-	52500	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		2	163	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>88.9%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>65.4</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A		2	180	-	338	2006	1521	22.2%	-	-	-	0.4	4.6	3.1
1/2	Oxford Road Ahead	U	C2:A		2	180	-	358	2155	1634	21.9%	-	-	-	0.4	4.2	3.0
1/3	Oxford Road Right	U	C2:F		2	102	-	559	1973	855	65.4%	-	-	-	2.8	18.1	10.3
1/4	Oxford Road Right	U	C2:F		2	102	-	563	1973	855	65.9%	-	-	-	2.9	18.3	8.4
2/1	Central Link Right	U	C2:G		2	90	-	559	2125	815	68.6%	-	-	-	1.7	10.9	11.7
2/2	Central Link Right	U	C2:G		2	90	-	563	2120	813	69.3%	-	-	-	1.8	11.2	9.5
3/1	Ped Crossing Ahead	U	C2:J		2	204	-	615	1965	1687	36.5%	-	-	-	0.3	1.8	8.0
3/2	Ped Crossing Ahead	U	C2:J		2	204	-	1080	2105	1807	59.8%	-	-	-	0.8	2.5	1.0
4/1	Services Entry Left Ahead	O	-		-	-	-	127	2058	498	25.5%	127	0	0	0.2	5.2	0.6
6/1	Oxford Road (sb) Left	U	C2:B		2	74	-	533	2035	644	82.7%	-	-	-	7.0	47.6	18.3
6/2	Oxford Road (sb) Ahead	U	C2:B		2	74	-	576	2171	687	83.8%	-	-	-	7.7	47.9	19.7
6/3	Oxford Road (sb) Ahead	U	C2:B		2	74	-	524	2178	690	76.0%	-	-	-	6.1	41.6	16.3
7/1	Internal (eb) Ahead	U	C2:C		2	38	-	40	2036	339	11.8%	-	-	-	0.5	47.4	1.3
7/2	Internal (eb) Right	U	C2:C		2	38	-	55	1909	318	17.3%	-	-	-	0.8	49.5	1.7
8/1	Right Ahead	U	C2:E		2	74	-	585	2105	667	87.8%	-	-	-	6.0	36.7	9.9
8/2	Right Ahead	U	C2:E		2	74	-	570	2105	667	85.5%	-	-	-	4.9	31.2	10.6
9/1	Ahead Right	U	C2:H		2	38	-	250	2014	336	74.5%	-	-	-	4.3	61.9	10.0

Basic Results Summary

9/2	Right	U	C2:H		2	38	-	247	1973	329	75.1%	-	-	-	3.8	55.5	9.6
10/1	Ahead	U	-		-	-	-	460	2015	2015	22.8%	-	-	-	0.1	1.2	0.1
10/2	Ahead	U	-		-	-	-	619	2155	2155	28.7%	-	-	-	0.2	1.2	0.8
10/3	Ahead Right	U	-		-	-	-	11	2067	2067	0.5%	-	-	-	0.0	0.9	0.0
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	138	-	1444	2105:1976	896+728	88.9 : 88.9%	-	-	-	10.6	26.4	32.4
11/3	A41 entry Ahead	U	C2:D		2	138	-	449	2106	1229	36.5%	-	-	-	2.0	15.7	9.1
12/1	A41 exit	U	-		-	-	-	615	1965	1965	31.3%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:I		2	74	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>88.2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.7</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	155	-	424	2105	1377	30.8%	-	-	-	1.0	8.1	4.3
1/2	Oxford Road (nb) Ahead	U	C3:A		2	155	-	496	2105	1377	36.0%	-	-	-	1.2	8.6	5.8
1/3	Oxford Road (nb) Ahead	U	C3:A		2	155	-	722	2105	1377	52.4%	-	-	-	1.9	9.4	10.0
1/4+1/5	Oxford Road (nb) Right	U	C3:E		2	64	-	631	1891:1891	340+375	88.2 : 88.2%	-	-	-	10.3	58.9	18.9
2/2+2/1	Left Ahead	U	C3:B C3:C		2	122:150	-	1114	2080:1918	419+946	81.6 : 81.6%	-	-	-	4.6	15.0	11.2
2/3	Ahead	U	C3:B		2	122	-	698	2080	1075	65.0%	-	-	-	4.7	24.4	13.3
2/4	Ahead	U	C3:B		2	122	-	739	2080	1075	68.8%	-	-	-	3.8	18.3	25.7
3/2+3/1	Lakeview Drive Right Left	U	C3:D	C3:F	2	18:88	70	329	2005:1940	167+509	50.3 : 48.1%	-	-	-	3.5	38.6	6.3
3/3	Lakeview Drive Right	U	C3:D		2	18	-	92	2005	167	55.1%	-	-	-	2.0	76.5	3.6
4/1	Lakeview Drive	U	-		-	-	-	1072	1965	1965	54.6%	-	-	-	0.6	2.0	0.6

