convergence; convergence being the point in the process when the change in flows and delays between iterations falls below the user defined equilibrium criteria.

5.2 CONVERGENCE CRITERIA

5.2.1 WebTAG defines two set of convergence measures: proximity and stability. The following criteria are set:

Proximity measures (proximity to the assignment objective, e.g. Wardrop equilibrium):

- Delta (δ) < 0.1%; and
- %GAP (if relevant) < 0.1%.

Stability measures (stability of the model outcomes between consecutive iterations):

- RAAD in flows < 0.1%; and
- %Links with Flows changing by less than 1% > 98% ("P1"); and
- %Links with Costs changing by less than 1% > 98% ("P2").

5.2.2 Network checks were carried out to ensure the level of calibration was not due to routing errors caused by coding deficiencies within the network.

5.2.3 SATURN assigns traffic between given origin and destination pairs based on minimum cost criterion. The latter is comprised of time and distance values, which have a positive linear relationship, and is known as the generalised cost function. Coefficients are applied to the time and distance values in seeking to minimise this function. In SATURN, the coefficients are Pence Per Minute (PPM) and Pence Per Kilometre (PPK), applied to time and distance respectively.

5.2.4 The relative values of the factors for time and distance give an (aggregate) indication as to the relative weight applied by users in their (aggregate) route choice decision making. A high value of the time factor relative to that for distance would imply, for example, that users are seeking to minimise the time component of their travel (at the expense of greater distance travelled). Conversely, a high distance factor would imply a greater sensitivity on the part of users/drivers to distance. These parameters have been updated using revised factors from the December 2017 WebTAG Databook. The relative weightings for time and distance are given in **Table 6** below:

Peak	Vehicle Type	Time	Distance
AM	LV	1.0	0.6
	HV	1.0	0.93
PM	LV	1.0	0.61
	HV	1.0	0.93

Table 6 – Time and Distance Relative Weightings

5.1 ASSIGNMENT CONVERGENCE

5.1.1 The SATURN model was assigned with the appropriate matrix and network data files for each time period. The number of assignment loops, which assess all potential O/D paths, simulation loops, which assess each O/D path and calculates speeds and delays, and the number of assignment-simulation loops, which combines the first two processes, can all be greater than 1 before an acceptable equilibrium state is achieved. The following paragraphs provide an analysis of relevant convergence criteria.

5.1.2 As discussed, WebTAG sets out the assignment convergence criteria required to ensure a well-converged model. **Table 7** below presents the convergence statistics from the peak period models.

Model	Assignment-Simulation Loops	Proximity		Stability	
		δ (%)	GAP (%)	% Flows (P)	RAAD
AM	20	0.0070	0.0089	99.28	0.05
PM	23	0.0062	0.0094	99.51	0.05

Table 7 - Peak Period Convergence Statistics

5.1.3 The convergence statistics presented above indicate that both models converge well within accepted limits.

6 Model Calibration and Validation

6.1 INTRODUCTION

6.1.1 Model calibration and validation is the method of comparing the modelled network with the observed conditions in order to form an opinion of how well the one represents the other. DfT WebTAG guidance (Tag Unit M3.1: Highways Assignment Modelling) sets out criteria against which models are compared which can be used as acceptability guidelines. Calibration involves the adjustment of the transport model to match observed data whereas data used for validation purposes are independent of those used for calibration.

6.1.2 The criteria are aggregated into five sections namely:

- Assignment Convergence
- Journey Time Validation
- Trip Matrix Validation
- Assignment Calibration
- Link Flow Validation

Assignment convergence has been reported in the preceding chapter. No Journey time data or cordon/screenline information for trip matrix validation was available. The last two are addressed below.

6.2 LINK FLOW AND TURNING MOVEMENT CRITERIA

6.2.1 The acceptability guidelines for calibration and validation are set out in DfT WebTAG Unit M3.1 and are summarised in **Table 8** below:

Criteria	Description of Criteria	Acceptability Guideline
1	Individual flows within 100 veh/h of counts for flows less than 700 veh/h	>85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 veh/h	>85% of cases
	Individual flows within 400 veh/h of counts for flows more than 2700 veh/h	>85% of cases
2	GEH < 5 for individual flows	>85% of cases

Table 8 – Flow Validation Criteria and Acceptability Guidelines

6.2.2 The following notes are referenced to the above table in WebTAG:

- the above criteria should be applied to both link flows and turning movements;
- the acceptability guideline should be applied to link flows but may be difficult to achieve for turning movements;
- the comparisons should be presented for cars and all vehicles but not for light and other goods vehicles unless sufficiently accurate link counts have been obtained;
- the comparisons should be presented separately for each modelled period; and
- it is recommended that comparisons using both measures are reported in the model validation report.

6.2.3 The GEH (Geoffrey E. Havers) error statistic has been used to compare the observed and modelled flows. It is defined as:

$$\sqrt{\left[\frac{(Y - X)^2}{0.5(Y + X)}\right]}$$

where X = observed flow

Y = modelled flow

6.3 TURNING COUNT CALIBRATION

6.3.1 As discussed previously, where available, observed turning movements were included in the matrix estimation data set in order to produce the most accurate matrices possible with the available data. The assigned modelled flows have then been compared against the turning movement data set for calibration. As the model does not distinguish 'Cars' as a separate vehicle type, this cannot be assessed in addition to total vehicles.

6.3.2 The turning movement calibration results are presented in detail in **Appendix D** and summarised in **Table 9** below:

Turn Calibration	Count	< 5 GEH	% < 5.0 GEH	Within DMRB	% DMRB	Meets Criteria?
AM Peak	185	173	94%	179	97%	Yes
PM Peak	179	157	88%	170	95%	Yes

Table 9 – Turning Flow Calibration Results

6.3.3 As can be seen from **Table 9**, all counts achieve an excellent level of calibration for both peak periods. Overall the results demonstrate very good model turning movement calibration for all three time periods.

6.3.4 Link flow calibration results are given in **Table 10** below. This combines both the link flows equivalent to the summed turning movements for each approach used in the turn calibration above and the additional link count data collected. Results are presented in detail in **Appendix E**.

Link Calibration	Count	< 5 GEH	% < 5.0 GEH	Flow No.	Flow %	Meets Criteria?
AM Peak	102	92	90%	88	86%	Yes
PM Peak	102	94	92%	93	91%	Yes

Table 10 – Link Flow Calibration Results

6.3.5 Again, the results show a good level of calibration for both peak periods.

6.4 HIGHWAY TURNING FLOW VALIDATION

6.4.1 The purpose of validation is to ensure that modelled flows are compatible with observed independent transport survey data, that is, data that have not been used in the matrix building or calibration processes.

6.4.2 The model validation process has been carried out with reference to DfT WebTAG Unit M3.1 guidelines for links. Both of the modelled time periods have been validated against independent data using the validation criteria as set out in **Table 8**. The model has been validated against 53 total turning movement vehicle counts. The turn validation data is presented in **Appendix F**.

6.4.3 The results are summarised in **Table 11** below:

Turn Validation	Total Vehicles							
	Count	< 5 GEH	% < 5.0 GEH	GEH Criteria?	Flow No.	Flow %	Flow Criteria?	Validates?
AM Peak	53	47	89%	Yes	51	96%	Yes	Yes
PM Peak	53	46	87%	Yes	49	92%	Yes	Yes

Table 11 - Total Vehicle Turning Flow Validation Results

6.4.4 **Table 11** shows turning flow validation is excellent validation for both the GEH and Flow criteria. Therefore, the model validation is considered good for turning flows.

6.5 HIGHWAY LINK FLOW VALIDATION

6.5.1 The modelled time periods have been validated against independent data using the validation criteria as set out in **Table 8**. The model has been validated against the limited number of link flow count sites available. The link validation data is presented in **Appendix G**.

6.5.2 The results are summarised in **Table 12** below:

Link Validation	Total Vehicles							
	Count	< 5 GEH	% < 5.0 GEH	GEH Criteria?	Flow No.	Flow %	Flow Criteria?	Validates?
AM Peak	12	10	83%	No	10	83%	No	No
PM Peak	12	11	92%	Yes	10	83%	No	Yes

Table 12 - Total Vehicle Link Flow Validation Results

6.5.3 **Table 12** shows turning flow validation is not met in the AM peak for either GEH or Flow criteria. The PM peal model validates over all but does not meet the criteria for Flow. The limited number of counts and the age of the data for the majority of these counts (2014) makes it more difficult to achieve over 85%. However, as the link counts are close to the criteria and the turning count validation is good, this is not considered to undermine the overall good level of validation of the model.

6.6 MODEL VALIDATION SUMMARY

6.6.1 Overall it is considered that given the good model calibration and validation results the 2017 model accurately reflects the 2017 base year conditions and is fit for purpose.

7 Transport Model Results

7.1 NETWORK CONDITIONS

7.1.1 Saturn model summary statistics give an indication of the network conditions across the whole modelled area. **Table 13** gives the network summary statistics for each peak period model.

	Units	**AM**	**PM**
Transient queues	PCU Hrs	401.6	380.1
Over-capacity time	PCU Hrs	94.5	50.4
Link cruise time	PCU Hrs	5764	5605
Total travel time	PCU Hrs	6260	6036
Travel distance	PCU Kms	443,934	430,916
Average speed	Kph	70.9	71.4

Table 13 – Network Summary Statistics

7.1.2 As can be seen from **Table 13** above, transient queues account for approximately 6% of the total travel time in both peak periods with over capacity time representing 2% and 1% for the AM and PM peaks respectively. The average speed is relatively high (approx. 44mph) as the lower Banbury network speeds are offset by the motorway trips.

7.2 TRAFFIC FLOWS

7.2.1 Modelled link flows are shown in **Appendix H**. This shows the highest flows on the motorway and other strategic routes as would be expected.

7.3 CONGESTED CONDITIONS

7.3.1 Congested conditions in Saturn can be identified using the Volume over Capacity ratio (V/C). **Appendix I** gives Saturn plots for links where the V/C is greater than 85% which is the point at which it is considered that congested conditions appear.

7.3.2 The following bullet points highlight some of the main areas of congestion in each peak period.

AM Peak:

- A422 Hennef Way between M40 J11 and Southam Road
- M40 Junction 11

- A4260/ Bridge Street
- Bridge Street/ Middleton Road
- Southam Road / Castle Street
- A361 South of Castle Street
- Farmfield Road
- Hightown Road
- Bloxham Road /Oxford Road
- Warwick Road / Stratford Road
- Upper Windsor Street/ Swan Close Road
- Upper Windsor Street/ Oxford Road.

PM Peak:

- M40 Junction 11
- Southam Road / Castle Street
- Warwick Road / Stratford Road
- Southam Road/ Beaumont Road
- Bloxham Road /Oxford Road
- A4260/ Bridge Street
- Bridge Street/ Middleton Road
- Upper Windsor Street/ Swan Close Road
- Upper Windsor Street/ Oxford Road
- Oxford Road/ Twyford Road
- Oxford Road/ Aynho Road
- Ruscote Avenue/ Lockheed Close

8 Summary and Conclusion

8.1 SUMMARY

8.1.1 This report has detailed the model update and validation of the Banbury Transport model to a 2017 base year.

8.1.2 The model constitutes of two main parts:

i) The highway network of Banbury; and

ii) Updated matrices.

8.1.3 As model validation could not be achieved directly using the prior matrices, matrix estimation has been carried out in order to satisfy the calibration and, later, validation criteria. Monitoring of the Matrix Estimation Changes indicated that the indicators were outside of the strict WebTAG criteria but were not unexpected due to the nature of the model update required.

8.1.4 Highway assignments using the final matrices converge well within WebTAG criteria.

8.1.5 Turning flow calibration results meet WebTAG criteria.

8.1.6 Although link flow validation results are slightly less that recommended in the AM Peak, the turn flow validation for both peak periods were good and exceed WebTAG criteria.

8.1.7 As a result of this base year model validation it is considered that the Banbury Transport model represents a fit for purpose basis for use in future year transport forecasting and for the purpose of operational assessments.

Figures

Appendix A – Transport Survey Data (Available on Disc)

Appendix B – Modelled Speed Flow Curves

Appendix C – Matrix Estimation Analysis

Appendix D – Turn Calibration Data

Appendix E – Link Calibration Data

Appendix F – Turn Validation Data

Appendix G – Link Validation Data

Appendix H – Link Flow Plots

Appendix I – Volume Over Capacity Plots

APPENDIX Q

WYG Transport Planning

Oxfordshire County Council

Banbury Transport Model Update

Future Year Forecasting Report

RT104686-02

WYG
Executive Park
Avalon Way
Anstey
Leicester
LE7 7GR

April 2018

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1 INTRODUCTION

1.1 BACKGROUND

1.1.1 Banbury is a historic market town located within Cherwell District, Oxfordshire located close to the strategic road network, with a direct junction onto the M40 and good links to the east and west via the A422 and A43. As the largest town within Cherwell District, Banbury is planned to accommodate considerable growth throughout the planned Local Plan period.

1.1.2 The impact of this proposed growth on the highway infrastructure was discussed at the Modifications to the Cherwell Local Plan Examination in Public (EIP). Particular attention was drawn to the impact on the central area of Banbury and the north eastern edge of the town near to M40 Junction 11 where congestion was predicted to increase.

1.1.3 Transport modelling to support the evidence base for the EIP was carried out using the Saturn suite of programs for a 2031 AM peak period. At the time of the EIP, an equivalent PM peak period model was not available.

1.1.4 Following on from the EIP, further work has been carried out to investigate potential highways infrastructure options such as an East of M40 link road, short term improvements to the Hennef Way corridor / M40 Junction 11 and further option appraisal carried out using the Department for Transport Early Assessment Sifting Tool (EAST). This assessment work used the 2031 Banbury Saturn model for both AM and PM peak periods. However, the assessment work carried out indicated that the was not detailed enough to reflect current conditions particularly for the Hennef Way corridor.

1.1.5 Significant overhaul and update of the model to a fully WebTAG compliant Variable Demand Model is intended for a future date. However, a more suitable platform for assessment of infrastructure options is needed before a significant overhaul could be completed. In order to ensure that WebTAG compliant processes can be undertaken the base model has been enhanced and updated to a 2017 Base year.

1.1.6 This report details the subsequent processes used to update the Banbury Transport Base Model to future year forecasts.

2 Model Description

2.1 INTRODUCTION

2.1.1 The purpose of the model is to provide input to the option appraisal for highway proposals in Banbury. Although the scheme costs for any proposals will vary and exceed the lower limit defined in WebTAG as requiring a variable demand model, the effects of proposals need to be assessed within a timeframe that precludes the upgrade of the model to a WebTAG compliant variable demand model.

2.1.2 As any schemes are likely to predominantly effect local routing, the model area coverage is considered wide enough to capture reasonable rerouting and the scope of the model is proportionate and acceptable to the scope of options to be tested at this stage.

2.1.3 The following sections summarise the model structure with further details given in the Local Model Validation Report (RT104686-01 LMVR, April 2018).

2.2 STUDY AREA

2.2.1 The model study area is centred on Banbury. The study area is shown in **Figure 1**. The area includes M40 Junction 11 and all significant local roads.

2.3 MODELLED TIME PERIODS

2.3.1 The modelled time periods include:

- a morning (AM) peak from 08:00 to 09:00;
- an evening (PM) peak from 17:00 and 18:00.

2.4 MODEL STRUCTURE

2.4.1 The model constitutes of:

- Fixed Trips Matrices; and
- The Highway Network.

2.4.2 Two vehicle types modelled are:

- Light Vehicles (LV) including Car and LGV; and
- Heavy Vehicles (HV) including OGV1 and OGV2.

2.4.3 Bus routes have been coded as fixed routes from timetables.

2.4.4 The HGV O/D trip matrices for each modelled time period have been converted to PCUs.

2.4.5 The model assignment procedures consist of staged iterative loops. The user class matrices are 'stacked' and then assigned within the Saturn Highway model.

2.4.6 The assignment procedure used is based on Wardrop's Principle of traffic equilibrium, where traffic routes through a congested network such that the cost of travel on all routes used between each Origin Destination (OD) pair is equal to the minimum cost of travel and all unused routes have equal or greater cost.

3 Future Year Network Development

3.1 INTRODUCTION

3.1.1 The SATURN 11 (Version 11. 3. 12U) suite of programs has been used for the highway network modelling. This is consistent with the base model.

3.1.2 The Saturn highway network uses simulation coding to represent the study area. Simulation coding allows detailed representation of each junction to be modelled.

3.1.3 Oxfordshire County Council (OCC) were asked for future proposed changes to the highway network as part of an uncertainty log. This included changes to the network associated with planned development as well as purely highway improvement schemes.

3.1.4 The Infrastructure information as provided by OCC is given in **Appendix A** including any available drawings.

3.1.5 Coding has been carried out to a consistent standard to that within the Base model.

4 Future Year Matrix Development

4.1 INTRODUCTION

4.1.1 Forecast years of 2021, 2026 and 2031 have been selected for modelling in line with the Local Plan.

4.1.2 The modelling at this stage consists of a Reference Case based on the Local Plan development data against which land use and infrastructure options can be tested at a later date.

4.1.3 The following sections detail the update of the model in line with DfT WebTAG guidance.

4.2 FUTURE YEAR DEVELOPMENT ASSUMPTIONS

4.2.1 Details of proposed local developments were compiled in an Uncertainty Log format in line with WebTAG guidance. This assigns a 'likelihood' for each development to proceed within the modelled period based on the WebTAG definitions given in **Table 1** below. The Uncertainty Log is given in **Appendix B**.

WebTAG Table A2: Classification of Future Inputs		
Probability of the Input	**Status**	**Core Scenario Assumption**
Near certain: The outcome will happen or there is a high probability that it will happen.	Intent announced by proponent to regulatory agencies. Approved development proposals. Projects under construction.	This should form part of the core scenario
More than likely: The outcome is likely to happen but there is some uncertainty.	Submission of planning or consent application imminent. Development application within the consent process.	This could form part of the core scenario
Reasonably foreseeable: The outcome may happen, but there is significant uncertainty	Identified within a development plan. Not directly associated with the transport strategy/scheme, but may occur if the strategy/scheme is implemented. Development conditional upon the transport strategy/scheme proceeding. Or, a committed policy goal, subject to tests (e. g. of deliverability) whose outcomes are subject to significant uncertainty	These should be excluded from the core scenario but may form part of the alternative scenarios
Hypothetical: There is considerable uncertainty whether the outcome will ever happen.	Conjecture based upon currently available information. Discussed on a conceptual basis. One of a number of possible inputs in an initial consultation process. Or, a policy aspiration	These should be excluded from the core scenario but may form part of the alternative scenarios

Table 1 – WebTAG Certainty Definitions

4.2.2 A Core scenario, has been modelled with the Reference Case matrices including all developments which are considered as Near Certain and More than Likely in accordance with the WebTAG definitions given in **Table 1** above.

4.2.3 The forecast percentage completion level for each site for the modelled years of 2021, 2026 2031 were predicted based on Oxfordshire County Council knowledge and proposed build out rate details as provided by developers.

4.3 FUTURE YEAR TRIP MATRIX DEVELOPMENT

4.3.1 Future year matrix development uses the development information from the uncertainty log and TEMPRO/NTM growth assumptions.

4.3.2 The developments in the uncertainty log were either allocated to an existing zone or given a new zone in the model, depending on the site location.

4.3.3 A small number of trips were allocated between the new developments themselves. This was carried out using a proportional basis, based on the number of new development trip ends and the number of trip ends in the base model.

4.3.4 The remainder of the trips were distributed according to the base model distribution of the zone the development is in, in the case of it being in an existing zone, or a combined distribution based on a number of similar neighbouring zones, in the case of a new zone being created.

4.3.5 This created a committed development matrix.

4.3.6 The base trip matrices for LV and HV vehicle types by peak period were separately factored up using a combination of TEMPRO and DfT Road Traffic Forecasts 2015 (from NTM).

4.3.7 Each internal zone in the model was allocated to one of the TEMPRO lowest tier zones, which correspond to the 2011 census middle super output areas. The external zones use a higher tier TEMPRO Boundary which raises respective to the distance from the study area.

4.3.8 Growth factors by vehicle type and forecast year were calculated from the RTF15 predictions for the central case (Scenario 1, or S1) forecasts of traffic in billion vehicle-miles. The Area based forecasts for LV and HV (Car + LGV and Rigid + Artic respectively) were taken from the South East region.

4.3.9 The RTF15 data is given in 5 year intervals from 2010 to 2040. The 2021, 2026 and 2031 factors were produced using linear interpolation between the five year intervals supplied. The resultant background growth factors are given in **Table 2** below:

Vehicle Type /Year	LV	HV
2017	1. 0000	1. 0000
2021	1. 0680	1. 0425
2026	1. 1525	1. 0911
2031	1. 2101	1. 1425

Table 2 – NTM Trip Matrices Growth Factors

4.3.10 The RTF15 forecasts are not peak period specific and as such, the same factor was applied by vehicle type for each peak period.

4.3.11 The committed development matrices were then factored to TEMPRO/NTM growth in such a way that if the committed development trips for a cell exceeded the TEMPRO/NTM growth then the committed development trips were preserved. If the TEMPRO/NTM growth exceeded the committed development trips then the TEMPRO/NTM factor was used. The TEMPRO/NTM growthed cells in the matrix were adjusted down if necessary to constrain the overall matrix growth to TEMPRO/NTM.

4.3.12 **Tables 3 to 5** present the final matrix totals by peak period for each year by vehicle type.

Year\ Vehicle Type	LV	HV	Total
2017	18964	7941	26905
2021	20445	8215	28660
2026	21631	8598	30229
2031	22400	9003	31403
2017 to 2031 Growth	18%	13%	17%

Table 3 – Forecast Do Minimum Matrix Totals: AM Peak

Year\ Vehicle Type	LV	HV	Total
2017	21900	4490	26390
2021	23475	4661	28136
2026	24678	4878	29556
2031	25861	5108	30969
2017 to 2031 Growth	18%	14%	17%

Table 4 – Forecast Do Minimum Matrix Totals: PM Peak

4.3.13 As can be seen from the tables, the resultant growth by 2031 is significant with a 17% increase in total modelled trips in both peaks. This is consistent with the quantum and nature of development predicted in the area by 2031.