Basic Results Summary

4/2	Lakeview Drive	U	-	-	-	-	331	1965	1965	16.8%	-	-	-	0.1	1.1	0.1	
Ped Link: P1	Unnamed Ped Link	-	C3:G		1	25	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	61	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	61	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	116	-	0	-	0	0.0%	-	-	-	-	-	
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-	-	-	-	-	-	-	-	<b>77.7%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.5</b>	<b>-</b>	<b>-</b>
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	149	0	809	2205:1709	1372+28	57.8 : 57.8%	-	-	-	3.6	15.9	16.8
1/3	Oxford Road Ahead	U	C4:C		2	149	-	692	2205	1387	49.9%	-	-	-	2.8	14.6	13.6
1/4	Oxford Road Ahead	U	C4:C		2	149	-	642	2105	1324	48.5%	-	-	-	2.6	14.5	12.4
2/1	Saxon Fields	U	-		-	-	-	53	1800	1800	2.9%	-	-	-	0.0	1.0	0.0
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	27	0	298	1619:1894	196+188	77.7 : 77.7%	-	-	-	5.9	71.0	6.6
4/1	Ahead	U	C4:A		2	179	-	996	2205	1663	59.9%	-	-	-	1.0	3.8	14.9
4/2	Ahead	U	C4:A		2	179	-	991	2205	1663	59.6%	-	-	-	1.1	3.8	24.9
4/3	Right	U	C4:B		2	28	-	37	1874	234	15.8%	-	-	-	0.5	52.6	1.2
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	149	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	15	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%)		81.1		Total Delay for Signalled Lanes (pcuHr):		9.54		Cycle Time (s):		240				
		C2	Stream: 1 PRC for Signalled Lanes (%)		1.2		Total Delay for Signalled Lanes (pcuHr):		63.58		Cycle Time (s):		240				
		C2	Stream: 2 PRC for Signalled Lanes (%)		50.6		Total Delay for Signalled Lanes (pcuHr):		1.07		Cycle Time (s):		240				
		C3	PRC for Signalled Lanes (%)		2.1		Total Delay for Signalled Lanes (pcuHr):		32.97		Cycle Time (s):		240				
		C4	PRC for Signalled Lanes (%)		15.8		Total Delay for Signalled Lanes (pcuHr):		17.50		Cycle Time (s):		240				
			PRC Over All Lanes (%)		1.2		Total Delay Over All Lanes(pcuHr):		126.57								



## Basic Results Summary

Basic Results Summary  
**Basic Results Summary**

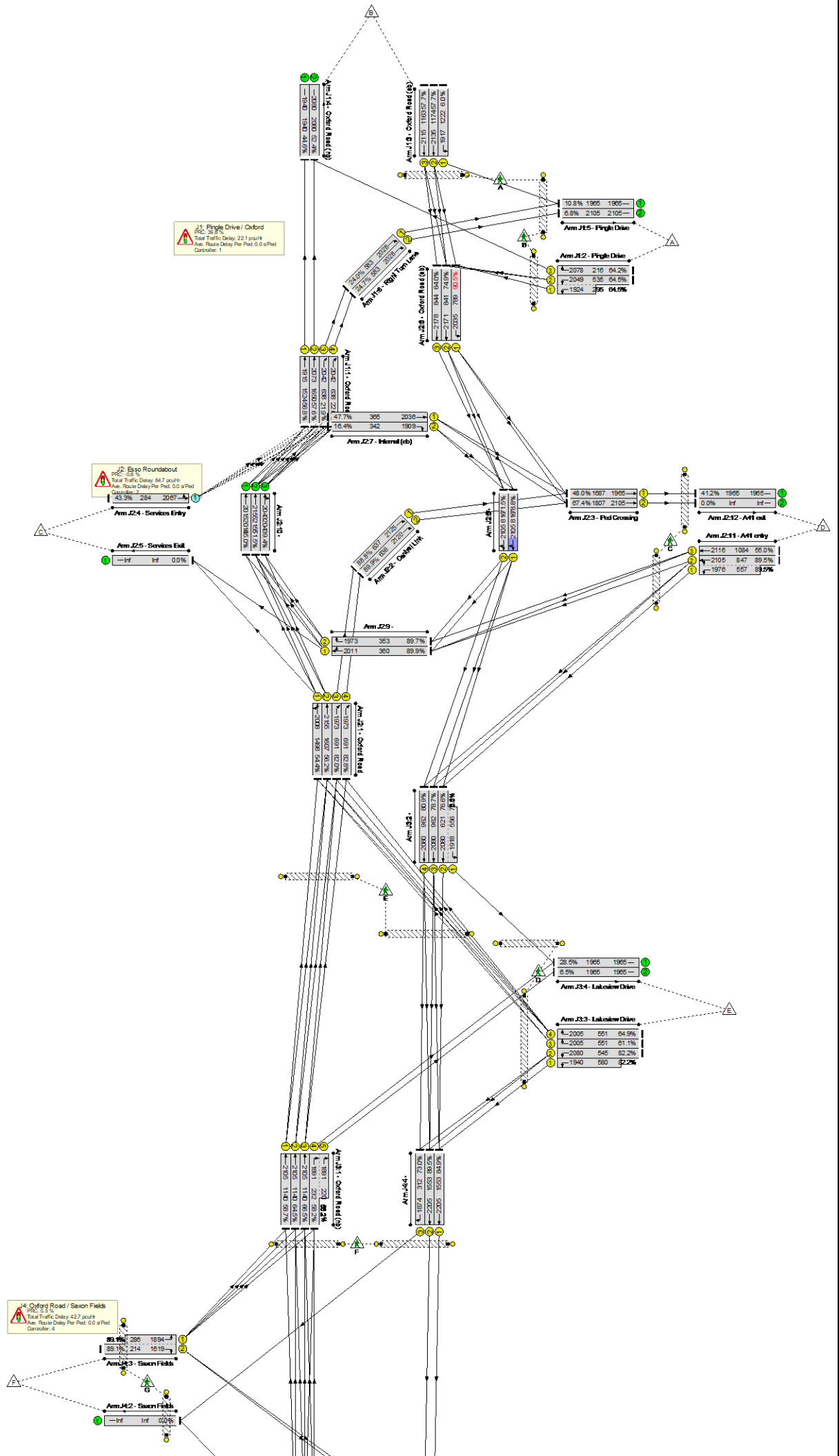
**User and Project Details**

<b>Project:</b>	<b>Bicester Office Park</b>
<b>Title:</b>	
<b>Location:</b>	
<b>Client:</b>	Scenic Land Developments Ltd
<b>Additional detail:</b>	
<b>File name:</b>	Oxford Road Model (inc BG Improvements) - 2018-08-22 Additional Mitigation (inc BV4) OCC Comments (Updated Lane Widths).lsg3x
<b>Author:</b>	
<b>Company:</b>	Motion
<b>Address:</b>	

## Basic Results Summary

**Scenario 1: '2026 PM BTM + Committed + 60k'** (FG17: '2026 PM BTM + Committed + 60k', Plan 1: 'Control Plan')  
**Network Layout Diagram**

# Basic Results Summary



## Basic Results Summary

Basic Results Summary

**Network Results**

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	90.5%	123	0	0	196.9	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	64.5%	0	0	0	22.1	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	189	-	866	1915	1524	56.8%	-	-	-	1.0	4.2	4.2
1/2	Oxford Road (nb) Ahead	U	C1:A		2	189	-	950	2073	1650	57.6%	-	-	-	1.0	3.9	5.3
1/3	Oxford Road (nb) Right	U	C1:F		2	73	-	140	2042	638	21.9%	-	-	-	1.1	27.4	3.4
1/4	Oxford Road (nb) Right	U	C1:F		2	73	-	144	2042	638	22.6%	-	-	-	1.0	25.9	3.4
2/2+2/1	Pingle Drive Left	U	C1:E		2	86	-	535	2049:1924	535+295	64.5 : 64.5%	-	-	-	5.2	35.1	12.0
2/3	Pingle Drive Right	U	C1:D		2	23	-	139	2078	216	64.2%	-	-	-	2.9	74.4	5.5
3/1	Oxford Road (sb) Left	U	C1:C		2	151	-	73	1917	1222	6.0%	-	-	-	0.2	9.8	1.0
3/2	Oxford Road (sb) Ahead	U	C1:B		2	130	-	678	2135	1174	57.7%	-	-	-	4.0	21.5	16.3
3/3	Oxford Road (sb) Ahead	U	C1:B		2	130	-	671	2115	1163	57.7%	-	-	-	4.0	21.5	16.1
4/1	Oxford Road (nb)	U	-		-	-	-	866	1940	1940	44.6%	-	-	-	0.4	1.7	0.4
4/2	Oxford Road (nb)	U	-		-	-	-	1089	2080	2080	52.4%	-	-	-	0.5	1.8	0.5
5/1	Pingle Drive	U	-		-	-	-	213	1965	1965	10.8%	-	-	-	0.1	1.0	0.1