5 Transport Forecasting Assignments

5.1.1 The final matrices as detailed above are assigned to their respective highway network using equilibrium assignment as used for the 2017 Base model building. Each model is run to convergence based on the WebTAG convergence criteria measures for proximity and stability. The appropriate criteria for use within the Saturn model are:

Proximity measures:

- Delta (δ) < 0. 1%; and
- %GAP (if relevant) < 0. 1%.

Stability measures:

- RAAD in flows < 0. 1%; and
- %Links with Flows changing by less than 1% > 98% ("P1").

5.1.2 **Table 5** gives the convergence statistics for each model

Year	Model	Assignment-Simulation Loops	Proximity		Stability	
			δ (%)	GAP (%)	% Flows (P)	RAAD
2021	AM	23	0.012	0.011	99.25	0.04
	PM	27	0.009	0.0098	99.33	0.04
2026	AM	40	0.011	0.015	99.05	0.06
	PM	36	0.0087	0.0094	99.47	0.05
2031	AM	64	0.011	0.0081	99.72	0.02
	PM	47	0.0089	0.012	99.54	0.03

Table 5 – Forecast Year Highway Assignment Convergence Statistics

5.1.3 For each of the model runs, the highways assignment converges well and relatively quickly with the average number of assignment loops at 40. The 2031 AM peak model had the highest number of assignment loops which, although converging well within the criteria, runs to 64 loops. This value is still low enough that it does not indicate that the model is less stable as the model reaches convergence well within the criteria and with a very good %GAP.

5.1.4 Therefore, all models are considered to be a suitable basis for analysis and testing of future year development and infrastructure schemes.

6 Transport Forecasting Results

6.1 NETWORK SUMMARY STATISTICS

6.1.1 The summary statistics indicate the network conditions across the whole modelled area. **Tables 6 and 7** give the network summary statistics across each peak period model.

	Units	2017	2021	2026	2031
Transient queues	PCU Hrs	401.6	487.1	545.1	597.7
Over-capacity time	PCU Hrs	94.5	339.8	670.2	893.8
Link cruise time	PCU Hrs	5,764	6,122	6,446	6,718
Total travel time	PCU Hrs	6,260	6,948	7,662	8,210
Travel distance	PCU Kms	443,934	461,007	477,437	492,648
Average speed	Kph	70.9	66.3	62.3	60.0

Table 6 – Network Summary Statistics: AM Peak

	Units	2017	2021	2026	2031
Transient queues	PCU Hrs	380.1	443.0	501.4	563.0
Over-capacity time	PCU Hrs	50.4	110.4	173.9	318.8
Link cruise time	PCU Hrs	5,605	5,918	6,188	6,552
Total travel time	PCU Hrs	6,036	6,471	6,864	7,434
Travel distance	PCU Kms	430,916	446,579	459,367	480,689
Average speed	Kph	71.4	69.0	66.9	64.7

Table 7 – Network Summary Statistics: PM Peak

6.1.2 As can be seen from **Tables 6 and 7** above, the total travel time and distance increase over time in each peak due to the increase in vehicles in the network. This causes an increase in queues and over capacity time and a decrease in average network speed.

6.2 TRAFFIC FLOWS

6.2.1 Modelled link flows for each peak are displayed in **Appendix C** with difference plots between each forecast year and the base model given in **Appendix D**. Please note that where nod numbers change, e.g. due to a new development access, no flows can be shown by SATURN.

6.2.2 It can be seen from the difference plots that traffic flows increase across on the network on the majority of links in line with matrix growth. Some links do see a decrease from the base due to rerouting. Two examples of this are the reduction on A422 Hennef Way Eastbound approaching Concord Avenue in the 2031 AM peak and the reduction in flows southbound on Springfield

Avenue in the 2031 PM peak. The former reduction is due to an increase in flows from Concord Avenue to the A422 East which have priority over the A422 West approach. This leads to an increase in delay on the A422 West influencing vehicles to us other routes. The latter is likely due to the availability of the new South of Salt Way link road which gives vehicles an alternative route and the increase in flows on Oxford Road which causes more delay to the side roads that through trips on Springfield Road would use.

6.2.3 Increases in trips are seen on Overthorpe Road in all years for both peaks. This is partly due to the overall matrix increases but are also likely affected by increase in delay at M40 J11 and Hennef Way causing more trips to take 'rat-running' routes to avoid congestion.

6.3 CONGESTED CONDITIONS

6.3.1 Congested conditions in Saturn can be identified using the Volume over Capacity ratio (V/C). **Appendix E** gives Saturn plots for links where the V/C is greater than 85% which is the point at which it is considered that congested conditions appear. The following bullet points highlight some of the main areas of congestion on links in each peak period with V/C greater than 100%.

2021 AM Peak

- Warwick Road approaching Stratford Road
- A422 Hennef Way approaching Concord Avenue
- Southam Road approaching the A422 Hennef Way
- Southam Road approaching Castle Street
- Bridge Street westbound approaching the A4260
- Middleton Road approaching Waterloo Drive

2026 AM Peak: 2021 links plus:

- A422 Hennef Way eastbound approaching Ermont Way
- Warwick Road approaching Southam Road
- A4260 northbound approaching George Street

2031 AM Peak: 2021 and 2026 links plus:

- M40 J11 southern bridge circulating carriageway
- Bloxham Road northbound approaching Easington Road

2021 and 2026 PM Peak

- Warwick Road approaching Stratford Road
- Ruscote Avenue approaching Lockheed Close
- Southam Road approaching Castle Street

- Aynho Road approaching the A4260

2031 PM Peak: 2021 and 2026 links plus:

- A422 eastbound approaching Concord Avenue
- Concord Avenue approaching the A422 Hennef Way
- Ruscote Avenue westbound approaching Longelandes Way
- Bridge Street eastbound approaching the A4260
- Foundary Street approaching Warwick Road
- A361 Horsefair southbound couth of Parson's Street
- Oxford Road northbound approaching Bloxham Road.

Please note, links in the buffer area are not included in the list as, where they represent routes in less detail, the V/C is less certain. An example is Upper Astrop Road approaching Astrop Road which represents three potential north-south routes through Astrop village.

6.3.2 The above list highlights links that have V/C of 100% or greater. Similarly, turning movements at junctions can have high V/C's but may not cause the whole link to reach V/C of 85% or more.

6.3.3 Junctions with one or more turn with V/C over 100% by 2031 in one or both peaks include:

- A422 East at M40 Junction 11
- Northbound off slip at M40 Junction 11
- A422 Hennef Way/ Ermont Way
- A422 Hennef Way/ Concord Avenue
- Ruscote Avenue/ Longelandes Way
- Ruscote Avenue pedestrian crossing east of Longelandes Way
- Southam Road/ Beaumont Road
- Southam Road/ Ruscote Avenue
- Southam Road/ Castle Street
- Pedestrian crossing on A361 Horsefair
- Warwick Road/ Foundary Street
- Warwick Road/ Stratford Road
- Bloxham Road/ Oxford Road

- Bloxham Road/ Easington Road
- Bloxham Road/ Queensway
- A4260 Cherwell Street / Bridge Street
- A4260 Cherwell Street/ George Street
- A4260 Cherwell Street/ Canal Street
- Upper Windsor Street/ Swan Close Road
- Upper Windsor Street/ Oxford Road
- Middleton Road/Waterloo Drive
- Middleton Road/Merton Street
- Oxford Road/ Horton View
- Oxford Road/ Twyford Road
- Oxford Road/ Aynho Road

6.3.4 The combined impact of turns with high V/C can cause the whole junction to flag as V/C over 85%. By 2031, this occurs at the following junctions:

AM Peak

- M40 Junction 11 (from northbound off slip)
- A422 Hennef Way/ Concord Avenue
- A422 Hennef Way/ Southam Road
- Pedestrian crossing on A361 Horsefair
- Pedestrian crossing on Market Street

PM Peak

- A422 Hennef Way/ Concord Avenue
- Ruscote Avenue/ Longelandes Way
- Southam Road/Castle Street
- Pedestrian crossing on A361 Horsefair

6.3.5 Difference plots for delays (in seconds) for the forecast years versus the 2017 Base are given in **Appendix F**.

6.3.6 The largest increases in delay compared to the base are at:

- Stratford Road/Warwick Road;
- Southam Road/ Beaumont Road;
- Ruscote Avenue/ Lockheed Close;
- Southam Road/ Ruscote Avenue/ A422 Hennef Way;
- A422 Hennef Way/ Concord Avenue;
- A422 Hennef Way/ Ermont Way;
- M40 Junction 11;
- Southam Road/ Castle Street;
- A4260/Bridge Street;
- Hightown Road/ Bankside;
- Bloxham Road/ Queensway; and
- A4260/ Twyford Road.

6.3.7 The AM peak is the most congested model with significant increases in congested conditions by 2031. This is as expected as the AM peak has the highest demand and traffic is forecast to increase significantly.

6.4 SUMMARY

6.4.1 An increase in traffic is seen on the majority of links across the network with a few decreases caused by rerouting in response to new infrastructure and increased congestion.

6.4.2 Congested conditions increase between 2017 and 2031 with the AM peak showing the greatest increase across the network as a whole.

6.4.3 A significant number of turns, links and junctions experience high level of congestion by 2031.

6.4.4 The levels of congestion are considered realistic based on the conditions already experienced in the base model and the predicted traffic growth in the forecast years. Therefore, the model is considered a robust platform for the purpose of operational, economic and environmental assessments.

7 Summary

7.1.1 This report has detailed the updating of the Banbury Transport Base model to three future year forecasts of 2021, 2026 and 2031, based on the 2017 base year.

7.1.2 Reference Case models for the three forecast years have been created based on a 'Core' scenario derived from the Uncertainty Log highway infrastructure and land use development data supplied by Oxfordshire County Council.

7.1.3 A significant increase in traffic is predicted by 2031 with around 17% increase in both peak periods across the model study area.

7.1.4 Each model converges well within WebTAG criteria.

7.1.5 An increase in traffic is seen on the majority of links across the network with a few decreases caused by rerouting in response to new infrastructure and increased congestion.

7.1.6 Congested conditions increase between 2017 and 2031 with the AM peak showing the greatest increase across the network as a whole.

7.1.7 A significant number of turns, links and junctions experience high level of congestion by 2031.

7.1.8 The future year forecast models are considered a robust platform for the purpose of operational, economic and environmental assessments.

Appendix A – Forecast Infrastructure

Appendix B – Development Uncertainty Log

Appendix C – Modelled Link Flow Plots

Appendix D – Demand Flow Difference Plots

Appendix E – Volume Over Capacity Plots

Appendix F – Delay Difference Plots

APPENDIX R

2026 Baseline

Ref	Junction	Approach	Exit	anode	bnode	cnode	concatenate	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
1	A361/ S. Bar Street/ High Street (Banbury Cross)	Horse Fair	Horse Fair	1128	1001	1128	1128_1001_1128	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0
		Horse Fair	High Street	1128	1001	1129	1128_1001_1129	136	10	4	150	21	2	4	28	18	4	4	3	136	24	8	168	21	6	8	35
		Horse Fair	S Bar St	1128	1001	1130	1128_1001_1130	753	29	0	781	677	25	0	702	50	44	4	3	753	66	0	818	677	57	0	734
		Horse Fair	W Bar st	1128	1001	1131	1128_1001_1131	0	0	4	5	285	2	4	292	2	24	4	3	0	0	8	9	285	5	8	298
		High Street	Horse Fair	1129	1001	1128	1129_1001_1128	228	6	0	234	283	0	0	283	42	70	6	13	228	13	0	242	283	1	0	284
		High Street	High Street	1129	1001	1129	1129_1001_1129	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0
		High Street	S Bar St	1129	1001	1130	1129_1001_1130	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0
		High Street	W Bar st	1129	1001	1131	1129_1001_1131	124	5	0	129	232	0	0	232	29	66	6	13	124	11	0	135	232	0	0	232
		S Bar St	Horse Fair	1130	1001	1128	1130_1001_1128	576	21	0	597	594	12	0	606	71	91	5	15	576	48	0	624	594	28	0	622
		S Bar St	High Street	1130	1001	1129	1130_1001_1129	25	12	2	39	26	8	2	36	18	43	5	15	25	28	4	56	26	18	4	49
		S Bar St	S Bar St	1130	1001	1130	1130_1001_1130	0	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0
		S Bar St	W Bar st	1130	1001	1131	1130_1001_1131	0	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0
		W Bar st	Horse Fair	1131	1001	1128	1131_1001_1128	2	15	0	17	77	19	0	96	10	23	7	6	2	34	0	36	77	43	0	120
		W Bar st	High Street	1131	1001	1129	1131_1001_1129	255	41	4	301	127	13	4	145	55	30	7	6	255	95	8	358	127	30	8	166
		W Bar st	S Bar St	1131	1001	1130	1131_1001_1130	21	0	0	21	1	0	0	1	7	0	7	6	21	0	0	21	1	0	0	1
		W Bar st	W Bar st	1131	1001	1131	1131_1001_1131	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0
2	Bloxham/ Oxford Rd	Oxford Road	Oxford Road South	3012	3013	3017	3012_3013_3017	499	22	2	523	484	16	2	501	64	59	9	10	499	51	4	554	484	36	4	524
		Oxford Road	Bloxham Road West	3012	3013	4002	3012_3013_4002	297	17	1	315	295	9	1	306	91	100	38	63	297	39	2	338	295	21	2	319
		Oxford Road South	Oxford Road	3017	3013	3012	3017_3013_3012	414	29	2	445	502	12	2	516	87	90	25	27	414	67	4	485	502	28	4	534
		Oxford Road South	Bloxham Road West	3017	3013	4002	3017_3013_4002	229	18	0	247	235	7	0	241	79	81	25	27	229	42	0	270	235	15	0	250
		Bloxham Road West	Oxford Road	4002	3013	3012	4002_3013_3012	312	23	1	335	190	10	1	200	50	30	22	22	312	52	2	365	190	22	2	214
		Bloxham Road West	Oxford Road South	4002	3013	3017	4002_3013_3017	327	8	0	335	285	6	0	291	100	79	41	41	327	19	0	345	285	14	0	299
3	Oxford Rd/ Upper Windsor Street	Oxford Road N	Upper Windsor St	3405	3032	3031	3405_3032_3031	345	6	0	351	177	4	0	181	49	23	23	19	345	15	0	360	177	8	0	186
		Oxford Road N	Oxford Rd S	3405	3032	3034	3405_3032_3034	504	30	2	536	631	18	2	652	72	79	26	27	504	70	4	578	631	42	4	678
		Upper Windsor St	Oxford Road N	3031	3032	3405	3031_3032_3405	137	13	0	149	154	0	0	154	100	101	64	70	137	29	0	166	154	0	0	154
		Upper Windsor St	Oxford Rd S	3031	3032	3034	3031_3032_3034	415	22	0	438	298	8	0	306	90	65	38	38	415	52	0	467	298	18	0	316
		Oxford Rd S	Oxford Road N	3034	3032	3405	3034_3032_3405	503	34	2	539	575	19	2	596	47	50	10	10	503	78	4	585	575	43	4	623
		Oxford Rd S	Upper Windsor St	3034	3032	3031	3034_3032_3031	230	16	0	246	248	2	0	250	99	102	100	141	230	37	0	267	248	5	0	253
4	Oxford Rd/ Horton View	Oxford Road N	Hospital	3034	3060	x														0	0	0	0	0	0	0	0
		Oxford Road N	Oxford Rd S	3034	3060	3061	3034_3060_3061	710	43	2	755	764	26	2	792	49	39	9	5	710	99	4	813	764	60	4	828
		Oxford Road N	Horton View	3034	3060	3062	3034_3060_3062	210	10	0	219	165	0	0	165	47	32	15	8	210	22	0	232	165	0	0	165
		Hospital	Oxford Road N	x	3060	3034														0	0	0	0	0	0	0	0
		Hospital	Oxford Rd S	x	3060	3061														0	0	0	0	0	0	0	0
		Hospital	Horton View	x	3060	3062														0	0	0	0	0	0	0	0
		Oxford Rd S	Oxford Road N	3061	3060	3034	3061_3060_3034	725	44	2	772	824	21	2	846	43	38	12	7	725	102	4	831	824	48	4	875
		Oxford Rd S	Hospital	3061	3060	x														0	0	0	0	0	0	0	0
		Oxford Rd S	Horton View	3061	3060	3062	3061_3060_3062	93	2	0	94	80	0	0	80	17	11	12	7	93	4	0	96	80	0	0	80
		Horton View	Oxford Road N	3062	3060	3034	3062_3060_3034	8	6	0	13	0	0	0	0	8	0	29	35	8	13	0	21	0	0	0	0
		Horton View	Hospital	3062	3060	x														0	0	0	0	0	0	0	0
		Horton View	Oxford Rd S	3062	3060	3061	3062_3060_3061	129	2	0	131	112	2	0	114	39	49	29	35	129	4	0	133	112	5	0	117
5	Oxford Rd/ Hightown Road	Oxford Road N	Hightown Rd	3060	3061	3058	3060_3061_3058	140	1	0	141	113	1	0	114	16	14	7	8	140	1	0	142	113	2	0	115
		Oxford Road N	Oxford Rd S	3060	3061	3064	3060_3061_3064	699	44	2	745	763	27	2	792	32	34	7	8	699	101	4	804	763	63	4	830
		Hightown Rd	Oxford Road N	3058	3061	3060	3058_3061_3060	91	0	0	92	125	0	0	125	63	52	38	33	91	1	0	92	125	0	0	125
		Hightown Rd	Oxford Rd S	3058	3061	3064	3058_3061_3064	125	0	0	125	145	5	0	150	69	57	38	33	125	0	0	125	145	12	0	157
		Oxford Rd S	Oxford Road N	3064	3061	3060	3064_3061_3060	727	45	2	774	778	21	2	801	38	40	11	12	727	105	4	835	778	48	4	830
		Oxford Rd S	Hightown Rd	3064	3061	3058	3064_3061_3058	101	1	0	103	153	1	0	154	27	43	15	19	101	3	0	104	153	2	0	155
6	Farmfield Road	Oxford Road North	Sainsbury's	3061	3064	3063	3061_3064_3063	94	3	0	97	233	9	0	242	10	29	11	16	94	6	0	100	233	20	0	253
		Oxford Road North	Oxford Road South	3061	3064	3093	3061_3064_3093	717	40	2	759	664	24	2	689	87	87	20	24	717	92	4	813	664	54	4	722
		Oxford Road North	Farmfield Road	3061	3064	3065	3061_3064_3065	13	1	0	14	11	0	0	11	21	17	50	54	13	3	0	16	11	0	0	11
		Sainsbury's	Oxford Road North	3063	3064	3061	3063_3064_3061	93	0	0	93	181	0	0	181	68	89	48	45	93	0	0	93	181	0	0	181
		Sainsbury's	Oxford Road South	3063	3064	3093	3063_3064_3093	85	0	0	85	221	0	0	221	48	74	47	44	85	0	0	85	221	0	0	221
		Sainsbury's	Farmfield Road	3063	3064	3065	3063_3064_3065	26	0	0	26	72	0	0	72	36	78	48	45	26	0	0	26	72	0	0	72
		Oxford Road South	Oxford Road North	3093	3064	3061	3093_3064_3061	670	47	2	719	729	21	2	753	79	89	19	24	670	107	4	782	729	49	4	783
		Oxford Road South	Sainsbury's	3093	3064	3063	3093_3064_3063	98	0	0	98	110	2	0	112	63	82	45	50	98	0	0	98	110	6	0	115
		Oxford Road South	Farmfield Road	3093	3064	3065	3093_3064_3065	0	0	0	0	0	0	0	0	0	0	19	24	0	0	0	0	0	0	0	0
		Farmfield Road	Oxford Road North	3065	3064	3061	3065_3064_3061	64	0	0	64	21	0	0	21	74	15	48	46	64	0	0	64	21	0	0	21
		Farmfield Road	Sainsbury's	3065	3064	3063	3065_3064_3063	55	0	0	55	51	0	0	51	72	31	48	46	55	0	0	55	51	0	0	51
		Farmfield Road	Oxford Road South	3065	3064	3093	3065_3064_3093	44	7	0	51	0	0	0	0	73	0	48	46	44	16	0	60	0	0	0	0
7	Cherwell Street/Concord Ave/Bridge Street	Concord Avenue	Bridge Street East	1021	3018	3019	1021_3018_3019	386	11	0	397	275	1	0	276	93	62	33	39	386	25	0	411	275	3	0	278
		Concord Avenue	Cherwell Street	1021	3018	3020	1021_3018_3020	418	14	0	431	437	6	0	443	102	101	180	153	418	32	0	449	437	13	0	451
		Concord Avenue	Bridge Street West	1021	3018	3006	1021_3018_3006	11	1	0	13	30	0	0	30	4	7	17	20	11	3	0	15	30	0	0	30
		Bridge Street East	Concord Avenue	3019	3018	1021	3019_3018_1021	127	6	0	133	140	1	0	141	100	100	59	86	127	13	0	140	140	1	0	142
		Bridge Street East	Cherwell Street	3019	3018	3020	3019_3018_3020	552	15	0	567	579	8	0	586	101	87	73	33	552	34	0	586	579	18	0	596
		Bridge Street East	Bridge Street West	3019	3018	3006	3019_3018_3006	1	0	7	8	4	0	7	11	100	100	59	86	1	0	14	16	4	0	14	18
		Cherwell Street	Concord Avenue	3020	3018	1021	3020_3018_1021	784	49	0	833	691	16	0	707	104	86	108	28	784	113	0	897	691	37	0	727
		Cherwell Street	Bridge Street East	3020	3018	3019	3020_3018_3019	340	13	0	353	321	7	0	328	107	102	318	227	340	30	0	370	321	16	0	337
		Cherwell Street	Bridge Street West	3020	3018	3006	3020_3018_3006	39	10	15	64	25	1	15	41	14	10	14	18	39	22	30	91	25	2	30	58
		Bridge Street West	Concord Avenue	3006	3018	1021	3006_3018_1021	18	1	8	28	40	1	8	49	64	73	35	45	18	3	16	37	40	3	16	59
		Bridge Street West	Bridge Street East	3006	3018	3019	3006_3018_3019	12	0	9	21	6	2	9	17	64	73	35	45	12	0	18	30	6	5	18	28
		Bridge Street West	Cherwell Street	3006	3018	3020	3006_3018_3020	15	12	5	32	49	0	5	54	68	67	47	57	15	28	10	53	49	0	10	59
8	Bloxham/ Queensway	Queensway	Bloxham Road East	4027	4028	4021	4027_4028_4021	250	12	0	262	198	0	0	198	47	31	6	4	250	27	0	277	198	0	0	198
		Queensway	Bloxham Road West	4027	4028	4029	4027_4028_4029	283	17	0	299	344	5	0	349	91	100	29	65	283	38	0	321	344	12	0	356
		Bloxham Road East	Queensway	4021	4028	4030	4021_4028_4030	116	10	0	126	135	8	0	143	32	34	8	8	116	23	0	139	135	18	0	153
		Bloxham Road East	Bloxham Road West	4021	4028	4029	4021_4028_4029	391	20	1	412	508	16	1	525	26	33	0	0	391	45	2	438	508	37	2	547
		Bloxham Road West	Queensway	4029	4028	4030	4029_4028_4030	425	15	0	440	521	16	0	537	40	43	0	0	425	35	0	460	521	38	0	558