5/2	Pingle Drive	U	-		-	-	-	144	2105	2105	6.8%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	67	-	140	2028	583	24.0%	-	-	-	0.3	7.3	0.4
6/2	Right Turn Lane Right	U	C1:G		2	67	-	144	2028	583	24.7%	-	-	-	0.3	7.5	0.4
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	55	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I		2	137	-	0	-	41100	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		2	118	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>90.5%</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>84.7</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A		2	177	-	815	2008	1498	54.4%	-	-	-	1.5	6.7	8.1
1/2	Oxford Road Ahead	U	C2:A		2	177	-	904	2155	1607	56.2%	-	-	-	1.6	6.4	8.5
1/3	Oxford Road Right	U	C2:F		2	82	-	566	1973	691	82.0%	-	-	-	6.8	43.6	21.6
1/4	Oxford Road Right	U	C2:F		2	82	-	572	1973	691	82.8%	-	-	-	7.0	43.9	21.9
2/1	Central Link Right	U	C2:G		2	70	-	566	2125	637	88.8%	-	-	-	3.9	25.1	16.0
2/2	Central Link Right	U	C2:G		2	70	-	572	2120	636	89.9%	-	-	-	4.3	27.3	17.5
3/1	Ped Crossing Ahead	U	C2:J		2	204	-	809	1965	1687	48.0%	-	-	-	0.5	2.4	15.8
3/2	Ped Crossing Ahead	U	C2:J		2	204	-	1217	2105	1807	67.4%	-	-	-	1.2	3.4	6.3
4/1	Services Entry Left Ahead	O	-		-	-	-	123	2067	284	43.3%	123	0	0	0.5	14.2	1.8
6/1	Oxford Road (sb) Left	U	C2:B		2	91	-	714	2035	789	90.5%	-	-	-	9.3	46.9	27.8
6/2	Oxford Road (sb) Ahead	U	C2:B		2	91	-	630	2171	841	74.9%	-	-	-	5.6	32.2	19.7
6/3	Oxford Road (sb) Ahead	U	C2:B		2	91	-	540	2178	844	64.0%	-	-	-	3.9	26.3	12.0
7/1	Internal (eb) Ahead	U	C2:C		2	41	-	174	2036	365	47.7%	-	-	-	2.8	58.1	6.7
7/2	Internal (eb) Right	U	C2:C		2	41	-	56	1909	342	16.4%	-	-	-	0.7	45.0	1.7
8/1	Right Ahead	U	C2:E		2	91	-	643	2105	816	78.8%	-	-	-	2.9	16.4	4.3
8/2	Right Ahead	U	C2:E		2	91	-	583	2105	816	71.5%	-	-	-	2.4	14.6	7.7
9/1	Ahead Right	U	C2:H		2	41	-	324	2011	360	89.9%	-	-	-	6.8	75.0	14.7

Basic Results Summary

9/2	Right	U	C2:H		2	41	-	317	1973	353	89.7%	-	-	-	6.1	69.6	14.4
10/1	Ahead	U	-		-	-	-	906	2015	2015	45.0%	-	-	-	0.4	1.6	0.4
10/2	Ahead	U	-		-	-	-	1109	2155	2155	51.5%	-	-	-	0.5	1.8	7.3
10/3	Ahead Right	U	-		-	-	-	192	2043	2043	9.4%	-	-	-	0.1	1.0	0.1
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	121	-	1256	2105:1976	847+557	89.5 : 89.5%	-	-	-	11.5	32.9	27.9
11/3	A41 entry Ahead	U	C2:D		2	121	-	596	2116	1084	55.0%	-	-	-	3.9	23.5	14.2
12/1	A41 exit	U	-		-	-	-	809	1965	1965	41.2%	-	-	-	0.3	1.6	0.9
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:I		2	91	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>82.2%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47.3</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	128	-	669	2105	1140	58.7%	-	-	-	1.8	9.6	7.8
1/2	Oxford Road (nb) Ahead	U	C3:A		2	128	-	735	2105	1140	64.5%	-	-	-	2.2	10.7	6.9
1/3	Oxford Road (nb) Ahead	U	C3:A		2	128	-	758	2105	1140	66.5%	-	-	-	2.2	10.5	14.0
1/4+1/5	Oxford Road (nb) Right	U	C3:E		2	31	-	263	1891:1891	232+220	58.2 : 58.2%	-	-	-	3.0	41.6	5.0
2/2+2/1	Left Ahead	U	C3:B C3:C		2	109:183	-	902	2080:1918	621+556	76.6 : 76.6%	-	-	-	5.6	22.2	13.6
2/3	Ahead	U	C3:B		2	109	-	757	2080	962	78.7%	-	-	-	9.4	44.5	24.4
2/4	Ahead	U	C3:B		2	109	-	778	2080	962	80.9%	-	-	-	4.9	22.5	12.1
3/2+3/1	Lakeview Drive Left	U	C3:D	C3:F	2	101	37:37	925	2080:1940	545+580	82.2 : 82.2%	-	-	-	9.0	34.9	20.6
3/3	Lakeview Drive Right	U	C3:D		2	64	-	337	2005	551	61.1%	-	-	-	4.3	46.4	11.1
3/4	Lakeview Drive Right	U	C3:D		2	64	-	358	2005	551	64.9%	-	-	-	4.7	47.7	12.0
4/1	Lakeview Drive	U	-		-	-	-	561	1965	1965	28.5%	-	-	-	0.2	1.3	0.2