2026 Baseline

Ref	Junction	Approach	Exit	anode	bnode	cnode	concatenate	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
		Bloxham Road West	Bloxham Road East	4029	4028	4021	4029_4028_4021	524	28	1	553	393	9	1	403	41	32	0	0	524	64	2	590	393	20	2	415
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	4028	4029	4026	4028_4029_4026	161	10	0	170	121	1	0	122	16	13	0	0	161	22	0	183	121	2	0	123
		Bloxham Road East	Bloxham Road West	4028	4029	4076	4028_4029_4076	513	27	1	541	731	20	1	753	35	46	0	0	513	61	2	576	731	47	2	780
		Springfield Ave	Bloxham Road East	4026	4029	4028	4026_4029_4028	76	1	0	77	158	7	0	165	40	84	22	47	76	3	0	79	158	16	0	174
		Springfield Ave	Bloxham Road West	4026	4029	4076	4026_4029_4076	168	8	0	176	197	0	0	197	33	45	6	9	168	19	0	187	197	0	0	198
		Bloxham Road West	Bloxham Road East	4076	4029	4028	4076_4029_4028	873	41	1	916	756	18	1	775	62	46	0	0	873	95	2	970	756	42	2	799
		Bloxham Road West	Springfield Ave	4076	4029	4026	4076_4029_4026	146	3	0	149	78	1	0	80	41	21	7	8	146	6	0	152	78	3	0	82
		Oxford Road North	Bankside East	3093	3110	3109	3093_3110_3109	46	0	0	46	166	3	0	169	6	18	0	0	46	0	0	46	166	7	0	173
		Oxford Road North	Oxford Road South	3093	3110	3113	3093_3110_3113	768	42	2	812	655	22	2	679	52	46	0	0	768	97	4	868	655	50	4	709
10	Oxford Road/ Bankside Slip Roads	Bankside East	Oxford Road South	3109	3113	3114	3109_3113_3114	80	11	0	91	176	0	0	176	19	31	6	5	80	26	0	106	176	1	0	177
		Oxford Road South	Bankside West	3122	3116	3115	3122_3116_3115	246	2	0	248	261	1	0	262	21	25	0	0	246	5	0	251	261	3	0	264
		Oxford Road South	Oxford Road North	3122	3116	3114	3122_3116_3114	592	47	2	641	763	30	2	794	41	50	0	0	592	108	4	704	763	68	4	835
		Bankside West	Oxford Road North	3115	3114	3113	3115_3114_3113	172	0	0	172	93	0	0	93	28	17	5	5	172	1	0	173	93	0	0	93
		Bankside East	Longford Park Road	3106	3107	3350	3106_3107_3350	13	0	2	15	53	0	2	55	3	9	3	3	13	0	4	17	53	0	4	58
		Bankside East	Bankside West	3106	3107	3112	3106_3107_3112	257	0	2	259	179	3	2	184	30	25	3	3	257	0	4	261	179	6	4	190
		Bankside East	Bankside Slips (N)	3106	3107	3108	3106_3107_3108	80	11	0	91	176	0	0	176	14	24	3	3	80	26	0	106	176	1	0	177
		Longford Park Road	Bankside East	3350	3107	3106	3350_3107_3106	24	3	2	29	64	0	2	67	4	7	4	4	24	8	4	36	64	1	4	70
		Longford Park Road	Bankside West	3350	3107	3112	3350_3107_3112	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
11	Bankside / Bankside Phase 1 Roundabout	Longford Park Road	Bankside Slips (N)	3350	3107	3108	3350_3107_3108	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
		Bankside West	Bankside East	3112	3107	3106	3112_3107_3106	266	0	2	268	217	1	2	221	23	19	3	3	266	0	4	270	217	3	4	225
		Bankside West	Longford Park Road	3112	3107	3350	3112_3107_3350	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside West	Bankside Slips (N)	3112	3107	3108	3112_3107_3108	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside Slips (N)	Bankside East	3108	3107	3106	3108_3107_3106	3	0	0	3	116	0	0	116	0	10	3	3	3	0	0	3	116	0	0	116
		Bankside Slips (N)	Longford Park Road	3108	3107	3350	3108_3107_3350	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside Slips (N)	Bankside West	3108	3107	3112	3108_3107_3112	43	0	0	43	49	3	0	53	4	5	3	3	43	0	0	43	49	7	0	56
		Oxford Road North	Oxford Road South	3352	3128	3133	3352_3128_3133	812	53	2	868	822	22	2	847	45	43	5	5	812	123	4	939	822	51	4	878
		Oxford Road North	Weeping Cross	3352	3128	3129	3352_3128_3129	0	0	2	2	0	0	2	2	4	4	8	9	0	0	4	4	0	0	4	4
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road South	Oxford Road North	3133	3128	3352	3133_3128_3352	760	51	2	814	1023	30	2	1054	42	53	6	6	760	118	4	883	1023	68	4	1095
		Oxford Road South	Weeping Cross	3133	3128	3129	3133_3128_3129	2	0	0	2	0	0	0	0	0	0	6	6	2	0	0	2	0	0	0	1
		Weeping Cross	Oxford Road North	3129	3128	3352	3129_3128_3352	0	0	2	2	0	0	2	2	3	2	27	27	0	0	4	4	0	0	4	4
		Weeping Cross	Oxford Road South	3129	3128	3133	3129_3128_3133	44	3	0	48	0	4	0	5	18	3	27	27	44	8	0	52	0	10	0	10
		Oxford Road North	Twyford Road	3445	3134	3141	3445_3134_3141	110	9	0	118	82	2	0	84	20	13	0	0	110	20	0	129	82	5	0	87
		Oxford Road North	Oxford Road South	3445	3134	3135	3445_3134_3135	728	48	2	778	738	24	2	765	52	48	0	0	728	111	4	843	738	56	4	799
13	Oxford Road / Twyford Road	Twyford Road	Oxford Road North	3141	3134	3445	3141_3134_3445	47	3	0	50	59	0	0	59	62	93	60	135	47	6	0	53	59	0	0	59
		Twyford Road	Oxford Road South	3141	3134	3135	3141_3134_3135	0	0	0	0	0	0	0	0	0	1	19	70	0	0	0	0	0	1	0	1
		Oxford Road South	Oxford Road North	3135	3134	3445	3135_3134_3445	708	49	2	759	959	30	2	990	54	68	0	0	708	112	4	824	959	68	4	1031
		Oxford Road South	Twyford Road	3135	3134	3141	3135_3134_3141	0	4	0	4	0	3	0	3	2	2	8	7	0	8	0	8	0	8	0	8
		Oxford Road North	Aynho Road	3135	3139	3138	3135_3139_3138	213	1	0	214	134	1	0	135	20	14	3	3	213	1	0	215	134	3	0	137
		Oxford Road North	Oxford Road South	3135	3139	3150	3135_3139_3150	442	48	2	492	545	23	2	571	49	54	16	16	442	110	4	556	545	54	4	603
14	Oxford Road / Aynho Road	Aynho Road	Oxford Road North	3138	3139	3135	3138_3139_3135	11	3	0	13	163	1	0	164	8	100	40	66	11	6	0	17	163	1	0	165
		Aynho Road	Oxford Road South	3138	3139	3150	3138_3139_3150	84	4	0	88	99	9	0	108	33	100	40	66	84	9	0	93	99	20	0	119
		Oxford Road South	Oxford Road North	3150	3139	3135	3150_3139_3135	669	51	2	721	756	32	2	791	59	63	11	11	669	117	4	790	756	74	4	835
		Oxford Road South	Aynho Road	3150	3139	3138	3150_3139_3138	53	19	0	73	26	14	0	40	19	12	16	17	53	44	0	97	26	33	0	59
		Hightown Rd North	Bankside	A	B		3051_3052_3051	141	11	4	156	407	7	4	418	0	0	0	0	141	26	8	175	407	16	8	431
		Hightown Rd North	Hightown Rd South	A	C		3091_3052_3360	73	1	0	74	169	4	0	173	8	38	33	36	73	1	0	75	169	8	0	177
		Hightown Rd North	Lambs Crescent	A	D		3091_3052_3360	0	0	0	0	0	0	0	0	8	38	33	36	0	0	0	0	0	0	0	0
		Bankside	Hightown Rd North	B	A		3091_3052_3051	283	7	4	294	192	0	4	196	73	66	33	36	283	17	8	307	192	1	8	201
		Bankside	Hightown Rd South	B	C		3091_3052_3360	11	0	0	11	64	0	0	64	8	38	33	36	11	0	0	11	64	0	0	64
15	Bankside/ Hightown Rd/ Lambs Crescent	Bankside	Lambs Crescent	B	D		3091_3052_3360	0	0	0	0	0	0	0	0	8	38	33	36	0	0	0	0	0	0	0	1
		Hightown Rd South	Hightown Rd North	C	A		3054_3360_3052	186	4	0	189	185	1	0	186	27	22	18	13	186	8	0	194	185	2	0	187
		Hightown Rd South	Bankside	C	B		3054_3360_3052	26	0	0	26	24	0	0	24	27	22	18	13	26	0	0	26	24	1	0	24
		Hightown Rd South	Lambs Crescent	C	D		3054_3360_3361	3	0	0	3	4	0	0	4	1	1	18	13	3	0	0	3	4	0	0	4
		Lambs Crescent	Hightown Rd North	D	A		3361_3360_3052	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0
		Lambs Crescent	Bankside	D	B		3361_3360_3052	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0
		Lambs Crescent	Hightown Rd South	D	C		3361_3360_3054	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0
		Cherwell Street	Swan Close Rd	3030	3031	3420	3030_3031_3420	179	2	2	183	508	8	2	519	18	42	5	6	179	4	4	187	508	19	4	531
		Cherwell Street	Upper Windsor St	3030	3031	3032	3030_3031_3032	468	27	0	494	262	8	0	270	78	38	31	24	468	61	0	529	262	18	0	280
16	A4260 Cherwell Street/ Swan Close Rd	Swan Close Rd	Cherwell Street	3420	3031	3030	3420_3031_3030	444	17	4	466	461	1	4	466	100	101	72	94	444	40	8	492	461	3	8	472
		Swan Close Rd	Upper Windsor St	3420	3031	3032	3420_3031_3032	84	8	0	93	190	0	0	190	15	27	14	16	84	20	0	104	190	0	0	190
		Upper Windsor St	Cherwell Street	3032	3031	3030	3032_3031_3030	446	22	0	467	368	2	0	370	46	34	13	11	446	50	0	495	368	5	0	373
		Upper Windsor St	Swan Close Rd	3032	3031	3420	3032_3031_3420	129	1	0	130	58	3	0	62	50	30	42	42	129	3	0	132	58	8	0	66

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		Horse Fair	Horse Fair	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
		Horse Fair	High Street	112	11	4	127	37	3	4	44	17	6	4	4	112	26	8	146	37	6	8	51
		Horse Fair	S Bar St	758	31	0	789	653	26	0	678	54	46	4	4	758	72	0	830	653	59	0	712
		Horse Fair	W Bar st	1	0	4	5	325	3	4	331	2	29	4	4	1	0	8	9	325	6	8	339
		High Street	Horse Fair	243	5	0	248	339	0	0	340	45	91	7	26	243	12	0	255	339	1	0	340
		High Street	High Street	0	0	0	0	0	0	0	0	0	0	7	26	0	0	0	0	0	0	0	0
		High Street	S Bar St	0	0	0	0	0	0	0	0	0	0	7	26	0	0	0	0	0	0	0	0
1	A361/ S. Bar Street/ High Street (Banbury Cross)	High Street	W Bar st	123	5	0	128	228	0	0	228	30	88	7	26	123	12	0	134	228	0	0	228
		S Bar St	Horse Fair	600	22	0	622	579	17	0	595	84	93	7	19	600	50	0	650	579	38	0	617
		S Bar St	High Street	121	15	2	138	10	7	2	19	56	39	7	19	121	34	4	159	10	17	4	31
		S Bar St	S Bar St	0	0	0	0	0	0	0	0	0	0	7	19	0	0	0	0	0	0	0	0
		S Bar St	W Bar st	0	0	0	0	0	0	0	0	0	0	7	19	0	0	0	0	0	0	0	0
		W Bar st	Horse Fair	0	14	0	15	60	18	0	78	12	24	9	7	0	33	0	34	60	40	0	101
		W Bar st	High Street	225	43	4	271	154	13	4	171	60	39	9	7	225	98	8	331	154	30	8	192
		W Bar st	S Bar St	62	0	0	62	65	0	0	65	22	17	9	7	62	0	0	62	65	0	0	65
		W Bar st	W Bar st	0	0	0	0	0	0	0	0	0	0	9	7	0	0	0	0	0	0	0	0
		Oxford Road	Oxford Road South	519	24	2	545	597	16	2	615	67	68	10	11	519	54	4	578	597	38	4	639
		Oxford Road	Bloxham Road West	295	19	1	314	241	9	1	252	96	99	40	75	295	43	2	339	241	21	2	265
2	Bloxham/ Oxford Rd	Oxford Road South	Oxford Road	429	31	2	462	506	16	2	524	91	100	26	32	429	70	4	504	506	37	4	547
		Oxford Road South	Bloxham Road West	231	20	0	251	276	9	0	285	85	100	26	32	231	46	0	277	276	22	0	297
		Bloxham Road West	Oxford Road	427	26	1	453	157	10	1	168	67	26	24	22	427	59	2	488	157	22	2	181
		Bloxham Road West	Oxford Road South	317	8	0	324	288	7	0	295	97	80	40	41	317	18	0	334	288	15	0	304
		Oxford Road N	Upper Windsor St	295	6	0	300	219	4	0	223	42	29	22	20	295	13	0	308	219	9	0	228
		Oxford Road N	Oxford Rd S	565	32	2	600	707	19	2	728	80	88	28	29	565	74	4	644	707	44	4	756
3	Oxford Rd/ Upper Windsor Street	Upper Windsor St	Oxford Road N	132	14	0	146	154	0	0	154	99	101	58	87	132	32	0	164	154	0	0	154
		Upper Windsor St	Oxford Rd S	409	18	0	427	352	7	0	359	87	75	37	39	409	43	0	451	352	16	0	368
		Oxford Rd S	Oxford Road N	525	35	2	562	620	26	2	647	50	54	10	10	525	81	4	610	620	59	4	682
		Oxford Rd S	Upper Windsor St	230	16	0	246	236	3	0	238	99	99	98	126	230	37	0	268	236	6	0	241
		Oxford Road N	Hospital													0	0	0	0	0	0	0	0
		Oxford Road N	Oxford Rd S	746	40	2	789	816	26	2	844	54	47	9	6	746	92	4	843	816	60	4	880
		Oxford Road N	Horton View	228	11	0	238	243	0	0	243	53	50	17	11	228	25	0	252	243	0	0	244
		Hospital	Oxford Road N													0	0	0	0	0	0	0	0
		Hospital	Oxford Rd S													0	0	0	0	0	0	0	0
		Hospital	Horton View													0	0	0	0	0	0	0	0
4	Oxford Rd/ Horton View	Oxford Rd S	Oxford Road N	748	47	2	796	855	28	2	885	45	40	13	8	748	107	4	859	855	64	4	924
		Oxford Rd S	Hospital													0	0	0	0	0	0	0	0
		Oxford Rd S	Horton View	112	2	0	114	84	0	0	84	20	12	13	8	112	4	0	116	84	0	0	84
		Horton View	Oxford Road N	7	5	0	12	0	0	0	0	8	0	29	35	7	12	0	19	0	0	0	0
		Horton View	Hospital													0	0	0	0	0	0	0	0
		Horton View	Oxford Rd S	132	2	0	134	119	2	0	121	39	52	29	35	132	4	0	136	119	5	0	124
		Oxford Road N	Hightown Rd	127	1	0	128	120	1	0	121	15	15	7	8	127	2	0	129	120	2	0	122
		Oxford Road N	Oxford Rd S	752	41	2	795	814	28	2	844	34	36	7	8	752	94	4	850	814	64	4	882
5	Oxford Rd/ Hightown Road	Hightown Rd	Oxford Road N	108	0	0	108	155	0	0	155	81	60	38	33	108	1	0	109	155	0	0	155
		Hightown Rd	Oxford Rd S	138	0	0	138	125	5	0	131	84	55	38	33	138	0	0	138	125	12	0	137
		Oxford Rd S	Oxford Road N	752	48	2	802	785	28	2	815	39	41	11	12	752	110	4	866	785	64	4	853
		Oxford Rd S	Hightown Rd	138	1	0	139	171	1	0	172	38	51	17	21	138	3	0	141	171	2	0	173
		Oxford Road North	Sainsbury's	124	3	0	127	248	9	0	258	14	31	11	16	124	7	0	131	248	21	0	269
		Oxford Road North	Oxford Road South	740	37	2	779	679	24	2	705	93	89	22	24	740	85	4	829	679	55	4	737
		Oxford Road North	Farmfield Road	25	1	0	26	12	0	0	12	37	18	53	55	25	3	0	28	12	0	0	12
		Sainsbury's	Oxford Road North	96	0	0	96	192	0	0	192	71	93	48	46	96	0	0	96	192	0	0	192
		Sainsbury's	Oxford Road South	90	0	0	90	238	0	0	238	50	79	47	44	90	0	0	90	238	0	0	238
6	Farmfield Road	Sainsbury's	Farmfield Road	29	0	0	29	70	0	0	70	42	89	48	46	29	0	0	29	70	0	0	70
		Oxford Road South	Oxford Road North	726	49	2	777	741	29	2	772	86	93	20	25	726	113	4	843	741	66	4	812
		Oxford Road South	Sainsbury's	98	0	0	98	124	3	0	127	74	101	45	72	98	0	0	98	124	6	0	130
		Oxford Road South	Farmfield Road	0	0	0	0	0	0	0	0	0	0	20	27	0	0	0	0	0	0	0	0
		Farmfield Road	Oxford Road North	67	0	0	67	22	0	0	22	91	15	48	45	67	0	0	67	22	0	0	22
		Farmfield Road	Sainsbury's	39	0	0	39	42	0	0	42	90	26	49	45	39	0	0	39	42	0	0	42
		Farmfield Road	Oxford Road South	72	7	0	79	0	1	0	1	92	2	48	45	72	16	0	87	0	2	0	2
		Concord Avenue	Bridge Street East	412	13	0	426	338	2	0	339	100	77	33	40	412	31	0	443	338	4	0	341
		Concord Avenue	Cherwell Street	437	8	0	445	441	5	0	446	104	102	234	188	437	18	0	456	441	12	0	453
		Concord Avenue	Bridge Street West	12	2	0	13	31	0	0	31	4	7	17	20	12	3	0	15	31	0	0	31
		Bridge Street East	Concord Avenue	130	6	0	136	137	1	0	138	101	98	73	76	130	14	0	144	137	1	0	139
		Bridge Street East	Cherwell Street	552	17	0	569	674	8	0	681	103	101	131	55	552	40	0	592	674	18	0	691
7	Cherwell Street/Concord	Bridge Street East	Bridge Street West	1	0	7	8	4	0	7	11	101	98	73	76	1	0	14	16	4	0	14	18

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7	Ave/Bridge Street	Cherwell Street	Concord Avenue	780	50	0	830	724	16	0	740	103	91	126	29	780	115	0	895	724	37	0	760
		Cherwell Street	Bridge Street East	341	13	0	354	312	7	0	320	109	102	407	257	341	30	0	372	312	17	0	329
		Cherwell Street	Bridge Street West	42	10	15	67	26	1	15	42	15	10	14	18	42	23	30	95	26	3	30	59
		Bridge Street West	Concord Avenue	13	1	8	23	38	1	8	48	68	110	35	219	13	3	16	33	38	3	16	58
		Bridge Street West	Bridge Street East	12	0	9	21	8	2	9	19	68	110	35	219	12	0	18	30	8	5	18	31
		Bridge Street West	Cherwell Street	21	13	5	39	52	0	5	57	77	110	47	233	21	30	10	61	52	0	10	62
8	Bloxham/ Queensway	Queensway	Bloxham Road East	272	12	0	284	202	0	0	202	51	32	6	5	272	28	0	300	202	0	0	202
		Queensway	Bloxham Road West	300	17	0	317	316	5	0	321	98	100	54	110	300	39	0	339	316	12	0	327
		Bloxham Road East	Queensway	116	10	0	126	148	8	0	157	33	38	9	8	116	24	0	140	148	19	0	167
		Bloxham Road East	Bloxham Road West	399	20	1	420	578	17	1	596	27	38	0	0	399	46	2	447	578	38	2	618
		Bloxham Road West	Queensway	479	16	0	495	546	12	0	558	45	45	0	0	479	37	0	516	546	27	0	573
		Bloxham Road West	Bloxham Road East	551	29	1	581	418	9	1	428	46	34	0	0	551	67	2	619	418	21	2	441
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	163	9	0	173	85	0	0	85	16	10	0	0	163	21	0	185	85	1	0	86
		Bloxham Road East	Bloxham Road West	536	28	1	565	809	21	1	831	36	50	0	0	536	64	2	602	809	49	2	860
		Springfield Ave	Bloxham Road East	81	2	0	82	153	2	0	155	49	90	29	64	81	4	0	84	153	5	0	158
		Springfield Ave	Bloxham Road West	211	9	0	221	227	0	0	228	43	57	7	12	211	21	0	233	227	0	0	228
		Bloxham Road West	Bloxham Road East	949	43	1	994	810	19	1	830	71	51	0	0	949	100	2	1051	810	44	2	856
		Bloxham Road West	Springfield Ave	175	3	0	177	100	2	0	101	53	28	8	9	175	7	0	181	100	4	0	103
10	Oxford Road/ Bankside Slip Roads	Oxford Road North	Bankside East	47	0	0	47	182	3	0	185	6	20	0	0	47	0	0	47	182	8	0	190
		Oxford Road North	Oxford Road South	820	38	2	861	658	22	2	682	55	46	0	0	820	88	4	912	658	50	4	712
		Bankside East	Oxford Road South	138	12	0	149	216	0	0	216	31	37	6	5	138	27	0	165	216	1	0	217
		Oxford Road South	Bankside West	270	2	0	273	315	1	0	317	24	31	0	0	270	5	0	276	315	3	0	319
		Oxford Road South	Oxford Road North	632	49	2	683	783	32	2	817	44	54	0	0	632	113	4	749	783	73	4	861
		Bankside West	Oxford Road North	198	0	0	198	92	0	0	92	34	17	5	5	198	1	0	199	92	0	0	92
11	Bankside / Bankside Phase 1 Roundabout	Bankside East	Longford Park Road	14	0	2	16	57	0	2	59	3	11	3	3	14	0	4	18	57	1	4	61
		Bankside East	Bankside West	267	0	2	269	190	3	2	195	33	28	3	3	267	0	4	271	190	7	4	201
		Bankside East	Bankside Slips (N)	138	12	0	149	216	0	0	216	23	30	3	3	138	27	0	165	216	1	0	217
		Longford Park Road	Bankside East	21	2	2	26	59	1	2	61	3	7	4	4	21	5	4	31	59	1	4	64
		Longford Park Road	Bankside West	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
		Longford Park Road	Bankside Slips (N)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0
		Bankside West	Bankside East	289	0	2	291	262	2	2	266	25	23	3	3	289	0	4	293	262	3	4	270
		Bankside West	Longford Park Road	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside West	Bankside Slips (N)	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside Slips (N)	Bankside East	3	0	0	3	122	0	0	122	0	11	3	3	3	0	0	3	122	0	0	122
		Bankside Slips (N)	Longford Park Road	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
		Bankside Slips (N)	Bankside West	44	0	0	44	60	3	0	64	4	6	3	3	44	0	0	44	60	8	0	68
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road North	Oxford Road South	906	50	2	958	843	22	2	867	49	44	6	5	906	116	4	1026	843	51	4	898
		Oxford Road North	Weeping Cross	0	0	2	2	0	0	2	2	4	5	8	10	0	0	4	4	0	0	4	4
		Oxford Road South	Oxford Road North	833	53	2	888	1091	32	2	1125	46	57	6	6	833	122	4	958	1091	73	4	1169
		Oxford Road South	Weeping Cross	2	0	0	2	0	0	0	1	0	0	6	6	2	0	0	2	0	0	0	1
		Weeping Cross	Oxford Road North	0	0	2	2	0	0	2	2	4	2	29	27	0	0	4	4	0	0	4	4
		Weeping Cross	Oxford Road South	121	5	0	126	30	5	0	34	47	14	29	27	121	10	0	132	30	10	0	40
13	Oxford Road / Twyford Road	Oxford Road North	Twyford Road	211	10	0	221	90	2	0	93	37	15	0	0	211	23	0	234	90	5	0	96
		Oxford Road North	Oxford Road South	773	45	2	820	777	25	2	804	60	50	0	0	773	103	4	880	777	56	4	838
		Twyford Road	Oxford Road North	48	3	0	51	53	0	0	53	70	101	77	196	48	6	0	54	53	0	0	53
		Twyford Road	Oxford Road South	0	0	0	0	0	0	0	0	0	101	28	122	0	0	0	0	0	0	0	0
		Oxford Road South	Oxford Road North	774	50	2	826	1027	32	2	1061	59	74	0	0	774	116	4	893	1027	74	4	1104
		Oxford Road South	Twyford Road	0	4	0	4	0	0	0	0	2	0	9	8	0	9	0	9	0	0	0	0
14	Oxford Road / Aynho Road	Oxford Road North	Aynho Road	238	1	0	238	142	1	0	143	23	15	3	3	238	2	0	239	142	3	0	145
		Oxford Road North	Oxford Road South	459	44	2	506	574	23	2	599	50	56	16	17	459	102	4	565	574	53	4	631
		Aynho Road	Oxford Road North	29	3	0	31	154	1	0	154	20	100	41	74	29	7	0	35	154	2	0	155
		Aynho Road	Oxford Road South	88	10	0	98	104	11	0	115	42	100	41	74	88	23	0	111	104	24	0	129
		Oxford Road South	Oxford Road North	714	51	2	767	833	31	2	866	63	69	11	12	714	117	4	836	833	72	4	909
		Oxford Road South	Aynho Road	58	37	0	94	75	19	0	94	28	26	18	19	58	84	0	142	75	43	0	118
15	Bankside/ Hightown Rd/ Lambs Crescent	Hightown Rd North	Bankside	190	12	4	206	432	8	4	444	0	0	0	0	190	27	8	226	432	18	8	458
		Hightown Rd North	Hightown Rd South	89	1	0	90	157	4	0	161	9	46	34	36	89	2	0	91	157	8	0	166
		Hightown Rd North	Lambs Crescent	0	0	0	0	0	0	0	0	9	46	34	36	0	0	0	0	0	0	0	0
		Bankside	Hightown Rd North	285	6	4	295	181	0	4	185	74	65	34	36	285	14	8	307	181	1	8	190
		Bankside	Hightown Rd South	17	0	0	17	80	0	0	80	9	46	34	36	17	0	0	17	80	0	0	80
		Bankside	Lambs Crescent	0	0	0	0	1	0	0	1	9	46	34	36	0	0	0	0	1	0	0	1
		Hightown Rd South	Hightown Rd North	200	4	0	203	207	1	0	208	29	24	19	13	200	8	0	208	207	2	0	209
		Hightown Rd South	Bankside	26	0	0	26	24	0	0	25	29	24	19	13	26	0	0	26	24	1	0	25
		Hightown Rd South	Lambs Crescent	3	0	0	3	4	0	0	4	1	1	19	13	3	0	0	3	4	0	0	4
		Lambs Crescent	Hightown Rd North	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0

2031 Baseline

Ref	Junction	Approach	Exit	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
		Lambs Crescent	Bankside	0	0	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	0	0	0
		Lambs Crescent	Hightown Rd South	0	0	0	0	1	0	0	1	0	1	45	45	0	0	0	0	1	0	0	1
16	A4260 Cherwell Street/ Swan Close Rd	Cherwell Street	Swan Close Rd	214	2	2	218	519	9	2	530	20	43	6	6	214	4	4	223	519	20	4	544
		Cherwell Street	Upper Windsor St	444	21	0	465	313	7	0	320	72	44	31	24	444	49	0	493	313	16	0	329
		Swan Close Rd	Cherwell Street	449	14	4	468	455	1	4	460	100	101	81	105	449	33	8	490	455	3	8	466
		Swan Close Rd	Upper Windsor St	96	11	0	108	193	0	0	193	17	27	14	17	96	26	0	123	193	0	0	193
		Upper Windsor St	Cherwell Street	390	21	0	411	406	3	0	409	40	38	13	12	390	48	0	438	406	7	0	413
		Upper Windsor St	Swan Close Rd	135	1	0	136	48	4	0	52	52	26	42	42	135	3	0	137	48	8	0	56

2026 Baseline

Difference from Baseline

Ref	Junction	Approach	Exit	anode	bnode	cnode	concatenate	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)	AM Demand Diff	AM V/C % Diff	AM Delay Diff	PM Demand Diff	PM V/C % Diff	PM Delay Diff	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
1	A361/ S. Bar Street/ High Street (Banbury Cross)	Horse Fair	Horse Fair	1128	1001	1128	1128_1001_1128	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Horse Fair	High Street	1128	1001	1129	1128_1001_1129	113	10	4	127	22	2	4	29	17	4	4	3	-23	-1	0	1	0	0	113	24	8	145	22	6	8	36
		Horse Fair	S Bar St	1128	1001	1130	1128_1001_1130	757	30	0	787	678	25	0	703	52	44	4	3	6	2	0	1	0	0	757	68	0	826	678	57	0	735
		Horse Fair	W Bar st	1128	1001	1131	1128_1001_1131	0	0	4	5	287	2	4	293	2	25	4	3	0	0	0	1	0	0	0	0	8	9	287	5	8	300
		High Street	Horse Fair	1129	1001	1128	1129_1001_1128	192	2	0	195	276	0	0	277	34	70	6	13	-40	-7	0	-7	-1	0	192	5	0	197	276	1	0	277
		High Street	High Street	1129	1001	1129	1129_1001_1129	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		High Street	S Bar St	1129	1001	1130	1129_1001_1130	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		High Street	W Bar st	1129	1001	1131	1129_1001_1131	119	3	0	122	231	0	0	231	25	66	6	13	-7	-4	0	-2	0	0	119	7	0	126	231	0	0	231
		S Bar St	Horse Fair	1130	1001	1128	1130_1001_1128	614	21	0	635	601	14	0	615	78	91	5	15	38	7	0	9	1	0	614	48	0	662	601	32	0	633
		S Bar St	High Street	1130	1001	1129	1130_1001_1129	68	16	2	86	21	8	2	31	36	41	5	15	47	18	0	-6	-2	0	68	36	4	108	21	18	4	43
		S Bar St	S Bar St	1130	1001	1130	1130_1001_1130	0	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		S Bar St	W Bar st	1130	1001	1131	1130_1001_1131	0	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		W Bar st	Horse Fair	1131	1001	1128	1131_1001_1128	2	15	0	17	78	18	0	96	11	23	8	7	0	1	1	0	0	0	2	35	0	36	78	41	0	119
		W Bar st	High Street	1131	1001	1129	1131_1001_1129	252	41	4	297	127	13	4	144	58	30	8	7	-3	3	1	-1	1	0	252	95	8	355	127	30	8	165
		W Bar st	S Bar St	1131	1001	1130	1131_1001_1130	37	0	0	37	17	0	0	17	13	4	8	7	16	6	1	16	4	0	37	0	0	37	17	0	0	17
		W Bar st	W Bar st	1131	1001	1131	1131_1001_1131	0	0	0	0	0	0	0	0	0	0	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2	Bloxham/ Oxford Rd	Oxford Road	Oxford Road South	3012	3013	3017	3012_3013_3017	501	22	2	526	507	16	2	524	65	61	9	11	3	0	0	23	2	0	501	52	4	557	507	36	4	547
		Oxford Road	Bloxham Road West	3012	3013	4002	3012_3013_4002	293	18	1	312	290	9	1	300	94	100	39	70	-3	4	1	-6	1	6	293	41	2	336	290	21	2	313
		Oxford Road South	Oxford Road	3017	3013	3012	3017_3013_3012	455	29	2	486	505	14	2	521	90	92	25	27	41	4	0	5	2	0	455	67	4	526	505	32	4	541
		Oxford Road South	Bloxham Road West	3017	3013	4002	3017_3013_4002	196	22	0	219	239	7	0	245	82	84	26	27	-28	3	1	4	4	0	196	51	0	247	239	15	0	254
		Bloxham Road West	Oxford Road	4002	3013	3012	4002_3013_3012	352	26	1	380	189	10	1	200	57	30	23	22	45	7	1	-1	0	0	352	61	2	415	189	22	2	213
		Bloxham Road West	Oxford Road South	4002	3013	3017	4002_3013_3017	269	4	0	273	275	6	0	281	81	76	38	40	-62	-19	-2	-11	-3	0	269	9	0	278	275	14	0	288
3	Oxford Rd/ Upper Windsor Street	Oxford Road N	Upper Windsor St	3405	3032	3031	3405_3032_3031	276	2	0	278	182	4	0	185	39	24	22	19	-73	-10	-1	4	1	0	276	5	0	281	182	8	0	190
		Oxford Road N	Oxford Rd S	3405	3032	3034	3405_3032_3034	517	31	2	550	634	18	2	655	74	79	27	27	14	2	0	3	0	0	517	70	4	592	634	42	4	680
		Upper Windsor St	Oxford Road N	3031	3032	3405	3031_3032_3405	127	16	0	144	154	0	0	154	100	101	75	72	-5	0	11	0	0	2	127	38	0	165	154	0	0	154
		Upper Windsor St	Oxford Rd S	3031	3032	3034	3031_3032_3034	441	23	0	464	314	7	0	320	95	68	39	38	26	5	1	15	3	0	441	53	0	494	314	15	0	329
		Oxford Rd S	Oxford Road N	3034	3032	3405	3034_3032_3405	521	34	2	557	583	21	2	605	49	50	10	10	18	2	0	9	1	0	521	78	4	603	583	47	4	634
		Oxford Rd S	Upper Windsor St	3034	3032	3031	3034_3032_3031	237	14	0	250	250	2	0	252	100	102	91	139	4	0	-9	1	0	-2	237	31	0	268	250	4	0	254
4	Oxford Rd/ Horton View	Oxford Road N	Hospital	3034	3060	x														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Oxford Road N	Oxford Rd S	3034	3060	3061	3034_3060_3061	704	42	2	748	791	25	2	818	53	40	9	5	-7	3	0	26	1	0	704	97	4	804	791	58	4	852
		Oxford Road N	Horton View	3034	3060	3062	3034_3060_3062	254	12	0	266	157	0	0	157	57	32	17	9	47	10	2	-8	0	0	254	27	0	281	157	0	0	157
		Hospital	Oxford Road N	x	3060	3034														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Hospital	Oxford Rd S	x	3060	3061														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Hospital	Horton View	x	3060	3062														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Oxford Rd S	Oxford Road N	3061	3060	3034	3061_3060_3034	732	42	2	775	833	22	2	857	44	38	12	7	4	0	0	11	1	0	732	96	4	831	833	52	4	888
		Oxford Rd S	Hospital	3061	3060	x														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Oxford Rd S	Horton View	3061	3060	3062	3061_3060_3062	94	2	0	96	80	0	0	80	17	11	12	7	1	0	0	0	0	0	94	4	0	98	80	0	0	80
		Horton View	Oxford Road N	3062	3060	3034	3062_3060_3034	26	6	0	32	0	0	0	0	17	0	30	35	19	9	0	0	0	0	26	14	0	40	0	0	0	0
		Horton View	Hospital	3062	3060	x														0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Horton View	Oxford Rd S	3062	3060	3061	3062_3060_3061	134	2	0	135	112	2	0	114	42	49	30	35	4	4	0	0	0	0	134	4	0	137	112	5	0	117
5	Oxford Rd/ Hightown Road	Oxford Road N	Hightown Rd	3060	3061	3058	3060_3061_3058	143	1	0	143	111	1	0	112	17	14	7	8	2	0	0	-2	0	0	143	1	0	144	111	2	0	113
		Oxford Road N	Oxford Rd S	3060	3061	3064	3060_3061_3064	695	43	2	740	792	26	2	820	32	35	7	8	-5	0	0	28	1	0	695	99	4	797	792	61	4	857
		Hightown Rd	Oxford Road N	3058	3061	3060	3058_3061_3060	100	0	0	101	128	0	0	128	71	52	38	32	9	8	0	3	0	0	100	1	0	101	128	0	0	128
		Hightown Rd	Oxford Rd S	3058	3061	3064	3058_3061_3064	128	0	0	128	139	5	0	144	75	55	38	32	3	6	0	-6	-1	0	128	0	0	128	139	12	0	151
		Oxford Rd S	Oxford Road N	3064	3061	3060	3064_3061_3060	726	43	2	770	784	22	2	809	38	40	10	12	-4	0	0	7	0	0	726	98	4	828	784	52	4	840
		Oxford Rd S	Hightown Rd	3064	3061	3058	3064_3061_3058	99	1	0	100	152	1	0	153	26	44	15	19	-3	-1	0	-1	1	1	99	3	0	101	152	2	0	154
6	Farmfield Road	Oxford Road North	Sainsbury's	3061	3064	3063	3061_3064_3063	91	3	0	94	245	9	0	254	10	31	11	16	-3	0	0	12	1	0	91	6	0	97	245	20	0	265
		Oxford Road North	Oxford Road South	3061	3064	3093	3061_3064_3093	718	39	2	759	676	23	2	700	87	88	21	24	0	0	0	11	1	0	718	90	4	812	676	52	4	732
		Oxford Road North	Farmfield Road	3061	3064	3065	3061_3064_3065	13	1	0	14	10	0	0	10	22	15	50	54	0	0	0	-1	-2	0	13	3	0	16	10	0	0	10
		Sainsbury's	Oxford Road North	3063	3064	3061	3063_3064_3061	93	0	0	93	180	0	0	180	67	88	48	45	0	0	0	-1	-1	0	93	0	0	93	180	0	0	180
		Sainsbury's	Oxford Road South	3063	3064	3093	3063_3064_3093	85	0	0	85	237	0	0	237	48	79	47	44	0	0	0	16	5	0	85	0	0	85	237	0	0	237
		Sainsbury's	Farmfield Road	3063	3064	3065	3063_3064_3065	26	0	0	26	71	0	0	71	36	75	48	45	0	0	0	0	-2	0	26	0	0	26	71	0	0	71
		Oxford Road South	Oxford Road North	3093	3064	3061	3093_3064_3061	667	44	2	713	736	23	2	761	78	91	19	25	-7	-1	0	8	1	0	667	101	4	772	736	53	4	793
		Oxford Road South	Sainsbury's	3093	3064	3063	3093_3064_3063	104	0	0	104	97	2	0	100	67	76	46	50	6	4	1	-12	-6	0	104	0	0	104	97	6	0	103
		Oxford Road South	Farmfield Road	3093	3064	3065	3093_3064_3065	0	0	0	0	0	0	0	0	0	0	19	45	0	0	0	0	0	21	0	0	0	0	0	0	0	0
		Farmfield Road	Oxford Road North	3065	3064	3061	3065_3064_3061	64	0	0	64	21	0	0	21	82	15	48	46	0	8	0	0	0	0	64	0	0	64	21	0	0	21
		Farmfield Road	Sainsbury's	3065	3064	3063	3065_3064_3063	58	0	0	58	51	0	0	51	81	31	48	46	3	10	0	-1	0	0	58	0	0	58	51	0	0	51
		Farmfield Road	Oxford Road South	3065	3064	3093	3065_3064_3093	49	7	0	56	0	0	0	0	82	0	48	46	5	9	0	0	0	0	49	16	0	65	0	0	0	0
7	Cherwell Street/Concord Ave/Bridge Street	Concord Avenue	Bridge Street East	1021	3018	3019	1021_3018_3019	385	11	0	397	276	1	0	277	93	63	33	39	0	0	0	1	0	0	385	26	0	412	276	3	0	279
		Concord Avenue	Cherwell Street	1021	3018	3020	1021_3018_3020	421	11	0	432	437	5	0	443	102	101	189	161	1	0	9	0	0	8	421	26	0	447	437	12	0	450
		Concord Avenue	Bridge Street West	1021	3018	3006	1021_3018_3006	11	1	0	13	30	0	0	30	4	7	17	20	0	0	0	0	0	0	11	3	0	15	30	0	0	30
		Bridge Street East	Concord Avenue	3019	3018	1021	3019_3018_1021	127	6	0	133	142	1	0	142	100	100	59	87	0	0	0	1	0	1	127	13	0	140	142	1	0	143
		Bridge Street East	Cherwell Street	3019	3018	3020	3019_3018_3020	551	15	0	565	603	7	0	610	101	91	80	33	-1	0	6	24	3	1	551	34	0	584	603	16	0	619
		Bridge Street East	Bridge Street West	3019	3018	3006	3019_3018_3006	1	0	7	8	4	0	7	11	100	100	59	87	0	0	0	0	0	1	1	0	14	16	4	0	14	18
		Cherwell Street	Concord Avenue	3020	3018	1021	3020_3018_1021	785	48	0	833	697	16	0	713	104	87	119	28	0	0	12	6	1	0	785	111	0	896	697	36	0	734
		Cherwell Street	Bridge Street East	3020	3018	3019	3020_3018_3019	345	13	0	358	320	7	0	327	108	101	343	223	5	1	25	-1	0	-4	345	29	0	374	320	16	0	336
		Cherwell Street	Bridge Street West	3020	3018	3006	3020_3018_3006	41	10	15	66	25	1	15	41	15	10	14	18	2	0	0	0	0	0	41	22	30	93	25	2	30	57
		Bridge Street West	Concord Avenue	3006	3018	1021	3006_3018_1021	18	1	8	28	39	1	8	49	64	83	35	45	0	0	0	0	11	0	18	3	16	37	39	3	16	58
		Bridge Street West	Bridge Street East	3006	3018	3019	3006_3018_3019	12	0	9	21	6	2	9	17	64	83	35	45	0	0	0	0	11	0	12	0	18	30	6	5	18	28
		Bridge Street West	Cherwell Street	3006	3018	3020	3006_3018_3020	15	12	5	33	49	0	5	54	69	69	47	57	0	0	0	0	2	1	15	28	10	54	49	0	10	59
8	Bloxham/ Queensway	Queensway	Bloxham Road East	4027	4028	4021	4027_4028_4021	250	12	0	262	198	0	0	198	46	31	6	4	0	0	0	0	0	0	250	27	0	277	198	0	0	198
		Queensway	Bloxham Road West	4027	4028	4029	4027_4028_4029	298	17	0	315	344	5	0	349	92	100	30	65	15	1	0	-1	0	1	298	38	0	336	344	12	0	355
		Bloxham Road East	Queensway	4021	4028	4030	4021_4028_4030	116	10	0	126	134	8	0	142	32	33	8	8	0	0	0	-1	0	0	116	23	0	139	134	18	0	152
		Bloxham Road East	Bloxham Road West	4021	4028	4029	4021_4028_4029	335	18	1	354	512	16	1	529	23	33	0	0	-58	-4	0	4	0	0	335	41	2	378	512	37	2	551
		Bloxham Road West	Queensway	4029	4028	4030	4029_4028_4030	439	15	0	454	525	15	0	540	41	43	0	0	14	1	0	3	0	0	439	35	0	474	525	33	0	559
		Bloxham Road West	Bloxham Road East	4029	4028	4021	4029_4028_4021	519	28	1	548	396	9	1	406	42	32	0	0	-5	0	0	3	0	0	519	64	2	585	396	20	2	418
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	4028	4029	4026	4028_4029_4026	165	9	0	175	122	1	0	122	15	13	0	0	5	0	0	0	0	0	165	22	0	187	122	2	0	123
		Bloxham Road East	Bloxham Road West	4028	4029	4076	4028_4029_4076	468	25	1	494	734	20	1	756	32	46	0	0	-47	-3	0	3	0	0	468	57	2	527	734	47	2	783
		Springfield Ave	Bloxham Road East	4026	4029	4028	4026_4029_4028	91	1	0	92	166	5	0	171	46	86	23	49	15	6	0	6	2	3	91	3	0	94	166	12	0	178
		Springfield Ave	Bloxham Road West	4026	4029	4076	4026_4029_4076	211	10	0	221	196	0	0	196	40	45	6	9	45	7	0	-2	0	0	211	24	0	234	196	0	0	196
		Bloxham Road West	Bloxham Road East	4076	4029	4028	4076_4029_4028	868	41	1	910	755	18	1	775	62	46	0	0	-5	0	0	0	0	0	868	95	2	965	755	42	2	799
		Bloxham Road West	Springfield Ave	4076	4029	4026	4076_4029_4026	149	3	0	151	77	1	0	78	41	20	9	8	2	0	1	-2	-1	0	149	6	0	155	77	3	0	79
10	Oxford Road/ Bankside Slip Roads	Oxford Road North	Bankside East	3093	3110	3109	3093_3110_3109	198	0	0	198	272	4	0	275	21	27	0	0	152	15	0	106	9	0	198	0	0	198	272	8	0	280
		Oxford Road North	Oxford Road South	3093	3110	3113	3093_3110_3113	622	41	2	665	579	20	2	601	47	43	0	0	-147	-5	0	-78	-2	0	622	94	4	720	579	46	4	629
		Bankside East	Oxford Road South	3109	3113	3114	3109_3113_3114	94	11	0	105	175	0	0	175	20	29	5	5	14	1	-1	-1	-1	0	94	26	0	120	175	1	0	176
		Oxford Road South	Bankside West	3122	3116	3115	3122_3116_3115	244	2	0	246	256	1	0	257	20	23	0	0	-2	-1	0	-5	-2	0	244	5	0	249	256	3	0	259
		Oxford Road South	Oxford Road North	3122	3116	3114	3122_3116_3114	541	38	2	582	682	27	2	712	37	45	0	0	-59	-4	0	-82	-5	0	541	88	4	634	682	63	4	749
		Bankside West	Oxford Road North	3115	3114	3113	3115_3114_3113	218	6	0	223	155	2	0	157	37	27	5	5	51	8	0	64	10	0	218	13	0	231	155	5	0	160
11	Bankside / Bankside Phase 1 Roundabout	Bankside East	Longford Park Road	3106	3107	3350	3106_3107_3350	23	0	2	26	91	0	2	94	5	16	3	3	10	2	0	38	6	0	23	0	4	28	91	1	4	96
		Bankside East	Bankside West	3106	3107	3112	3106_3107_3112	255	0	2	257	178	3	2	182	31	26	3	3	-2	1	0	-2	1	0	255	0	4	259	178	6	4	188
		Bankside East	Bankside Slips (N)	3106	3107	3108	3106_3107_3108	94	11	0	105	175	0	0	175	16	25	3	3	14	2	0	-1	1	0	94	26	0	120	175	1	0	176
		Longford Park Road	Bankside East	3350	3107	3106	3350_3107_3106	84	5	2	91	79	1	2	82	11	10	4	4	61	7	0	15	2	0	84	12	4	100	79	1	4	85
		Longford Park Road	Bankside West	3350	3107	3112	3350_3107_3112	77	6	0	83	90	2	0	93	10	10	4	4	83	10	0	93	10	0	77	13	0	90	90	5	0	95
		Longford Park Road	Bankside Slips (N)	3350	3107	3108	3350_3107_3108	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Bankside West	Bankside East	3112	3107	3106	3112_3107_3106	266	0	2	268	215	1	2	218	23	19	3	3	0	0	0	-3	0	0	266	0	4	270	215	3	4	222
		Bankside West	Longford Park Road	3112	3107	3350	3112_3107_3350	7	0	0	7	5	0	0	6	1	1	3	3	7	1	0	6	1	0	7	0	0	8	5	1	0	6