Basic Results Summary

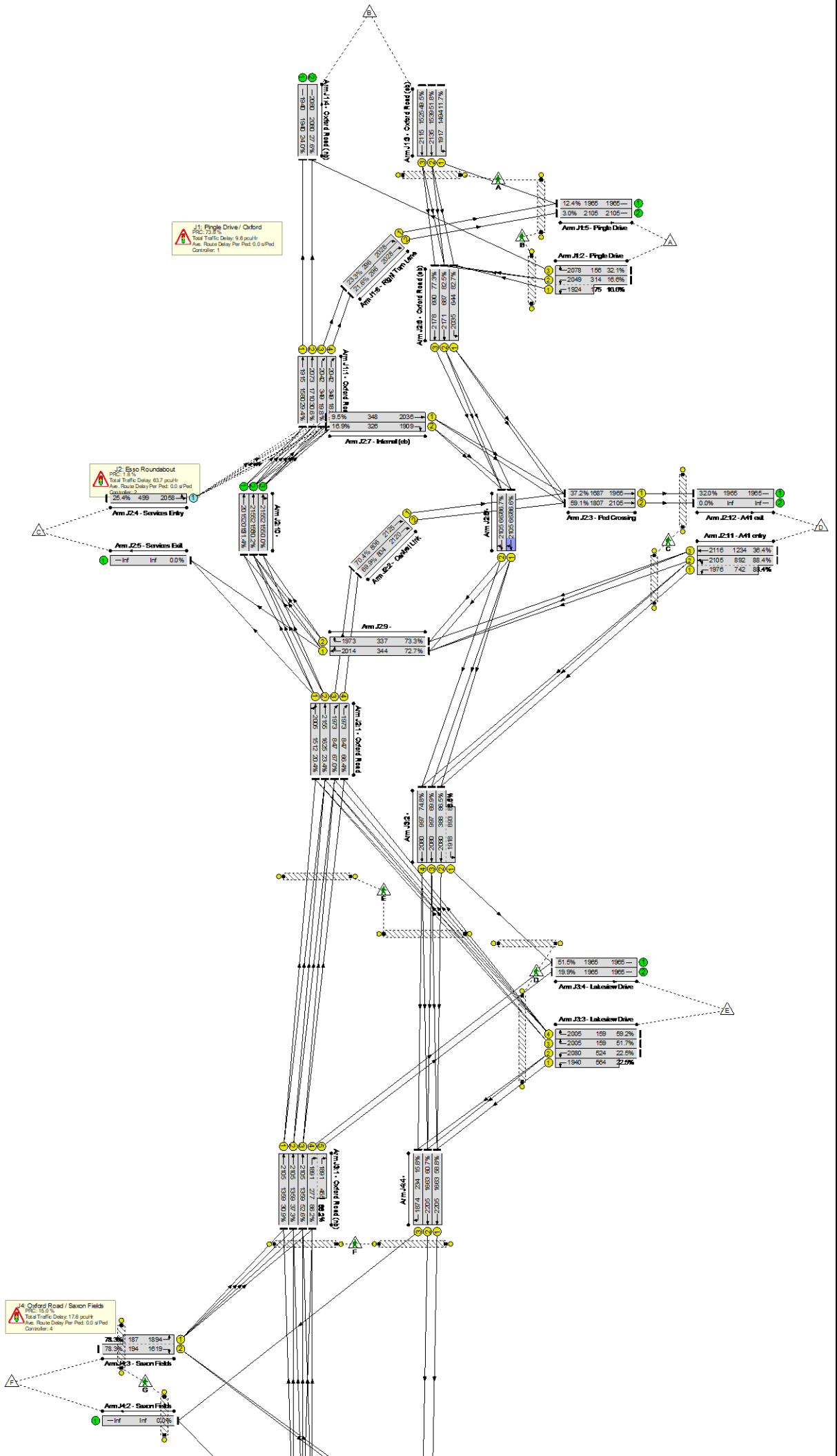
4/2	Lakeview Drive	U	-		-	-	-	128	1965	1965	6.5%	-	-	-	0.0	1.0	0.0																																										
Ped Link: P1	Unnamed Ped Link	-	C3:G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	28	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	28	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	103	-	0	-	0	0.0%	-	-	-	-	-	-																																										
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-		-	-	-	-	-	-	<b>89.5%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.7</b>	-	-																																										
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	127	0	930	2205:1709	1088+140	75.7 : 75.7%	-	-	-	6.7	26.1	24.9																																										
1/3	Oxford Road Ahead	U	C4:C		2	127	-	717	2205	1185	60.5%	-	-	-	4.6	23.0	18.3																																										
1/4	Oxford Road Ahead	U	C4:C		2	127	-	629	2105	1131	55.6%	-	-	-	3.8	22.0	15.5																																										
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	39	0	446	1619:1894	214+286	89.1 : 89.1%	-	-	-	9.5	76.5	12.7																																										
4/1	Ahead	U	C4:A		2	167	-	1318	2205	1553	84.9%	-	-	-	6.6	17.9	38.6																																										
4/2	Ahead	U	C4:A		2	167	-	1390	2205	1553	89.5%	-	-	-	7.2	18.8	43.4																																										
4/3	Right	U	C4:B		2	38	-	228	1874	312	73.0%	-	-	-	4.3	67.4	8.7																																										
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	20	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	37	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	127	-	0	-	0	0.0%	-	-	-	-	-	-																																										
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	27	-	0	-	0	0.0%	-	-	-	-	-	-																																										
<table> <tbody> <tr> <td>C1</td> <td>PRC for Signalled Lanes (%)</td> <td>39.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>21.08</td> <td>Cycle Time (s):</td> <td>240</td> </tr> <tr> <td>C2</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>-0.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>81.17</td> <td>Cycle Time (s):</td> <td>240</td> </tr> <tr> <td>C2</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>33.6</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>1.70</td> <td>Cycle Time (s):</td> <td>240</td> </tr> <tr> <td>C3</td> <td>PRC for Signalled Lanes (%)</td> <td>9.4</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>47.06</td> <td>Cycle Time (s):</td> <td>240</td> </tr> <tr> <td>C4</td> <td>PRC for Signalled Lanes (%)</td> <td>0.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>42.72</td> <td>Cycle Time (s):</td> <td>240</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>-0.6</td> <td>Total Delay Over All Lanes (pcuHr):</td> <td>196.85</td> <td></td> <td></td> </tr> </tbody> </table>																		C1	PRC for Signalled Lanes (%)	39.6	Total Delay for Signalled Lanes (pcuHr):	21.08	Cycle Time (s):	240	C2	Stream: 1 PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):	81.17	Cycle Time (s):	240	C2	Stream: 2 PRC for Signalled Lanes (%)	33.6	Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	240	C3	PRC for Signalled Lanes (%)	9.4	Total Delay for Signalled Lanes (pcuHr):	47.06	Cycle Time (s):	240	C4	PRC for Signalled Lanes (%)	0.5	Total Delay for Signalled Lanes (pcuHr):	42.72	Cycle Time (s):	240		PRC Over All Lanes (%)	-0.6	Total Delay Over All Lanes (pcuHr):	196.85		
C1	PRC for Signalled Lanes (%)	39.6	Total Delay for Signalled Lanes (pcuHr):	21.08	Cycle Time (s):	240																																																					
C2	Stream: 1 PRC for Signalled Lanes (%)	-0.6	Total Delay for Signalled Lanes (pcuHr):	81.17	Cycle Time (s):	240																																																					
C2	Stream: 2 PRC for Signalled Lanes (%)	33.6	Total Delay for Signalled Lanes (pcuHr):	1.70	Cycle Time (s):	240																																																					
C3	PRC for Signalled Lanes (%)	9.4	Total Delay for Signalled Lanes (pcuHr):	47.06	Cycle Time (s):	240																																																					
C4	PRC for Signalled Lanes (%)	0.5	Total Delay for Signalled Lanes (pcuHr):	42.72	Cycle Time (s):	240																																																					
	PRC Over All Lanes (%)	-0.6	Total Delay Over All Lanes (pcuHr):	196.85																																																							