2026 Baseline

Ref	Junction	Approach	Exit	anode	bnode	cnode	concatenate	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (VEH)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)
		Bankside West	Bankside Slips (N)	3112	3107	3108	3112_3107_3108	0	0	0	0	0	0	0	0	0	0	3	3
		Bankside Slips (N)	Bankside East	3108	3107	3106	3108_3107_3106	3	0	0	3	115	0	0	115	0	11	3	3
		Bankside Slips (N)	Longford Park Road	3108	3107	3350	3108_3107_3350	152	0	0	153	108	1	0	108	13	11	3	3
		Bankside Slips (N)	Bankside West	3108	3107	3112	3108_3107_3112	43	0	0	43	49	3	0	52	4	6	3	3
		Oxford Road North	Oxford Road South	3352	3128	3133	3352_3128_3133	831	52	2	885	820	21	2	844	46	42	5	5
		Oxford Road North	Weeping Cross	3352	3128	3129	3352_3128_3129	2	0	2	4	1	0	2	3	5	5	8	9
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road South	Oxford Road North	3133	3128	3352	3133_3128_3352	769	50	2	821	1031	29	2	1062	42	53	6	6
		Oxford Road South	Weeping Cross	3133	3128	3129	3133_3128_3129	2	0	0	2	0	0	0	0	0	0	6	6
		Weeping Cross	Oxford Road North	3129	3128	3352	3129_3128_3352	0	0	2	2	1	0	2	3	3	3	28	27
		Weeping Cross	Oxford Road South	3129	3128	3133	3129_3128_3133	53	3	0	56	0	4	0	4	22	3	28	27
		Oxford Road North	Twyford Road	3481	3134	3141	3481_3134_3141	134	9	0	143	76	2	0	79	24	12	1	0
		Oxford Road North	Oxford Road South	3481	3134	3135	3481_3134_3135	731	47	2	780	742	23	2	767	53	48	1	0
13	Oxford Road / Twyford Road	Twyford Road	Oxford Road North	3141	3134	3481	3141_3134_3481	47	3	0	49	61	0	0	61	62	94	61	134
		Twyford Road	Oxford Road South	3141	3134	3135	3141_3134_3135	0	0	0	0	1	5	0	7	0	8	12	15
		Oxford Road South	Oxford Road North	3135	3134	3481	3135_3134_3481	716	48	2	766	965	30	2	996	55	69	0	0
		Oxford Road South	Twyford Road	3135	3134	3141	3135_3134_3141	0	4	0	4	0	3	0	3	2	2	9	8
		Oxford Road North	Aynho Road	3135	3139	3138	3135_3139_3138	219	1	0	220	138	1	0	139	21	14	3	3
		Oxford Road North	Oxford Road South	3135	3139	3150	3135_3139_3150	440	46	2	489	547	27	2	576	49	55	16	16
14	Oxford Road / Aynho Road	Aynho Road	Oxford Road North	3138	3139	3135	3138_3139_3135	11	3	0	13	173	1	0	174	9	100	41	61
		Aynho Road	Oxford Road South	3138	3139	3150	3138_3139_3150	86	5	0	92	97	5	0	102	35	100	41	61
		Oxford Road South	Oxford Road North	3150	3139	3135	3150_3139_3135	676	50	2	728	753	32	2	787	60	63	11	11
		Oxford Road South	Aynho Road	3150	3139	3138	3150_3139_3138	53	20	0	73	26	14	0	40	20	12	16	17
		Hightown Rd North	Bankside	A	B		3051_3052_3051	158	11	4	173	438	7	4	449	0	0	0	0
		Hightown Rd North	Hightown Rd South	A	C		3091_3052_3360	76	1	0	76	158	4	0	162	18	42	35	36
		Hightown Rd North	Lambs Crescent	A	D		3091_3052_3360	0	0	0	0	0	0	0	0	18	42	35	36
		Bankside	Hightown Rd North	B	A		3091_3052_3051	299	8	4	311	199	0	4	203	87	69	35	36
		Bankside	Hightown Rd South	B	C		3091_3052_3360	20	1	0	21	65	0	0	65	18	42	35	36
15	Bankside/ Hightown Rd/ Lambs Crescent	Bankside	Lambs Crescent	B	D		3091_3052_3360	0	0	0	0	1	0	0	1	18	42	35	36
		Hightown Rd South	Hightown Rd North	C	A		3054_3360_3052	181	3	0	185	181	1	0	182	27	21	18	13
		Hightown Rd South	Bankside	C	B		3054_3360_3052	26	0	0	26	24	0	0	24	27	21	18	13
		Hightown Rd South	Lambs Crescent	C	D		3054_3360_3361	3	0	0	3	4	0	0	4	1	1	18	13
		Lambs Crescent	Hightown Rd North	D	A		3361_3360_3052	0	0	0	0	0	0	0	0	0	0	45	45
		Lambs Crescent	Bankside	D	B		3361_3360_3052	0	0	0	0	0	0	0	0	0	0	45	45
		Lambs Crescent	Hightown Rd South	D	C		3361_3360_3054	0	0	0	0	3	0	0	3	0	4	45	45
		Cherwell Street	Swan Close Rd	3030	3031	3420	3030_3031_3420	200	2	2	204	526	8	2	537	20	43	6	6
		Cherwell Street	Upper Windsor St	3030	3031	3032	3030_3031_3032	450	24	0	474	273	7	0	280	75	39	31	24
16	A4260 Cherwell Street/ Swan Close Rd	Swan Close Rd	Cherwell Street	3420	3031	3030	3420_3031_3030	445	12	4	461	460	1	4	466	100	101	121	101
		Swan Close Rd	Upper Windsor St	3420	3031	3032	3420_3031_3032	118	15	0	134	194	0	0	194	21	27	14	17
		Upper Windsor St	Cherwell Street	3032	3031	3030	3032_3031_3030	384	15	0	399	370	2	0	372	39	34	13	11
		Upper Windsor St	Swan Close Rd	3032	3031	3420	3032_3031_3420	129	1	0	130	62	3	0	65	50	31	42	42
		Oxford Road North	Longford Park Road	3353	3352	3351	3353_3352_3351	5	0	0	5	15	0	0	15	1	2	6	6
		Oxford Road North	Oxford Road South	3353	3352	3128	3353_3352_3128	806	52	2	860	806	20	2	828	45	42	6	6
17	Oxford Road / Longford Park Road	Longford Park Road	Oxford Road North	3351	3352	3353	3351_3352_3353	113	0	0	113	6	0	0	6	59	3	30	27
		Longford Park Road	Oxford Road South	3351	3352	3128	3351_3352_3128	27	0	2	29	16	1	2	19	30	11	30	27
		Oxford Road South	Oxford Road North	3128	3352	3353	3128_3352_3353	749	50	2	801	993	29	2	1024	42	53	2	2
		Oxford Road South	Longford Park Road	3128	3352	3351	3128_3352_3351	20	0	2	23	39	0	2	41	13	24	6	8
		Oxford Road North	Ban12 site access	3133	3445	3446	3133_3445_3446	24	0	0	24	3	0	0	3	7	1	10	10
		Oxford Road North	Oxford Road South	3133	3445	3481	3133_3445_3481	860	56	2	917	817	26	2	845	55	49	10	10
18	Oxford Road / Site Access Ban12	Ban12 site access	Oxford Road North	3446	3445	3133	3446_3445_3133	17	0	0	17	6	0	0	6	7	2	21	21
		Ban12 site access	Oxford Road South	3446	3445	3481	3446_3445_3481	6	0	0	6	1	0	0	1	2	1	21	21
		Oxford Road South	Oxford Road North	3481	3445	3133	3481_3445_3133	754	50	2	807	1025	30	2	1057	43	55	10	10
		Oxford Road South	Ban12 site access	3481	3445	3446	3481_3445_3446	9	0	0	9	1	0	0	1	2	0	15	14

Difference from Baseline

Ref	Junction	Approach	Exit	AM Demand Diff	AM V/C % Diff	AM Delay Diff	PM Demand Diff	PM V/C % Diff	PM Delay Diff
		Bankside West	Bankside Slips (N)	0	0	0	0	0	0
		Bankside Slips (N)	Bankside East	0	0	0	-1	1	0
		Bankside Slips (N)	Longford Park Road	153	13	0	108	11	0
		Bankside Slips (N)	Bankside West	0	1	0	-1	0	0
		Oxford Road North	Oxford Road South	17	1	0	-3	0	0
		Oxford Road North	Weeping Cross	2	2	0	1	1	0
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road South	Oxford Road North	8	0	0	8	0	0
		Oxford Road South	Weeping Cross	0	0	0	0	0	0
		Weeping Cross	Oxford Road North	0	0	0	1	0	0
		Weeping Cross	Oxford Road South	8	3	0	0	0	0
		Oxford Road North	Twyford Road	25	4	1	-6	-1	0
		Oxford Road North	Oxford Road South	2	1	1	3	0	0
13	Oxford Road / Twyford Road	Twyford Road	Oxford Road North	-1	0	2	2	1	-1
		Twyford Road	Oxford Road South	0	0	-7	6	7	-55
		Oxford Road South	Oxford Road North	8	0	0	6	0	0
		Oxford Road South	Twyford Road	0	0	1	0	0	1
		Oxford Road North	Aynho Road	6	0	0	4	1	0
		Oxford Road North	Oxford Road South	-3	0	0	6	1	0
14	Oxford Road / Aynho Road	Aynho Road	Oxford Road North	0	0	0	10	0	-4
		Aynho Road	Oxford Road South	4	2	0	-6	0	-4
		Oxford Road South	Oxford Road North	6	0	0	-3	0	0
		Oxford Road South	Aynho Road	0	0	0	0	0	0
		Hightown Rd North	Bankside	17	0	0	31	0	0
		Hightown Rd North	Hightown Rd South	2	11	2	-11	3	0
		Hightown Rd North	Lambs Crescent	0	11	2	0	3	0
		Bankside	Hightown Rd North	17	14	2	7	3	0
		Bankside	Hightown Rd South	9	11	2	1	3	0
15	Bankside/ Hightown Rd/ Lambs Crescent	Bankside	Lambs Crescent	0	11	2	0	3	0
		Hightown Rd South	Hightown Rd North	-4	0	0	-4	0	0
		Hightown Rd South	Bankside	0	0	0	0	0	0
		Hightown Rd South	Lambs Crescent	0	0	0	0	0	0
		Lambs Crescent	Hightown Rd North	0	0	0	0	0	0
		Lambs Crescent	Bankside	0	0	0	0	0	0
		Lambs Crescent	Hightown Rd South	0	0	0	3	4	0
		Cherwell Street	Swan Close Rd	21	2	0	18	1	0
		Cherwell Street	Upper Windsor St	-21	-3	0	10	1	0
16	A4260 Cherwell Street/ Swan Close Rd	Swan Close Rd	Cherwell Street	-5	0	49	-1	0	7
		Swan Close Rd	Upper Windsor St	41	7	1	4	1	0
		Upper Windsor St	Cherwell Street	-69	-7	-1	2	0	0
		Upper Windsor St	Swan Close Rd	0	0	0	3	2	0
		Oxford Road North	Longford Park Road	5	1	-2	15	2	-2
		Oxford Road North	Oxford Road South	-6	0	0	-18	-1	0
17	Oxford Road / Longford Park Road	Longford Park Road	Oxford Road North	113	59	4	6	3	1
		Longford Park Road	Oxford Road South	25	26	4	16	7	0
		Oxford Road South	Oxford Road North	-12	0	0	-24	0	0
		Oxford Road South	Longford Park Road	19	10	1	33	18	2
		Oxford Road North	Ban12 site access	-1	3	10	0	0	10
		Oxford Road North	Oxford Road South	27	6	10	-3	4	10
18	Oxford Road / Site Access Ban12	Ban12 site access	Oxford Road North	1	-16	-32	0	-8	-43
		Ban12 site access	Oxford Road South	-1	0	8	0	0	12
		Oxford Road South	Oxford Road North	7	0	10	8	0	10
		Oxford Road South	Ban12 site access	0	-2	2	0	0	3

Ref	Junction	Approach	Exit	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (VEH)	PM PCU Buses (Veh)	PM PCU Total Veh
		Bankside West	Bankside Slips (N)	0	0	0	0	0	0	0	0
		Bankside Slips (N)	Bankside East	3	0	0	3	115	0	0	115
		Bankside Slips (N)	Longford Park Road	152	0	0	153	108	1	0	109
		Bankside Slips (N)	Bankside West	43	0	0	43	49	7	0	56
		Oxford Road North	Oxford Road South	831	120	4	955	820	49	4	873
		Oxford Road North	Weeping Cross	2	0	4	6	1	0	4	5
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road South	Oxford Road North	769	116	4	889	1031	68	4	1102
		Oxford Road South	Weeping Cross	2	0	0	2	0	0	0	1
		Weeping Cross	Oxford Road North	0	0	4	4	1	0	4	5
		Weeping Cross	Oxford Road South	53	8	0	60	0	10	0	10
		Oxford Road North	Twyford Road	134	20	0	154	76	5	0	81
		Oxford Road North	Oxford Road South	731	108	4	843	742	54	4	800
13	Oxford Road / Twyford Road	Twyford Road	Oxford Road North	47	6	0	53	61	0	0	61
		Twyford Road	Oxford Road South	0	0	0	0	1	12	0	13
		Oxford Road South	Oxford Road North	716	110	4	831	965	68	4	1037
		Oxford Road South	Twyford Road	0	8	0	8	0	8	0	8
		Oxford Road North	Aynho Road	219	1	0	220	138	3	0	141
		Oxford Road North	Oxford Road South	440	107	4	551	547	62	4	613
14	Oxford Road / Aynho Road	Aynho Road	Oxford Road North	11	6	0	17	173	1	0	174
		Aynho Road	Oxford Road South	86	12	0	99	97	12	0	109
		Oxford Road South	Oxford Road North	676	115	4	795	753	74	4	831
		Oxford Road South	Aynho Road	53	45	0	99	26	33	0	59
		Hightown Rd North	Bankside	158	26	8	192	438	16	8	462
		Hightown Rd North	Hightown Rd South	76	1	0	77	158	8	0	166
		Hightown Rd North	Lambs Crescent	0	0	0	0	0	0	0	0
		Bankside	Hightown Rd North	299	19	8	326	199	1	8	208
		Bankside	Hightown Rd South	20	1	0	22	65	0	0	65
15	Bankside/ Hightown Rd/ Lambs Crescent	Bankside	Lambs Crescent	0	0	0	0	1	0	0	1
		Hightown Rd South	Hightown Rd North	181	8	0	189	181	2	0	183
		Hightown Rd South	Bankside	26	0	0	26	24	1	0	24
		Hightown Rd South	Lambs Crescent	3	0	0	3	4	0	0	4
		Lambs Crescent	Hightown Rd North	0	0	0	0	0	0	0	0
		Lambs Crescent	Bankside	0	0	0	0	0	0	0	0
		Lambs Crescent	Hightown Rd South	0	0	0	0	3	0	0	3
		Cherwell Street	Swan Close Rd	200	4	4	208	526	19	4	550
		Cherwell Street	Upper Windsor St	450	55	0	505	273	15	0	289
16	A4260 Cherwell Street/ Swan Close Rd	Swan Close Rd	Cherwell Street	445	28	8	481	460	3	8	471
		Swan Close Rd	Upper Windsor St	118	35	0	154	194	0	0	194
		Upper Windsor St	Cherwell Street	384	34	0	418	370	4	0	374
		Upper Windsor St	Swan Close Rd	129	3	0	132	62	8	0	69
		Oxford Road North	Longford Park Road	5	1	0	6	15	0	0	15
		Oxford Road North	Oxford Road South	806	120	4	930	806	47	4	856
17	Oxford Road / Longford Park Road	Longford Park Road	Oxford Road North	113	0	0	113	6	0	0	6
		Longford Park Road	Oxford Road South	27	1	4	32	16	2	4	22
		Oxford Road South	Oxford Road North	749	116	4	869	993	67	4	1064
		Oxford Road South	Longford Park Road	20	0	4	25	39	0	4	43
		Oxford Road North	Ban12 site access	24	0	0	24	3	0	0	3
		Oxford Road North	Oxford Road South	860	128	4	991	817	59	4	880
18	Oxford Road / Site Access Ban12	Ban12 site access	Oxford Road North	17	0	0	17	6	0	0	6
		Ban12 site access	Oxford Road South	6	0	0	6	1	0	0	1
		Oxford Road South	Oxford Road North	754	116	4	874	1025	68	4	1097
		Oxford Road South	Ban12 site access	9	0	0	9	1	0	0	1

2031 With Dev

Ref	Junction	Approach	Exit	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)
1	A361/ S. Bar Street/ High Street (Banbury Cross)	Horse Fair	Horse Fair	0	0	0	0	0	0	0	0	0	0	4	3
		Horse Fair	High Street	103	11	4	117	38	3	4	45	16	6	4	3
		Horse Fair	S Bar St	739	31	0	770	673	24	0	697	53	46	4	3
		Horse Fair	W Bar st	3	1	4	7	307	4	4	315	2	28	4	3
		High Street	Horse Fair	194	2	0	196	308	0	0	308	35	88	6	23
		High Street	High Street	0	0	0	0	0	0	0	0	0	0	6	23
		High Street	S Bar St	0	0	0	0	0	0	0	0	0	0	6	23
		High Street	W Bar st	117	3	0	120	248	0	0	248	25	85	6	23
		S Bar St	Horse Fair	651	22	0	673	600	17	0	617	92	94	9	20
		S Bar St	High Street	149	17	2	168	9	8	2	19	75	43	9	20
		S Bar St	S Bar St	0	0	0	0	0	0	0	0	0	0	9	20
		S Bar St	W Bar st	0	0	0	0	0	0	0	0	0	0	9	20
		W Bar st	Horse Fair	0	15	0	15	69	19	0	88	12	26	10	7
		W Bar st	High Street	191	47	4	241	146	13	4	163	58	37	10	7
		W Bar st	S Bar St	74	0	0	74	59	0	0	59	25	16	10	7
		W Bar st	W Bar st	0	0	0	0	0	0	0	0	0	0	10	7
2	Bloxham/ Oxford Rd	Oxford Road	Oxford Road South	508	24	2	534	597	16	2	615	65	69	9	11
		Oxford Road	Bloxham Road West	284	18	1	303	247	8	1	256	100	100	56	81
		Oxford Road South	Oxford Road	475	31	2	508	522	17	2	541	96	101	26	49
		Oxford Road South	Bloxham Road West	206	22	0	228	269	8	0	277	94	101	27	49
		Bloxham Road West	Oxford Road	457	28	1	486	161	10	1	172	72	26	25	22
		Bloxham Road West	Oxford Road South	288	5	0	293	300	6	0	306	87	83	39	41
3	Oxford Rd/ Upper Windsor Street	Oxford Road N	Upper Windsor St	251	3	0	254	207	4	0	211	36	27	21	20
		Oxford Road N	Oxford Rd S	569	33	2	603	729	19	2	750	81	90	28	30
		Upper Windsor St	Oxford Road N	128	16	0	144	154	0	0	154	100	101	74	89
		Upper Windsor St	Oxford Rd S	430	21	0	451	340	4	0	344	92	71	38	39
		Oxford Rd S	Oxford Road N	550	36	2	588	630	24	2	656	52	55	10	10
		Oxford Rd S	Upper Windsor St	238	13	0	251	236	3	0	239	100	99	96	117
4	Oxford Rd/ Horton View	Oxford Road N	Hospital												
		Oxford Road N	Oxford Rd S	738	40	2	780	848	23	2	873	58	47	9	6
		Oxford Road N	Horton View	260	14	0	274	222	0	0	222	63	46	20	10
		Hospital	Oxford Road N												
		Hospital	Oxford Rd S												
		Hospital	Horton View												
		Oxford Rd S	Oxford Road N	772	43	2	818	866	27	2	895	47	40	13	8
		Oxford Rd S	Hospital												
		Oxford Rd S	Horton View	123	2	0	125	83	0	0	83	23	12	13	8
		Horton View	Oxford Road N	16	5	0	21	0	0	0	0	12	0	30	35
		Horton View	Hospital												
		Horton View	Oxford Rd S	137	2	0	139	125	2	0	127	42	55	30	35
5	Oxford Rd/ Hightown Road	Oxford Road N	Hightown Rd	138	1	0	139	122	1	0	123	16	16	7	8
		Oxford Road N	Oxford Rd S	737	41	2	780	851	24	2	877	34	38	7	8
		Hightown Rd	Oxford Road N	125	1	0	125	164	0	0	164	93	63	39	33
		Hightown Rd	Oxford Rd S	136	0	0	136	123	5	0	128	93	57	39	33
		Oxford Rd S	Oxford Road N	771	44	2	818	785	27	2	814	40	41	11	12
		Oxford Rd S	Hightown Rd	118	1	0	119	166	1	0	167	32	51	16	21
6	Farmfield Road	Oxford Road North	Sainsbury's	114	3	0	117	261	9	0	270	13	33	11	16
		Oxford Road North	Oxford Road South	734	37	2	773	701	20	2	723	93	91	22	24
		Oxford Road North	Farmfield Road	25	1	0	26	12	0	0	12	36	18	53	55
		Sainsbury's	Oxford Road North	94	0	0	94	189	0	0	189	69	94	48	46
		Sainsbury's	Oxford Road South	88	0	0	88	262	0	0	262	49	87	47	45
		Sainsbury's	Farmfield Road	28	0	0	28	75	0	0	75	40	90	48	46
		Oxford Road South	Oxford Road North	730	46	2	777	740	28	2	769	85	93	20	25
		Oxford Road South	Sainsbury's	107	0	0	107	113	3	0	116	79	101	46	70
		Oxford Road South	Farmfield Road	0	0	0	0	0	0	0	0	0	0	20	47
		Farmfield Road	Oxford Road North	65	0	0	65	22	0	0	22	100	17	50	46
		Farmfield Road	Sainsbury's	46	0	0	46	38	0	0	38	100	26	50	46
		Farmfield Road	Oxford Road South	75	7	0	81	14	1	0	15	100	13	50	46
7	Cherwell Street/Concord Ave/Bridge Street	Concord Avenue	Bridge Street East	413	14	0	426	337	2	0	339	100	77	36	40
		Concord Avenue	Cherwell Street	430	8	0	438	445	3	0	448	103	102	220	203
		Concord Avenue	Bridge Street West	11	2	0	13	30	0	0	31	4	7	17	20
		Bridge Street East	Concord Avenue	126	6	0	132	143	1	0	143	100	100	60	56
		Bridge Street East	Cherwell Street	550	17	0	568	675	7	0	682	103	101	110	66
		Bridge Street East	Bridge Street West	1	0	7	8	4	0	7	11	100	100	60	53
		Cherwell Street	Concord Avenue	781	50	0	832	724	16	0	740	103	90	127	29
		Cherwell Street	Bridge Street East	343	13	0	356	312	7	0	319	109	101	406	248
		Cherwell Street	Bridge Street West	45	10	15	70	26	1	15	42	15	10	14	18
		Bridge Street West	Concord Avenue	17	1	8	26	39	1	8	48	66	116	35	461
		Bridge Street West	Bridge Street East	12	0	9	22	6	2	9	17	66	116	35	461
		Bridge Street West	Cherwell Street	16	13	5	34	52	0	5	57	71	116	47	476
8	Bloxham/ Queensway	Queensway	Bloxham Road East	263	12	0	275	201	0	0	201	50	31	6	4
		Queensway	Bloxham Road West	308	17	0	325	320	5	0	326	99	100	53	111
		Bloxham Road East	Queensway	115	10	0	126	147	8	0	155	34	38	9	8
		Bloxham Road East	Bloxham Road West	341	17	1	359	560	17	1	578	23	37	0	0
		Bloxham Road West	Queensway	493	16	0	509	553	12	0	565	47	45	0	0
		Bloxham Road West	Bloxham Road East	570	29	1	600	413	9	1	423	48	34	0	0
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	164	10	0	173	87	1	0	87	15	10	0	0
		Bloxham Road East	Bloxham Road West	485	25	1	511	794	21	1	816	33	49	0	0
		Springfield Ave	Bloxham Road East	110	2	0	111	169	2	0	171	63	96	33	83
		Springfield Ave	Bloxham Road West	247	12	0	259	232	0	0	233	48	61	6	13
		Bloxham Road West	Bloxham Road East	954	43	1	998	797	19	1	817	70	50	0	0
		Bloxham Road West	Springfield Ave	163	3	0	166	97	1	0	98	49	27	10	9
10	Oxford Road/ Bankside Slip Roads	Oxford Road North	Bankside East	216	0	0	217	324	4	0	328	24	32	0	0
		Oxford Road North	Oxford Road South	648	38	2	688	565	17	2	584	49	44	0	0
		Bankside East	Oxford Road South	132	12	0	144	211	0	0	211	27	35	5	5
		Oxford Road South	Bankside West	252	2	0	254	306	1	0	308	21	28	0	0
		Oxford Road South	Oxford Road North	560	40	2	602	692	29	2	723	39	47	0	0

Difference from Baseline

Ref	Junction	Approach	Exit	AM Demand Diff	AM V/C % Diff	AM Delay Diff	PM Demand Diff	PM V/C % Diff	PM Delay Diff
1	A361/ S. Bar Street/ High Street (Banbury Cross)	Horse Fair	Horse Fair	0	0	0	0	0	0
		Horse Fair	High Street	-10	-1	0	1	0	0
		Horse Fair	S Bar St	-19	-1	0	19	1	0
		Horse Fair	W Bar st	3	0	0	-16	-1	0
		High Street	Horse Fair	-52	-10	-1	-31	-4	-3
		High Street	High Street	0	0	-1	0	0	-3
		High Street	S Bar St	0	0	-1	0	0	-3
		High Street	W Bar st	-7	-5	-1	20	-2	-3
		S Bar St	Horse Fair	52	7	2	22	1	1
		S Bar St	High Street	30	18	2	0	3	1
		S Bar St	S Bar St	0	0	2	0	0	1
		S Bar St	W Bar st	0	0	2	0	0	1
		W Bar st	Horse Fair	0	0	0	10	2	0
		W Bar st	High Street	-30	-2	0	-8	-2	0
		W Bar st	S Bar St	12	3	0	-5	-2	0
		W Bar st	W Bar st	0	0	0	0	0	0
2	Bloxham/ Oxford Rd	Oxford Road	Oxford Road South	-11	-2	0	0	0	0
		Oxford Road	Bloxham Road West	-11	4	16	4	1	5
		Oxford Road South	Oxford Road	46	5	1	16	1	16
		Oxford Road South	Bloxham Road West	-23	9	1	-8	1	16
		Bloxham Road West	Oxford Road	33	5	1	4	1	0
		Bloxham Road West	Oxford Road South	-32	-10	-1	11	3	0
3	Oxford Rd/ Upper Windsor Street	Oxford Road N	Upper Windsor St	-47	-7	-1	-12	-1	0
		Oxford Road N	Oxford Rd S	3	1	0	22	3	1
		Upper Windsor St	Oxford Road N	-1	1	16	0	0	1
		Upper Windsor St	Oxford Rd S	24	5	1	-15	-4	-1
		Oxford Rd S	Oxford Road N	25	2	0	9	1	0
		Oxford Rd S	Upper Windsor St	5	0	-3	1	0	-9
4	Oxford Rd/ Horton View	Oxford Road N	Hospital	0	0	0	0	0	0
		Oxford Road N	Oxford Rd S	-9	4	0	29	0	0
		Oxford Road N	Horton View	36	10	3	-22	-4	0
		Hospital	Oxford Road N	0	0	0	0	0	0
		Hospital	Oxford Rd S	0	0	0	0	0	0
		Hospital	Horton View	0	0	0	0	0	0
		Oxford Rd S	Oxford Road N	21	1	0	9	0	0
		Oxford Rd S	Hospital	0	0	0	0	0	0
		Oxford Rd S	Horton View	12	2	0	-1	0	0
		Horton View	Oxford Road N	9	4	0	0	0	0
		Horton View	Hospital	0	0	0	0	0	0
		Horton View	Oxford Rd S	5	3	0	6	3	0
5	Oxford Rd/ Hightown Road	Oxford Road N	Hightown Rd	11	1	0	2	1	0
		Oxford Road N	Oxford Rd S	-15	0	0	33	1	0
		Hightown Rd	Oxford Road N	17	12	0	10	3	0
		Hightown Rd	Oxford Rd S	-2	9	0	-2	1	0
		Oxford Rd S	Oxford Road N	16	1	0	-1	0	0
		Oxford Rd S	Hightown Rd	-20	-6	-1	-5	1	-1
6	Farmfield Road	Oxford Road North	Sainsbury's	-10	-1	0	12	1	0
		Oxford Road North	Oxford Road South	-6	0	0	19	2	0
		Oxford Road North	Farmfield Road	0	-1	0	0	0	0
		Sainsbury's	Oxford Road North	-3	-2	0	-3	1	0
		Sainsbury's	Oxford Road South	-2	-1	0	24	8	1
		Sainsbury's	Farmfield Road	-1	-3	0	5	1	0
		Oxford Road South	Oxford Road North	0	0	0	-3	0	0
		Oxford Road South	Sainsbury's	9	5	1	-11	0	-2
		Oxford Road South	Farmfield Road	0	0	0	0	0	21
		Farmfield Road	Oxford Road North	-2	9	2	0	1	0
		Farmfield Road	Sainsbury's	7	10	1	-4	0	0
		Farmfield Road	Oxford Road South	3	9	2	14	11	0
7	Cherwell Street/Concord Ave/Bridge Street	Concord Avenue	Bridge Street East	1	0	2	0	0	0
		Concord Avenue	Cherwell Street	-7	-1	-14	1	0	14
		Concord Avenue	Bridge Street West	0	0	0	-1	0	0
		Bridge Street East	Concord Avenue	-3	-1	-14	5	2	-20
		Bridge Street East	Cherwell Street	-2	-1	-22	1	0	11
		Bridge Street East	Bridge Street West	0	-1	-14	0	2	-23
		Cherwell Street	Concord Avenue	2	0	0	0	0	0
		Cherwell Street	Bridge Street East	1	0	-1	0	0	-9
		Cherwell Street	Bridge Street West	3	0	0	0	0	0
		Bridge Street West	Concord Avenue	4	-2	0	1	6	242
		Bridge Street West	Bridge Street East	0	-2	0	-2	6	242
		Bridge Street West	Cherwell Street	-5	-6	0	0	6	242
8	Bloxham/ Queensway	Queensway	Bloxham Road East	-9	-1	0	-1	0	0
		Queensway	Bloxham Road West	8	0	-1	5	0	1
		Bloxham Road East	Queensway	0	1	0	-1	0	0
		Bloxham Road East	Bloxham Road West	-61	-4	0	-18	-1	0
		Bloxham Road West	Queensway	14	2	0	8	0	0
		Bloxham Road West	Bloxham Road East	20	2	0	-5	0	0
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	1	-1	0	2	0	0
		Bloxham Road East	Bloxham Road West	-54	-4	0	-15	-1	0
		Springfield Ave	Bloxham Road East	29	14	4	16	6	19
		Springfield Ave	Bloxham Road West	38	6	0	5	3	1
		Bloxham Road West	Bloxham Road East	5	-1	0	-13	-1	0
		Bloxham Road West	Springfield Ave	-12	-3	2	-3	-1	0
10	Oxford Road/ Bankside Slip Roads	Oxford Road North	Bankside East	170	17	0	143	12	0
		Oxford Road North	Oxford Road South	-173	-6	0	-97	-3	0
		Bankside East	Oxford Road South	-5	-4	-1	-5	-3	-1
		Oxford Road South	Bankside West	-18	-3	0	-9	-3	0
		Oxford Road South	Oxford Road North	-81	-6	0	-94	-6	0

Ref	Junction	Approach	Exit	AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
1	A361/ S. Bar Street/ High Street (Banbury Cross)	Horse Fair	Horse Fair	0	0	0	0	0	0	0	0
		Horse Fair	High Street	103	25	8	136	38	6	8	52
		Horse Fair	S Bar St	739	71	0	810	673	56	0	729
		Horse Fair	W Bar st	3	1	8	12	307	9	8	324
		High Street	Horse Fair	194	5	0	199	308	1	0	309
		High Street	High Street	0	0	0	0	0	0	0	0
		High Street	S Bar St	0	0	0	0	0	0	0	0
		High Street	W Bar st	117	7	0	124	248	0	0	248
		S Bar St	Horse Fair	651	50	0	702	600	39	0	639
		S Bar St	High Street	149	39	4	192	9	17	4	31
		S Bar St	S Bar St	0	0	0	0	0	0	0	0
		S Bar St	W Bar st	0	0	0	0	0	0	0	0
		W Bar st	Horse Fair	0	34	0	34	69	45	0	113
		W Bar st	High Street	191	107	8	306	146	30	8	183
		W Bar st	S Bar St	74	0	0	74	59	0	0	59
		W Bar st	W Bar st	0	0	0	0	0	0	0	0
2	Bloxham/ Oxford Rd	Oxford Road	Oxford Road South	508	55	4	567	597	38	4	639
		Oxford Road	Bloxham Road West	284	42	2	328	247	18	2	267
		Oxford Road South	Oxford Road	475	71	4	550	522	38	4	564
		Oxford Road South	Bloxham Road West	206	52	0	257	269	18	0	288
		Bloxham Road West	Oxford Road	457	64	2	523	161	23	2	186
		Bloxham Road West	Oxford Road South	288	12	0	300	300	15	0	314
3	Oxford Rd/ Upper Windsor Street	Oxford Road N	Upper Windsor St	251	8	0	258	207	9	0	216
		Oxford Road N	Oxford Rd S	569	75	4	647	729	45	4	777
		Upper Windsor St	Oxford Road N	128	38	0	166	154	0	0	154
		Upper Windsor St	Oxford Rd S	430	49	0	479	340	8	0	349
		Oxford Rd S	Oxford Road N	550	82	4	636	630	56	4	690
		Oxford Rd S	Upper Windsor St	238	29	0	268	236	6	0	242
4	Oxford Rd/ Horton View	Oxford Road N	Hospital	0	0	0	0	0	0	0	0
		Oxford Road N	Oxford Rd S	738	92	4	834	848	52	4	904
		Oxford Road N	Horton View	260	31	0	292	222	0	0	222
		Hospital	Oxford Road N	0	0	0	0	0	0	0	0
		Hospital	Oxford Rd S	0	0	0	0	0	0	0	0
		Hospital	Horton View	0	0	0	0	0	0	0	0
		Oxford Rd S	Oxford Road N	772	100	4	876	866	62	4	932
		Oxford Rd S	Hospital	0	0	0	0	0	0	0	0
		Oxford Rd S	Horton View	123	4	0	127	83	0	0	83
		Horton View	Oxford Road N	16	12	0	28	0	0	0	0
		Horton View	Hospital	0	0	0	0	0	0	0	0
		Horton View	Oxford Rd S	137	4	0	141	125	5	0	130
5	Oxford Rd/ Hightown Road	Oxford Road N	Hightown Rd	138	2	0	140	122	2	0	124
		Oxford Road N	Oxford Rd S	737	94	4	835	851	56	4	910
		Hightown Rd	Oxford Road N	125	1	0	126	164	0	0	164
		Hightown Rd	Oxford Rd S	136	0	0	136	123	12	0	135
		Oxford Rd S	Oxford Road N	771	102	4	877	785	62	4	851
		Oxford Rd S	Hightown Rd	118	3	0	121	166	1	0	167
6	Farmfield Road	Oxford Road North	Sainsbury's	114	7	0	121	261	21	0	282
		Oxford Road North	Oxford Road South	734	85	4	824	701	47	4	752
		Oxford Road North	Farmfield Road	25	3	0	28	12	0	0	12
		Sainsbury's	Oxford Road North	94	0	0	94	189	0	0	189
		Sainsbury's	Oxford Road South	88	0	0	88	262	0	0	262
		Sainsbury's	Farmfield Road	28	0	0	28	75	0	0	75
		Oxford Road South	Oxford Road North	730	105	4	839	740	63	4	807
		Oxford Road South	Sainsbury's	107	0	0	107	113	6	0	119
		Oxford Road South	Farmfield Road	0	0	0	0	0	0	0	0
		Farmfield Road	Oxford Road North	65	0	0	65	22	0	0	22
		Farmfield Road	Sainsbury's	46	0	0	46	38	0	0	38
		Farmfield Road	Oxford Road South	75	16	0	90	14	2	0	16
7	Cherwell Street/Concord Ave/Bridge Street	Concord Avenue	Bridge Street East	413	32	0	444	337	4	0	341
		Concord Avenue	Cherwell Street	430	18	0	448	445	6	0	451
		Concord Avenue	Bridge Street West	11	3	0	15	30	0	0	31
		Bridge Street East	Concord Avenue	126	14	0	140	143	1	0	144
		Bridge Street East	Cherwell Street	550	40	0	590	675	16	0	691
		Bridge Street East	Bridge Street West	1	0	14	16	4	0	14	18
		Cherwell Street	Concord Avenue	781	116	0	897	724	36	0	760
		Cherwell Street	Bridge Street East	343	30	0	373	312	17	0	329
		Cherwell Street	Bridge Street West	45	23	30	98	26	3	30	58
		Bridge Street West	Concord Avenue	17	2	16	36	39	3	16	58
		Bridge Street West	Bridge Street East	12	1	18	31	6	5	18	29
		Bridge Street West	Cherwell Street	16	30	10	56	52	0	10	62
8	Bloxham/ Queensway	Queensway	Bloxham Road East	263	28	0	291	201	0	0	201
		Queensway	Bloxham Road West	308	40	0	347	320	12	0	332
		Bloxham Road East	Queensway	115	24	0	140	147	19	0	166
		Bloxham Road East	Bloxham Road West	341	40	2	382	560	39	2	601
		Bloxham Road West	Queensway	493	36	0	530	553	28	0	581
		Bloxham Road West	Bloxham Road East	570	67	2	639	413	21	2	436
9	Bloxham/ Springfield	Bloxham Road East	Springfield Ave	164	22	0	186	87	1	0	88
		Bloxham Road East	Bloxham Road West	485	57	2	544	794	49	2	845
		Springfield Ave	Bloxham Road East	110	3	0	113	169	6	0	175
		Springfield Ave	Bloxham Road West	247	28	0	275	232	0	0	233
		Bloxham Road West	Bloxham Road East	954	100	2	1056	797	44	2	843
		Bloxham Road West	Springfield Ave	163	6	0	169	97	3	0	100
10	Oxford Road/ Bankside Slip Roads	Oxford Road North	Bankside East	216	1	0	217	324	9	0	333
		Oxford Road North	Oxford Road South	648	88	4	740	565	40	4	609
		Bankside East	Oxford Road South	132	27	0	160	211	1	0	212
		Oxford Road South	Bankside West	252	5	0	257	306	3	0	310
		Oxford Road South	Oxford Road North	560	92	4	656	692	67	4	763