Basic Results Summary

**Scenario 2: '2026 AM BTM + Committed + 60k'** (FG16: '2026 AM BTM + Committed + 60k', Plan 1: 'Control Plan')

**Network Layout Diagram**

# Basic Results Summary



## Basic Results Summary

## Basic Results Summary

## Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
<b>Network</b>	-	-	-		-	-	-	-	-	-	<b>88.4%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>128.1</b>	-	-
<b>J1: Pingle Drive / Oxford</b>	-	-	-		-	-	-	-	-	-	<b>51.8%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C1:A		2	196	-	465	1915	1580	29.4%	-	-	-	0.3	2.3	2.1
1/2	Oxford Road (nb) Ahead	U	C1:A		2	196	-	524	2073	1710	30.6%	-	-	-	0.4	2.5	3.4
1/3	Oxford Road (nb) Right	U	C1:F		2	39	-	69	2042	349	19.8%	-	-	-	0.7	37.1	2.6
1/4	Oxford Road (nb) Right	U	C1:F		2	39	-	64	2042	349	18.3%	-	-	-	0.9	51.1	2.5
2/2+2/1	Pingle Drive Left	U	C1:E		2	45	-	81	2049:1924	314+175	16.6 : 16.6%	-	-	-	1.0	44.1	1.6
2/3	Pingle Drive Right	U	C1:D		2	16	-	50	2078	156	32.1%	-	-	-	1.0	69.8	1.9
3/1	Oxford Road (sb) Left	U	C1:C		2	185	-	175	1917	1494	11.7%	-	-	-	0.2	4.7	1.7
3/2	Oxford Road (sb) Ahead	U	C1:B		2	171	-	797	2135	1539	51.8%	-	-	-	2.2	10.0	13.8
3/3	Oxford Road (sb) Ahead	U	C1:B		2	171	-	755	2115	1525	49.5%	-	-	-	2.0	9.7	12.9
4/1	Oxford Road (nb)	U	-		-	-	-	465	1940	1940	24.0%	-	-	-	0.2	1.2	0.2
4/2	Oxford Road (nb)	U	-		-	-	-	574	2080	2080	27.6%	-	-	-	0.2	1.2	0.2
5/1	Pingle Drive	U	-		-	-	-	244	1965	1965	12.4%	-	-	-	0.1	1.0	0.1
5/2	Pingle Drive	U	-		-	-	-	64	2105	2105	3.0%	-	-	-	0.0	0.9	0.0
6/1	Right Turn Lane Right	U	C1:G		2	33	-	69	2028	296	23.3%	-	-	-	0.2	10.5	0.3
6/2	Right Turn Lane Right	U	C1:G		2	33	-	64	2028	296	21.6%	-	-	-	0.2	11.2	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:H		2	21	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

Ped Link: P2	Unnamed Ped Link	-	C1:I		2	171	-	0	-	51300	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		2	159	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J2: Esso Roundabout</b>	-	-	-		-	-	-	-	-	-	<b>88.4%</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>63.7</b>	-	-
1/1	Oxford Road Left Ahead	U	C2:A		2	179	-	309	2005	1512	20.4%	-	-	-	0.4	4.8	3.3
1/2	Oxford Road Ahead	U	C2:A		2	179	-	380	2155	1625	23.4%	-	-	-	0.4	3.9	3.2
1/3	Oxford Road Right	U	C2:F		2	101	-	567	1973	847	67.0%	-	-	-	2.8	18.0	10.1
1/4	Oxford Road Right	U	C2:F		2	101	-	562	1973	847	66.4%	-	-	-	2.9	18.3	9.5
2/1	Central Link Right	U	C2:G		2	89	-	567	2125	806	70.4%	-	-	-	1.8	11.7	11.3
2/2	Central Link Right	U	C2:G		2	89	-	562	2120	804	69.9%	-	-	-	1.8	11.6	10.6
3/1	Ped Crossing Ahead	U	C2:J		2	204	-	628	1965	1687	37.2%	-	-	-	0.3	1.8	6.9
3/2	Ped Crossing Ahead	U	C2:J		2	204	-	1067	2105	1807	59.1%	-	-	-	0.8	2.5	1.5
4/1	Services Entry Left Ahead	O	-		-	-	-	127	2058	499	25.4%	127	0	0	0.2	5.2	0.7
6/1	Oxford Road (sb) Left	U	C2:B		2	74	-	533	2035	644	82.7%	-	-	-	7.2	48.8	19.3
6/2	Oxford Road (sb) Ahead	U	C2:B		2	74	-	567	2171	687	82.5%	-	-	-	7.2	45.9	20.1
6/3	Oxford Road (sb) Ahead	U	C2:B		2	74	-	533	2178	690	77.3%	-	-	-	6.7	45.0	18.3
7/1	Internal (eb) Ahead	U	C2:C		2	39	-	33	2036	348	9.5%	-	-	-	0.4	47.8	1.0
7/2	Internal (eb) Right	U	C2:C		2	39	-	55	1909	326	16.9%	-	-	-	0.8	49.2	1.7
8/1	Right Ahead	U	C2:E		2	74	-	577	2105	667	86.6%	-	-	-	4.9	30.8	6.5
8/2	Right Ahead	U	C2:E		2	74	-	578	2105	667	86.7%	-	-	-	4.6	28.5	13.7
9/1	Ahead Right	U	C2:H		2	39	-	250	2014	344	72.7%	-	-	-	4.1	59.5	9.4