2031 With Dev

Ref	Junction	Approach	Exit	AM Lights	AM Heavies (VEH)	AM Buses (Veh)	AM Total Veh	PM Lights	PM Heavies (Veh)	PM Buses (Veh)	PM Total Veh	AM V/C %	PM V/C %	AM Delay (sec)	PM Delay (sec)
		Bankside West	Oxford Road North	274	6	0	280	162	2	0	164	46	28	5	5
		Bankside East	Longford Park Road	33	0	2	35	133	0	2	136	7	24	4	4
		Bankside East	Bankside West	248	0	2	250	186	3	2	191	32	31	4	4
		Bankside East	Bankside Slips (N)	132	12	0	144	211	0	0	211	22	32	4	4
		Longford Park Road	Bankside East	89	6	2	96	102	1	2	105	13	13	4	4
		Longford Park Road	Bankside West	157	6	0	163	118	2	0	121	19	14	4	4
11	Bankside / Bankside Phase 1 Roundabout	Longford Park Road	Bankside Slips (N)	0	0	0	0	0	0	0	0	0	0	4	4
		Bankside West	Bankside East	274	0	2	276	256	2	2	259	24	22	3	3
		Bankside West	Longford Park Road	15	0	0	16	10	0	0	11	2	1	3	3
		Bankside West	Bankside Slips (N)	0	0	0	0	0	0	0	0	0	0	3	3
		Bankside Slips (N)	Bankside East	3	0	0	3	119	0	0	119	0	12	4	4
		Bankside Slips (N)	Longford Park Road	171	0	0	171	153	1	0	154	15	15	4	4
		Bankside Slips (N)	Bankside West	42	0	0	43	52	3	0	55	4	6	4	4
		Oxford Road North	Oxford Road South	939	50	2	991	835	19	2	856	51	43	5	5
		Oxford Road North	Weeping Cross	5	0	2	7	2	0	2	4	7	6	8	10
12	Oxford Road / Weeping Cross (Bankside Phase 1 Signals)	Oxford Road South	Oxford Road North	826	53	2	881	1124	31	2	1157	45	58	6	7
		Oxford Road South	Weeping Cross	2	0	0	2	0	0	0	1	0	0	6	7
		Weeping Cross	Oxford Road North	0	0	2	2	2	0	2	4	4	3	29	27
		Weeping Cross	Oxford Road South	106	4	0	110	28	5	0	33	41	14	29	27
		Oxford Road North	Twyford Road	240	9	0	249	90	2	0	92	41	14	2	0
		Oxford Road North	Oxford Road South	765	45	2	812	768	21	2	791	61	49	2	0
13	Oxford Road / Twyford Road	Twyford Road	Oxford Road North	46	3	0	49	54	0	0	54	68	101	75	206
		Twyford Road	Oxford Road South	0	0	0	0	12	8	0	20	0	22	12	19
		Oxford Road South	Oxford Road North	768	50	2	820	1058	31	2	1091	58	76	0	0
		Oxford Road South	Twyford Road	0	4	0	4	0	0	0	0	2	0	10	9
		Oxford Road North	Aynho Road	238	1	0	239	149	1	0	150	23	16	3	3
		Oxford Road North	Oxford Road South	453	44	2	499	574	27	2	604	50	57	16	17
14	Oxford Road / Aynho Road	Aynho Road	Oxford Road North	16	3	0	19	167	1	0	167	12	100	41	74
		Aynho Road	Oxford Road South	89	10	0	99	99	6	0	106	40	100	41	74
		Oxford Road South	Oxford Road North	720	51	2	773	852	31	2	884	63	71	11	12
		Oxford Road South	Aynho Road	55	31	0	86	62	19	0	81	25	23	17	19
		Hightown Rd North	Bankside	210	12	4	226	480	8	4	492	0	0	0	0
		Hightown Rd North	Hightown Rd South	97	1	0	98	154	4	0	157	34	57	36	37
		Hightown Rd North	Lambs Crescent	0	0	0	0	0	0	0	0	34	57	36	37
		Bankside	Hightown Rd North	329	9	4	342	192	0	4	197	90	74	36	37
		Bankside	Hightown Rd South	24	1	0	25	81	0	0	81	34	57	36	37
15	Bankside/ Hightown Rd/ Lambs Crescent	Bankside	Lambs Crescent	0	0	0	0	1	0	0	1	34	57	36	37
		Hightown Rd South	Hightown Rd North	193	4	0	197	203	1	0	203	28	24	19	13
		Hightown Rd South	Bankside	25	0	0	25	24	0	0	24	28	24	19	13
		Hightown Rd South	Lambs Crescent	3	0	0	3	4	0	0	4	1	1	19	13
		Lambs Crescent	Hightown Rd North	0	0	0	0	0	0	0	0	0	0	45	45
		Lambs Crescent	Bankside	0	0	0	0	0	0	0	0	0	0	45	45
		Lambs Crescent	Hightown Rd South	0	0	0	0	3	0	0	3	0	4	45	45
		Cherwell Street	Swan Close Rd	226	2	2	230	558	9	2	569	21	45	6	6
		Cherwell Street	Upper Windsor St	427	21	0	448	298	4	0	301	70	41	30	24
16	A4260 Cherwell Street/ Swan Close Rd	Swan Close Rd	Cherwell Street	441	13	4	458	455	1	4	460	100	102	137	131
		Swan Close Rd	Upper Windsor St	131	16	0	147	197	0	0	197	23	28	14	17
		Upper Windsor St	Cherwell Street	356	15	0	371	401	3	0	403	36	38	12	12
		Upper Windsor St	Swan Close Rd	132	1	0	134	43	4	0	47	51	23	42	42
		Oxford Road North	Longford Park Road	9	1	0	9	29	0	0	29	2	5	6	6
		Oxford Road North	Oxford Road South	859	50	2	911	806	18	2	826	47	42	6	6
17	Oxford Road / Longford Park Road	Longford Park Road	Oxford Road North	133	0	0	133	11	0	0	11	100	6	34	28
		Longford Park Road	Oxford Road South	85	0	2	87	31	1	2	34	100	18	34	28
		Oxford Road South	Oxford Road North	787	53	2	842	1055	31	2	1088	46	60	2	2
		Oxford Road South	Longford Park Road	39	0	2	41	71	0	2	73	25	45	9	11
		Oxford Road North	Ban12 site access	60	0	0	60	8	0	0	8	19	2	11	10
		Oxford Road North	Oxford Road South	986	54	2	1042	855	23	2	880	64	51	11	10
18	Oxford Road / Site Access Ban12	Ban12 site access	Oxford Road North	36	0	0	36	15	0	0	15	16	6	22	21
		Ban12 site access	Oxford Road South	20	0	0	20	3	0	0	3	9	1	22	21
		Oxford Road South	Oxford Road North	792	53	2	847	1110	31	2	1143	46	60	10	11
		Oxford Road South	Ban12 site access	22	0	0	22	2	0	0	2	5	1	19	15

Difference from Baseline

AM Demand Diff	AM V/C % Diff	AM Delay Diff	PM Demand Diff	PM V/C % Diff	PM Delay Diff
81	12	0	72	12	0
19	3	0	77	13	0
-19	-2	0	-4	3	0
-5	-1	0	-5	3	0
71	10	0	44	6	0
163	19	0	121	14	0
0	0	0	0	0	0
-15	-1	0	-7	0	0
16	2	0	11	1	0
0	0	0	0	0	0
0	0	0	-3	1	0
171	15	0	154	15	0
-1	1	0	-8	0	0
33	2	0	-11	-1	0
5	3	0	2	1	0
-7	0	0	32	2	0
0	0	0	0	0	0
0	0	0	2	1	0
-16	-6	0	-2	-1	0
28	4	2	0	0	0
-8	1	2	-13	-1	0
-2	-2	-2	1	0	10
0	0	-16	20	-79	-103
-6	0	0	31	2	0
0	0	1	0	0	1
1	0	0	7	1	0
-6	-1	0	5	1	0
-13	-7	0	13	0	1
1	-2	0	-9	0	1
6	0	0	18	1	0
-8	-3	-1	-14	-3	0
20	0	0	48	0	0
8	26	2	-4	12	1
0	26	2	0	12	1
47	15	2	12	9	1
8	26	2	1	12	1
0	26	2	0	12	1
-7	-1	0	-4	0	0
-1	-1	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	2	3	0
12	1	0	39	2	0
-17	-2	0	-19	-3	0
-10	0	55	0	1	26
39	6	1	4	1	0
-40	-4	0	-6	-1	0
-2	-1	0	-5	-2	0
9	2	-3	29	5	-2
-35	-1	0	-40	-2	0
133	100	6	11	6	1
73	92	7	31	15	1
-44	0	0	-31	4	0
38	21	4	64	37	5
-4	8	11	0	1	10
21	7	11	-13	4	10
0	-54	-97	0	-27	-74
0	-5	-29	0	0	4
-7	-2	10	32	1	11
-1	-7	1	0	0	3

AM PCU Lights	AM PCU Heavies (VEH)	AM PCU Buses (Veh)	AM PCU Total Veh	PM PCU Lights	PM PCU Heavies (Veh)	PM PCU Buses (Veh)	PM PCU Total Veh
274	14	0	288	162	5	0	166
33	0	4	37	133	1	4	138
248	0	4	252	186	7	4	197
132	27	0	160	211	1	0	212
89	13	4	105	102	2	4	108
157	14	0	170	118	5	0	123
0	0	0	0	0	0	0	0
274	0	4	278	256	3	4	263
15	0	0	16	10	1	0	11
0	0	0	0	0	0	0	0
3	0	0	3	119	0	0	119
171	1	0	172	153	1	0	155
42	0	0	43	52	8	0	60
939	116	4	1059	835	43	4	882
5	0	4	9	2	0	4	6
826	121	4	951	1124	72	4	1200
2	0	0	2	0	0	0	1
0	0	4	4	2	0	4	6
106	8	0	114	28	10	0	38
240	21	0	261	90	5	0	95
765	103	4	872	768	48	4	820
46	6	0	52	54	0	0	54
0	0	0	0	12	18	0	30
768	115	4	887	1058	72	4	1134
0	9	0	9	0	0	0	0
238	2	0	240	149	3	0	152
453	101	4	559	574	63	4	641
16	6	0	22	167	2	0	168
89	23	0	111	99	15	0	114
720	117	4	841	852	71	4	926
55	72	0	126	62	43	0	105
210	28	8	246	480	18	8	506
97	2	0	99	154	8	0	162
0	0	0	0	0	0	0	0
329	21	8	358	192	1	8	201
24	2	0	26	81	0	0	81
0	0	0	0	1	0	0	1
193	8	0	201	203	2	0	204
25	0	0	25	24	1	0	25
3	0	0	3	4	0	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	3
226	5	4	235	558	21	4	582
427	49	0	476	298	8	0	306
441	29	8	479	455	3	8	466
131	38	0	168	197	0	0	197
356	34	0	391	401	6	0	407
132	3	0	135	43	8	0	51
9	1	0	10	29	0	0	29
859	115	4	978	806	41	4	851
133	0	0	134	11	0	0	11
85	1	4	90	31	3	4	37
787	121	4	912	1055	72	4	1131
39	0	4	43	71	0	4	75
60	0	0	60	8	0	0	8
986	124	4	1114	855	54	4	912
36	0	0	36	15	0	0	15
20	0	0	20	3	0	0	3
792	121	4	918	1110	72	4	1186
22	0	0	22	2	0	0	2

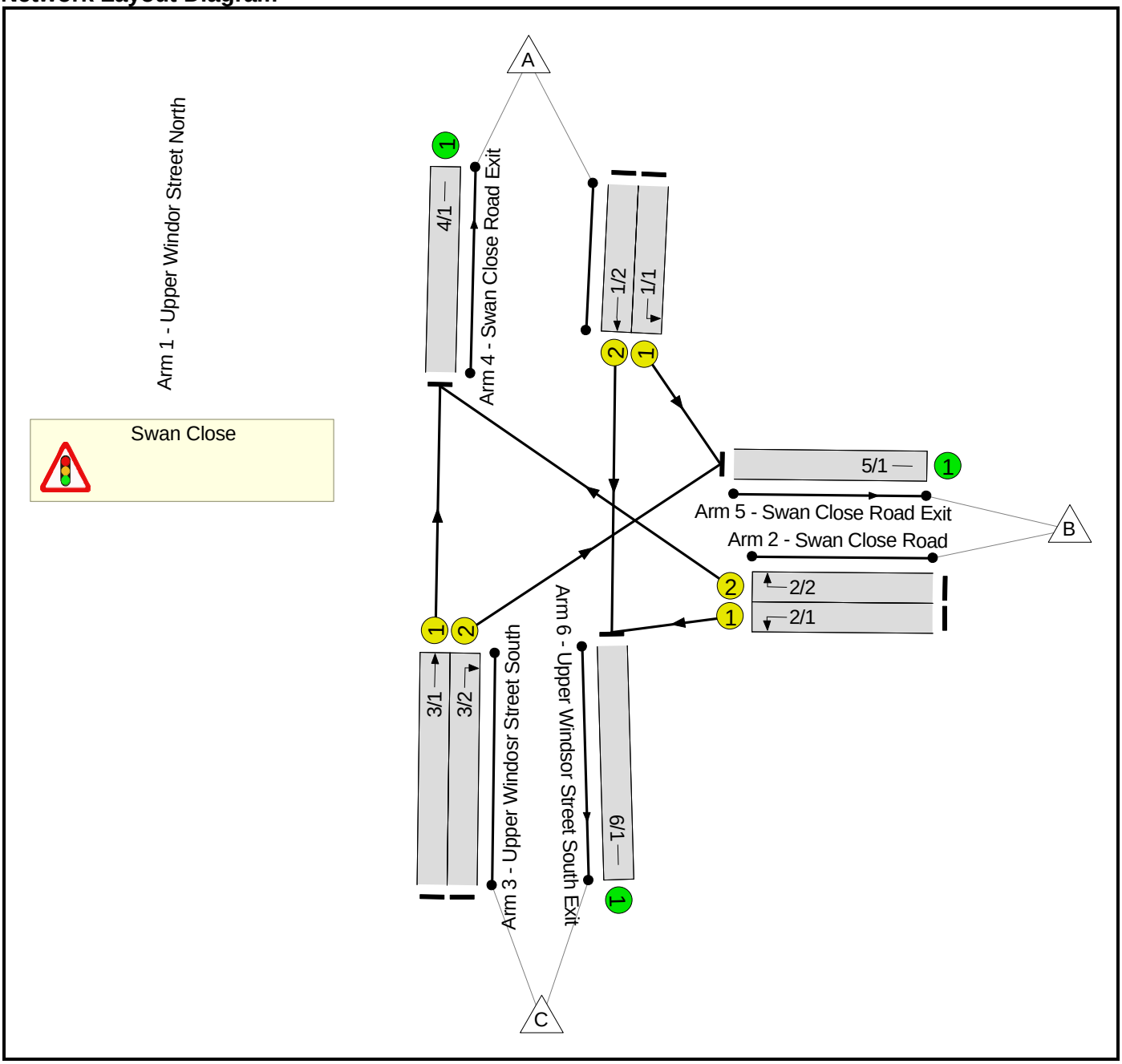
APPENDIX S

Full Input Data And Results

User and Project Details

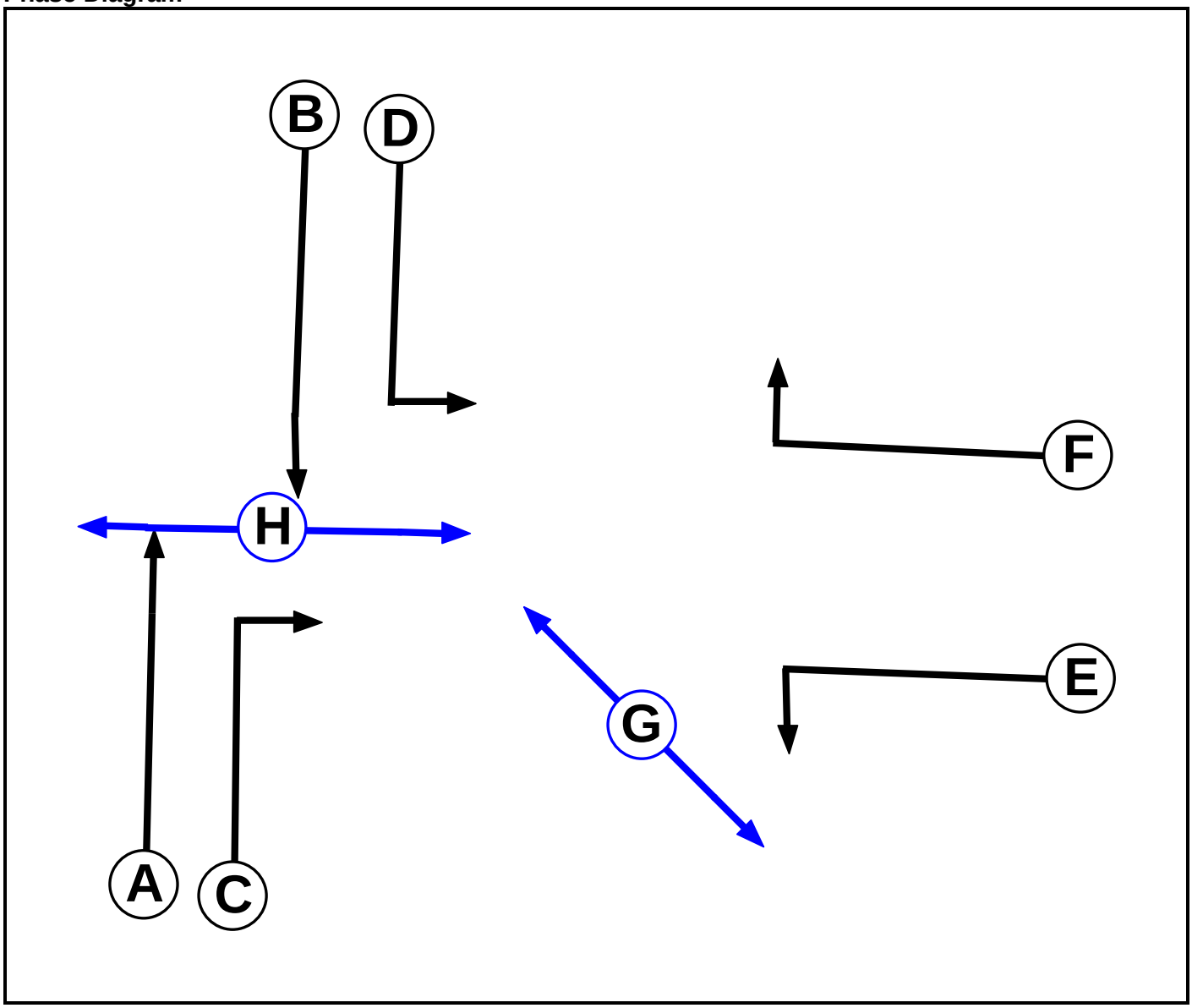
Project:	
Title:	
Location:	
Additional detail:	
File name:	Swan Close Signals.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

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	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		8	8

Full Input Data And Results

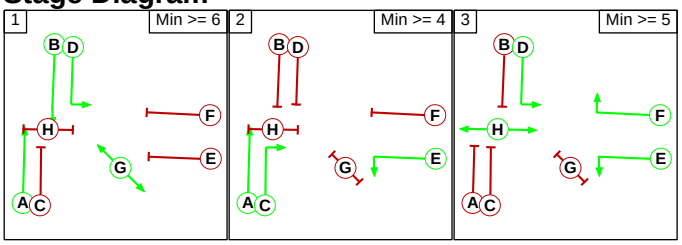
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	-	-	-	6	-	5
	B	-		6	-	8	7	-	7
	C	-	7		8	-	6	-	5
	D	-	-	5		-	-	-	-
	E	-	5	-	-		-	5	-
	F	7	6	7	-	-		-	-
	G	-	-	-	-	9	-		-
	H	13	13	13	-	-	-	-	

Phases in Stage

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

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		9	9
	2	8		8
	3	13	13	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Swan Close
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Swan Close												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Upper Windor Street North)	U	D	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	20.00
1/2 (Upper Windor Street North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm 6 Ahead	Inf
2/1 (Swan Close Road)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	20.00
2/2 (Swan Close Road)	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm 4 Right	15.00
3/1 (Upper Windosr Street South)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Ahead	Inf
3/2 (Upper Windosr Street South)	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 5 Right	15.00
4/1 (Swan Close Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Swan Close Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Upper Windsor Street South Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Base AM Peak Test'	08:00	09:00	01:00	
2: 'Base PM Peak Test'	17:00	18:00	01:00	
3: '2026 AM with Dev'	08:00	09:00	01:00	
4: '2026 PM with Dev'	17:00	18:00	01:00	
5: '2031 AM with Dev'	08:00	09:00	01:00	
6: '2031 PM with Dev'	17:00	18:00	01:00	
7: '2026 AM Base'	08:00	09:00	01:00	
8: '2026 PM Base'	17:00	18:00	01:00	
9: '2031 AM Base'	08:00	09:00	01:00	
10: '2031 PM Base'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	584	441	1025
	B	707	0	19	726
	C	608	51	0	659
	Tot.	1315	635	460	2410

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Swan Close	
1/1	584
1/2	441
2/1	19
2/2	707
3/1	608
3/2	51
4/1	1315
5/1	635
6/1	460

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	716	527	1243
	B	610	0	93	703
	C	399	74	0	473
	Tot.	1009	790	620	2419

Traffic Lane Flows

Lane	**Scenario 2: Scenario 2**
Junction: Swan Close	
1/1	716
1/2	527
2/1	93
2/2	610
3/1	399
3/2	74
4/1	1009
5/1	790
6/1	620

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM with Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	208	505	713
	B	481	0	154	635
	C	418	132	0	550
	Tot.	899	340	659	1898