Basic Results Summary

9/2	Right	U	C2:H		2	39	-	247	1973	337	73.3%	-	-	-	3.7	53.4	9.3
10/1	Ahead	U	-		-	-	-	431	2015	2015	21.4%	-	-	-	0.1	1.1	0.1
10/2	Ahead	U	-		-	-	-	651	2155	2155	30.2%	-	-	-	0.2	1.2	1.4
10/3	Ahead Right	U	-		-	-	-	1	2155	2155	0.0%	-	-	-	0.0	0.8	0.0
11/2+11/1	A41 entry Ahead Left	U	C2:D		2	138	-	1444	2105:1976	892+742	88.4 : 88.4%	-	-	-	10.2	25.3	23.4
11/3	A41 entry Ahead	U	C2:D		2	138	-	449	2116	1234	36.4%	-	-	-	1.9	15.5	8.1
12/1	A41 exit	U	-		-	-	-	628	1965	1965	32.0%	-	-	-	0.2	1.3	0.2
Ped Link: P1	Unnamed Ped Link	-	C2:K		2	8	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:I		2	74	-	0	-	0	0.0%	-	-	-	-	-	-
<b>J3: Oxford Road / Lakeview Drive</b>	-	-	-		-	-	-	-	-	-	<b>86.5%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37.2</b>	-	-
1/1	Oxford Road (nb) Ahead	U	C3:A		2	153	-	420	2105	1359	30.9%	-	-	-	1.1	9.2	4.6
1/2	Oxford Road (nb) Ahead	U	C3:A		2	153	-	507	2105	1359	37.3%	-	-	-	1.4	9.9	7.0
1/3	Oxford Road (nb) Ahead	U	C3:A		2	153	-	715	2105	1359	52.6%	-	-	-	2.2	11.3	20.0
1/4+1/5	Oxford Road (nb) Right	U	C3:E		2	74	-	631	1891:1891	277+455	86.2 : 86.2%	-	-	-	9.8	56.1	19.8
2/2+2/1	Left Ahead	U	C3:B C3:C		2	113:140	-	1108	2080:1918	388+893	86.5 : 86.5%	-	-	-	6.4	20.9	21.7
2/3	Ahead	U	C3:B		2	113	-	697	2080	997	69.9%	-	-	-	5.4	28.1	14.5
2/4	Ahead	U	C3:B		2	113	-	746	2080	997	74.8%	-	-	-	4.6	22.3	24.2
3/2+3/1	Lakeview Drive Left	U	C3:D	C3:F	2	97	80:80	245	2080:1940	524+564	22.5 : 22.5%	-	-	-	1.7	24.6	3.1
3/3	Lakeview Drive Right	U	C3:D		2	17	-	82	2005	159	51.7%	-	-	-	1.7	76.6	3.4
3/4	Lakeview Drive Right	U	C3:D		2	17	-	94	2005	159	59.2%	-	-	-	2.1	81.0	4.0
4/1	Lakeview Drive	U	-		-	-	-	1011	1965	1965	51.5%	-	-	-	0.5	1.9	3.3

Basic Results Summary

4/2	Lakeview Drive	U	-	-	-	-	392	1965	1965	19.9%	-	-	-	0.1	1.1	0.1	
Ped Link: P1	Unnamed Ped Link	-	C3:G		1	28	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	C3:H		2	71	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	C3:I		2	71	-	0	-	0	0.0%	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	C3:K		2	107	-	0	-	0	0.0%	-	-	-	-	-	
<b>J4: Oxford Road / Saxon Fields</b>	-	-	-	-	-	-	-	-	-	-	<b>78.3%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>-</b>	<b>-</b>
1/2+1/1	Oxford Road Ahead Left	U	C4:C	C4:J	2	149	0	806	2205:1709	1372+28	57.6 : 57.6%	-	-	-	3.6	15.9	17.0
1/3	Oxford Road Ahead	U	C4:C		2	149	-	698	2205	1387	50.3%	-	-	-	2.9	14.8	14.1
1/4	Oxford Road Ahead	U	C4:C		2	149	-	639	2105	1324	48.2%	-	-	-	2.6	14.5	12.5
3/2+3/1	Saxon Fields Left Right	U	C4:D	C4:I	2	27	0	298	1619:1894	194+187	78.3 : 78.3%	-	-	-	5.9	71.7	6.8
4/1	Ahead	U	C4:A		2	179	-	977	2205	1663	58.8%	-	-	-	1.0	3.6	13.8
4/2	Ahead	U	C4:A		2	179	-	1010	2205	1663	60.7%	-	-	-	1.2	4.2	23.6
4/3	Right	U	C4:B		2	28	-	37	1874	234	15.8%	-	-	-	0.5	51.6	1.3
Ped Link: P1	Unnamed Ped Link	-	C4:G		2	10	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:H		2	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:F		2	149	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:E		2	15	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	PRC for Signalled Lanes (%)		73.8		Total Delay for Signalled Lanes (pcuHr):		9.12		Cycle Time (s):		240				
		C2	Stream: 1 PRC for Signalled Lanes (%)		1.8		Total Delay for Signalled Lanes (pcuHr):		61.88		Cycle Time (s):		240				
		C2	Stream: 2 PRC for Signalled Lanes (%)		52.4		Total Delay for Signalled Lanes (pcuHr):		1.06		Cycle Time (s):		240				
		C3	PRC for Signalled Lanes (%)		4.1		Total Delay for Signalled Lanes (pcuHr):		36.56		Cycle Time (s):		240				
		C4	PRC for Signalled Lanes (%)		15.0		Total Delay for Signalled Lanes (pcuHr):		17.61		Cycle Time (s):		240				
				PRC Over All Lanes (%)		1.8		Total Delay Over All Lanes (pcuHr):		128.10							