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Swan Close	
1/1	208
1/2	505
2/1	154
2/2	481
3/1	418
3/2	132
4/1	899
5/1	340
6/1	659

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM with Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	550	289	839
	B	471	0	194	665
	C	374	69	0	443
	Tot.	845	619	483	1947

Traffic Lane Flows

Lane	**Scenario 4: Scenario 4**
Junction: Swan Close	
1/1	550
1/2	289
2/1	194
2/2	471
3/1	374
3/2	69
4/1	845
5/1	619
6/1	483

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2031 AM with Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	235	476	711
	B	479	0	168	647
	C	391	135	0	526
	Tot.	870	370	644	1884

Traffic Lane Flows

Lane	**Scenario 5: Scenario 5**
Junction: Swan Close	
1/1	235
1/2	476
2/1	168
2/2	479
3/1	391
3/2	135
4/1	870
5/1	370
6/1	644

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Sceanrio 6' (FG6: '2031 PM with Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	582	306	888
	B	466	0	197	663
	C	407	51	0	458
	Tot.	873	633	503	2009

Traffic Lane Flows

Lane	Scenario 6: Sceanrio 6
Junction: Swan Close	
1/1	582
1/2	306
2/1	197
2/2	466
3/1	407
3/2	51
4/1	873
5/1	633
6/1	503

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2026 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	187	529	716
	B	492	0	104	596
	C	495	132	0	627
	Tot.	987	319	633	1939

Traffic Lane Flows

Lane	**Scenario 7: Scenario 7**
Junction: Swan Close	
1/1	187
1/2	529
2/1	104
2/2	492
3/1	495
3/2	132
4/1	987
5/1	319
6/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2026 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	531	280	811
	B	472	0	190	662
	C	373	66	0	439
	Tot.	845	597	470	1912

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Swan Close	
1/1	531
1/2	280
2/1	190
2/2	472
3/1	373
3/2	66
4/1	845
5/1	597
6/1	470

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2031 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	223	493	716
	B	490	0	123	613
	C	438	137	0	575
	Tot.	928	360	616	1904

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Swan Close	
1/1	223
1/2	493
2/1	123
2/2	490
3/1	438
3/2	137
4/1	928
5/1	360
6/1	616

Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2031 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	544	329	873
	B	466	0	193	659
	C	413	56	0	469
	Tot.	879	600	522	2001

Traffic Lane Flows

Lane	**Scenario 10: Scenario 10**
Junction: Swan Close	
1/1	544
1/2	329
2/1	193
2/2	466
3/1	413
3/2	56
4/1	879
5/1	600
6/1	522

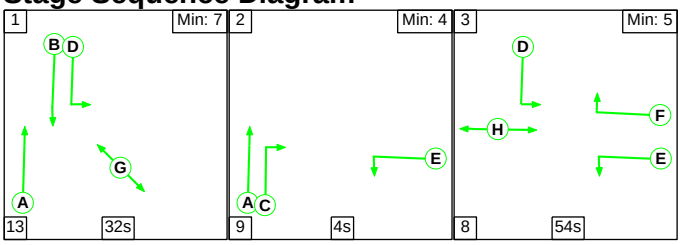
Full Input Data And Results

Lane Saturation Flows

Junction: Swan Close								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Upper Windor Street North)	3.65	0.00	Y	Arm 5 Left	20.00	100.0 %	1842	1842
1/2 (Upper Windor Street North)	3.65	0.00	N	Arm 6 Ahead	Inf	100.0 %	2120	2120
2/1 (Swan Close Road)	3.00	0.00	Y	Arm 6 Left	20.00	100.0 %	1781	1781
2/2 (Swan Close Road)	3.65	0.00	N	Arm 4 Right	15.00	100.0 %	1927	1927
3/1 (Upper Windosr Street South)	3.65	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1980	1980
3/2 (Upper Windosr Street South)	3.65	0.00	N	Arm 5 Right	15.00	100.0 %	1927	1927
4/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Swan Close Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Upper Windsor Street South Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

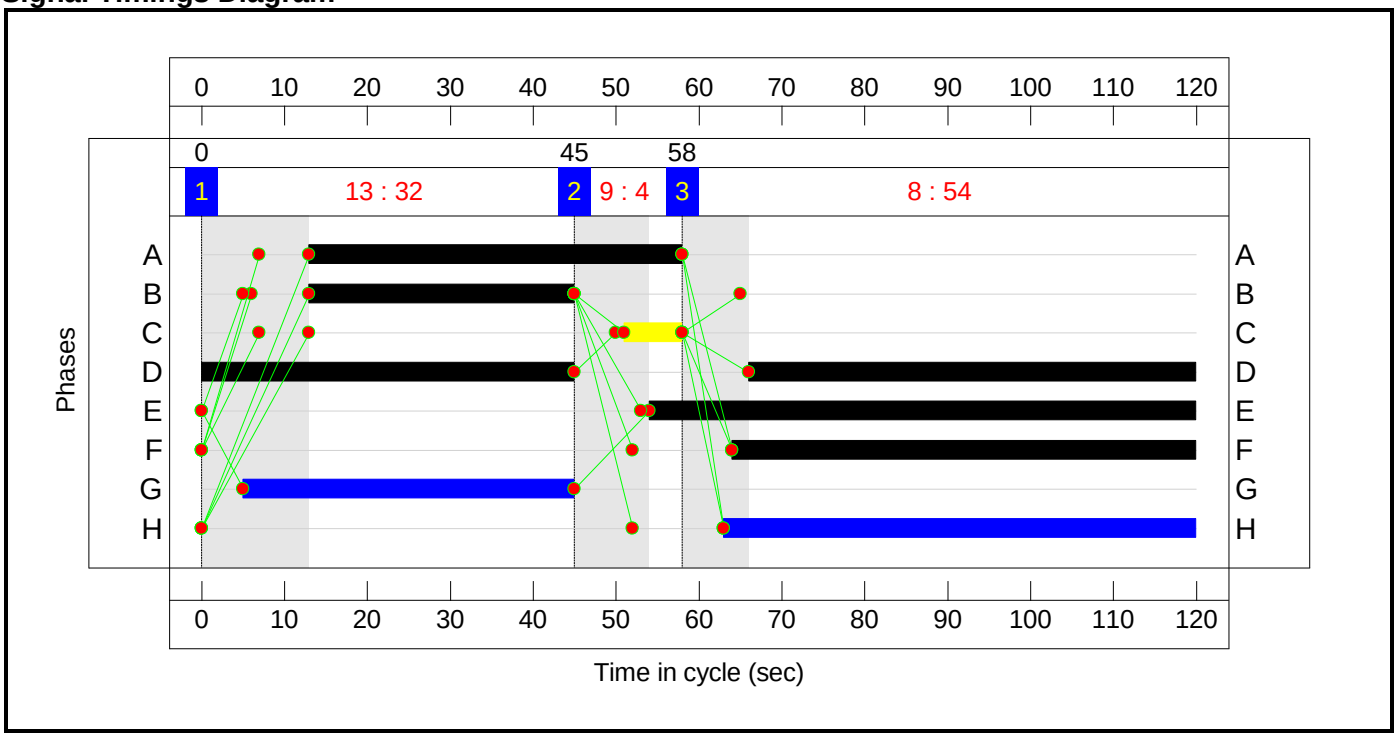


Stage Timings

Stage	1	2	3
Duration	32	4	54
Change Point	0	45	58

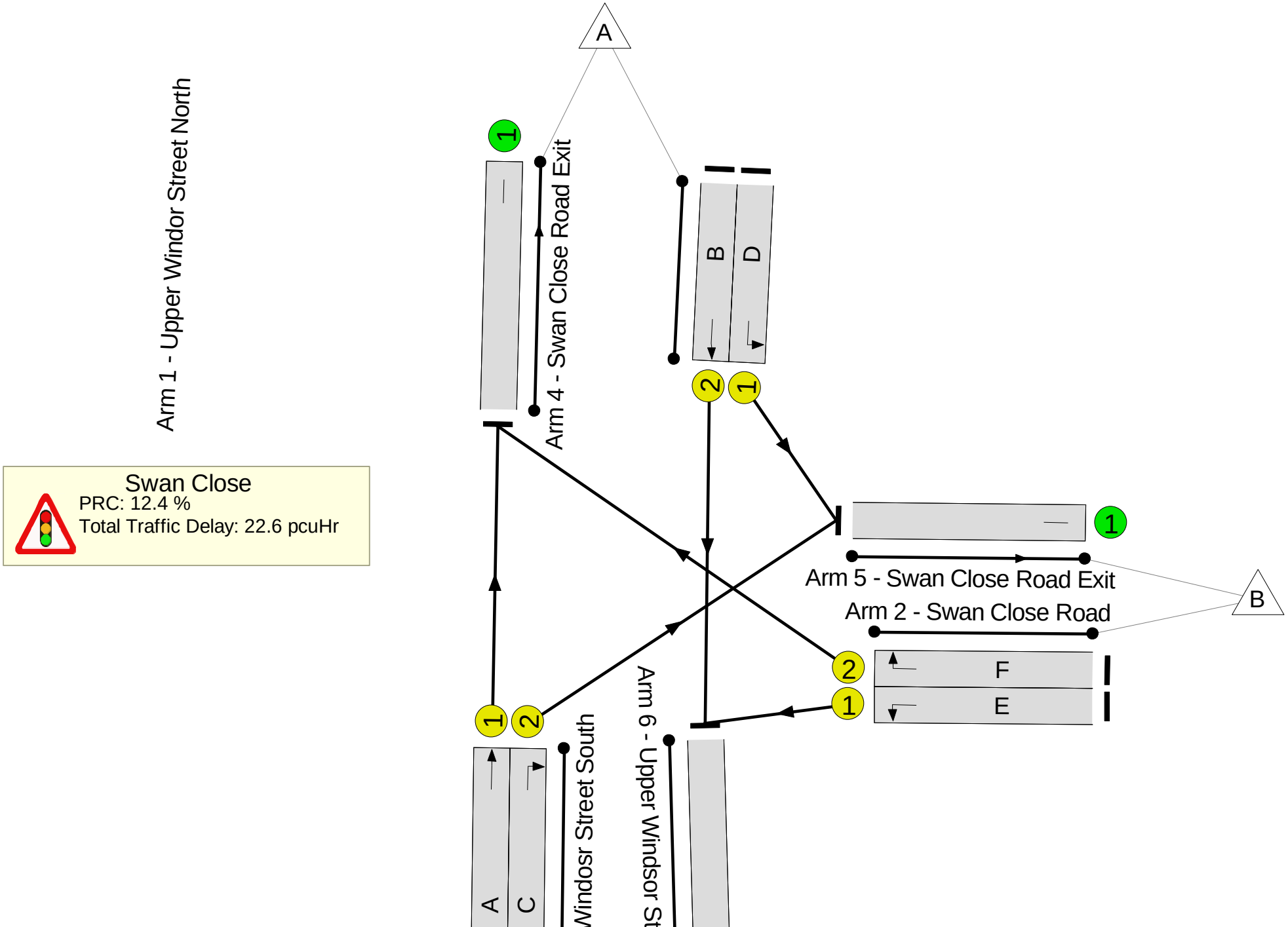
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 12.4 %
Total Traffic Delay: 22.6 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	99	-	584	1842	1535	38.0%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	32	-	441	2120	583	75.6%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	66	-	19	1781	994	1.9%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	56	-	707	1927	915	77.2%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	45	-	608	1980	759	80.1%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	51	1927	128	39.7%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	1315	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%

Full Input Data And Results

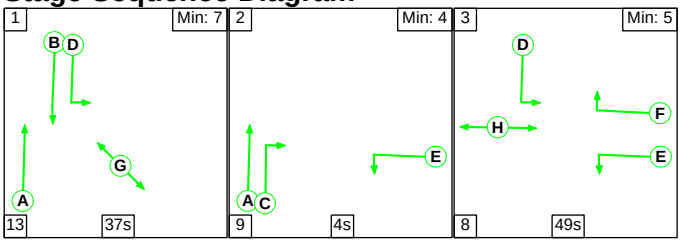
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**16.8**	**5.8**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**16.8**	**5.8**	**0.0**	**22.6**	**-**	**-**	**-**	**-**
1/1	584	584	-	-	-	0.4	0.3	-	0.7	4.3	4.7	0.3	5.0
1/2	441	441	-	-	-	4.9	1.5	-	6.4	52.2	13.4	1.5	14.9
2/1	19	19	-	-	-	0.1	0.0	-	0.1	13.8	0.3	0.0	0.3
2/2	707	707	-	-	-	5.1	1.7	-	6.8	34.6	19.4	1.7	21.1
3/1	608	608	-	-	-	5.6	2.0	-	7.5	44.5	17.9	2.0	19.9
3/2	51	51	-	-	-	0.8	0.3	-	1.1	76.7	1.6	0.3	2.0
4/1	1315	1315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 22.59 Cycle Time (s): 120
PRC Over All Lanes (%): 12.4 Total Delay Over All Lanes(pcuHr): 22.59

Full Input Data And Results

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

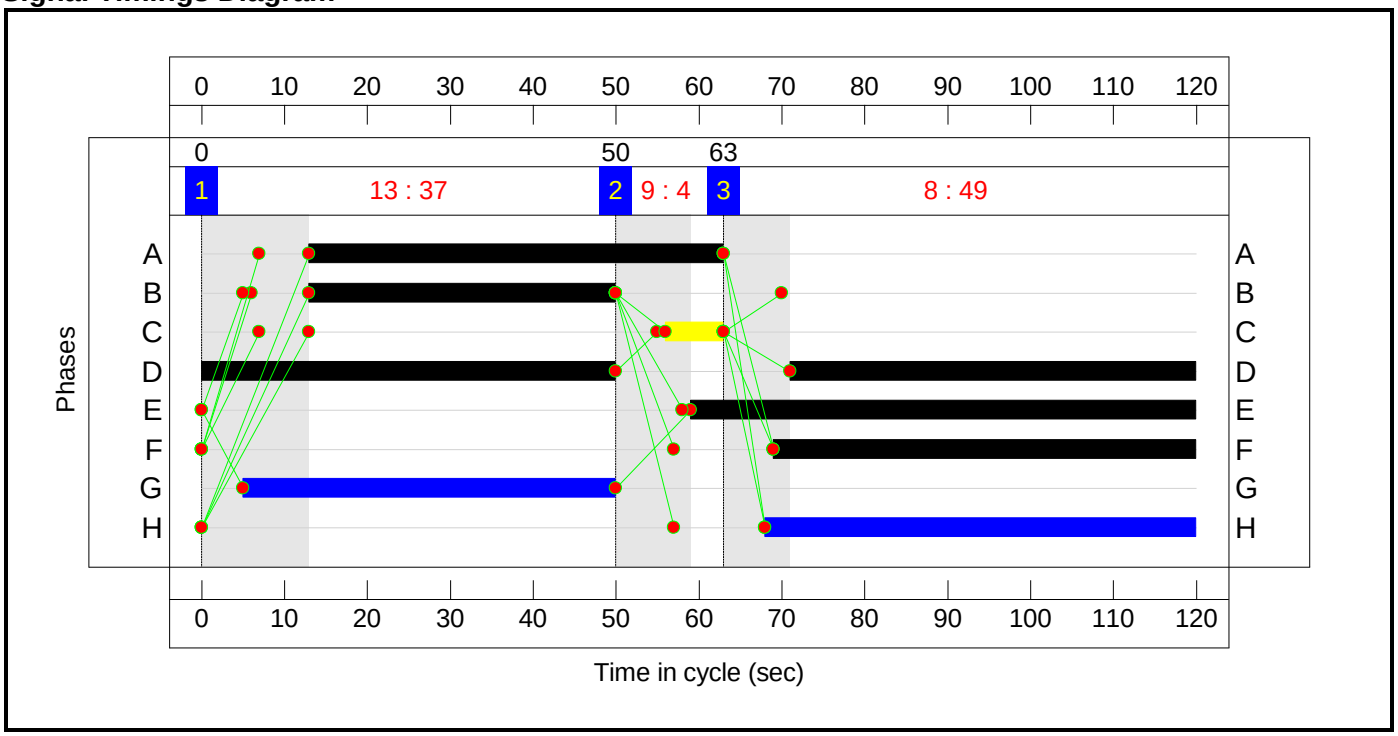
Stage Sequence Diagram



Stage Timings

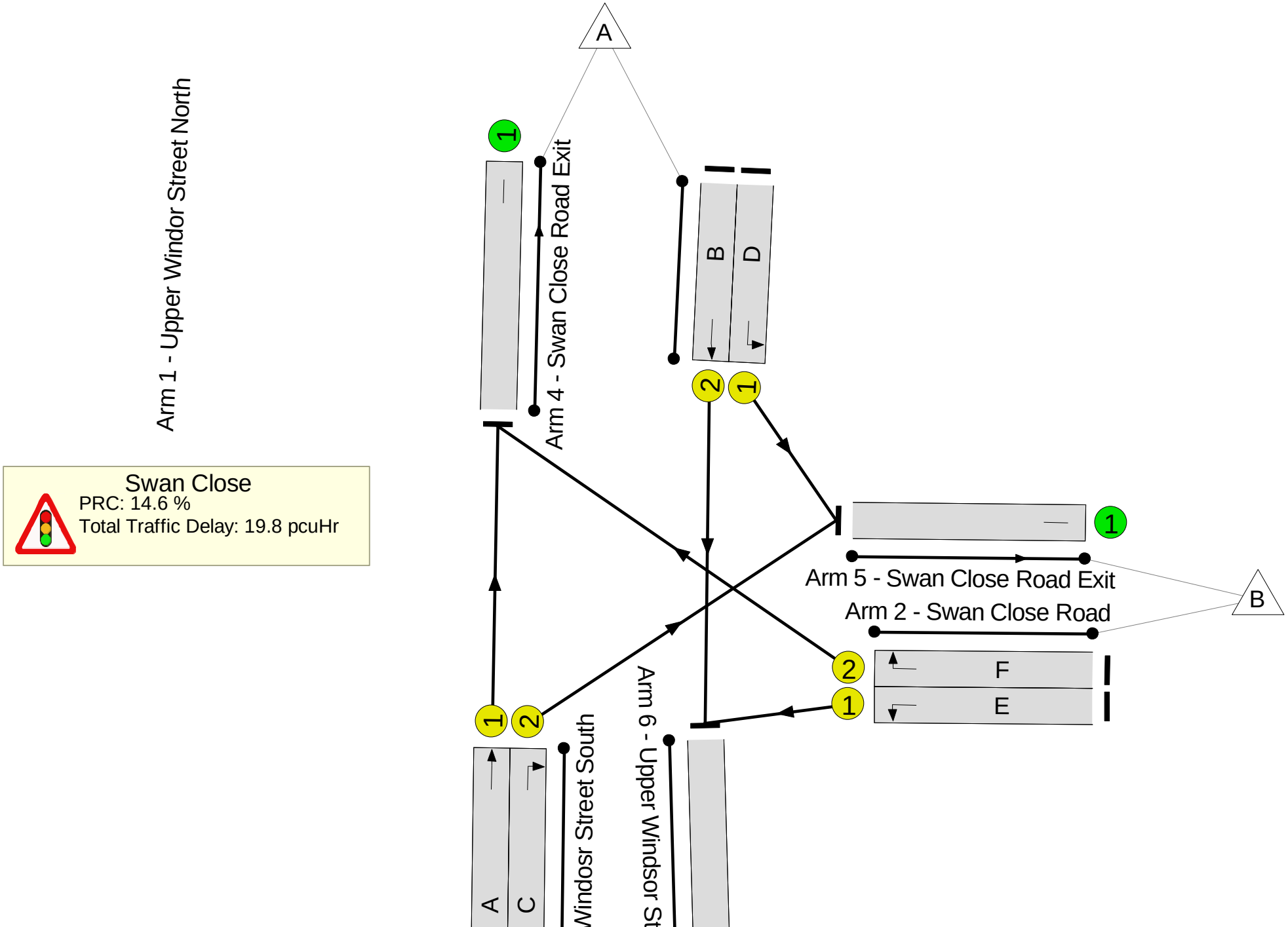
Stage	1	2	3
Duration	37	4	49
Change Point	0	50	63

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 14.6 %
Total Traffic Delay: 19.8 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Windosr Street South
Arm 6 - Upper Windsor St

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**78.5%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	99	-	716	1842	1535	46.6%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	37	-	527	2120	671	78.5%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	61	-	93	1781	920	10.1%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	51	-	610	1927	835	73.1%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	50	-	399	1980	842	47.4%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	74	1927	128	57.6%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	1009	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%

Full Input Data And Results

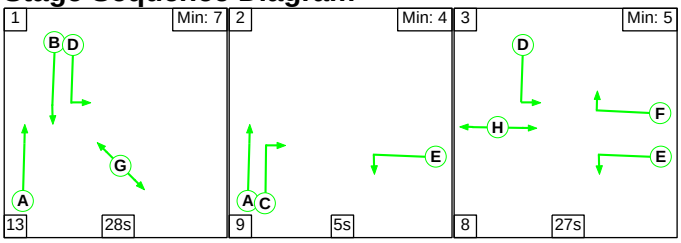
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.0**	**4.7**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**15.0**	**4.7**	**0.0**	**19.8**	**-**	**-**	**-**	**-**
1/1	716	716	-	-	-	0.5	0.4	-	1.0	4.9	6.4	0.4	6.8
1/2	527	527	-	-	-	5.5	1.8	-	7.2	49.5	16.0	1.8	17.7
2/1	93	93	-	-	-	0.4	0.1	-	0.4	17.0	1.6	0.1	1.6
2/2	610	610	-	-	-	4.8	1.3	-	6.1	36.1	16.8	1.3	18.1
3/1	399	399	-	-	-	2.8	0.4	-	3.2	28.9	9.5	0.4	10.0
3/2	74	74	-	-	-	1.1	0.7	-	1.8	86.6	2.4	0.7	3.0
4/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 14.6 Total Delay for Signalled Lanes (pcuHr): 19.76 Cycle Time (s): 120
PRC Over All Lanes (%): 14.6 Total Delay Over All Lanes(pcuHr): 19.76

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM with Dev', Plan 1: 'Network Control Plan 1')

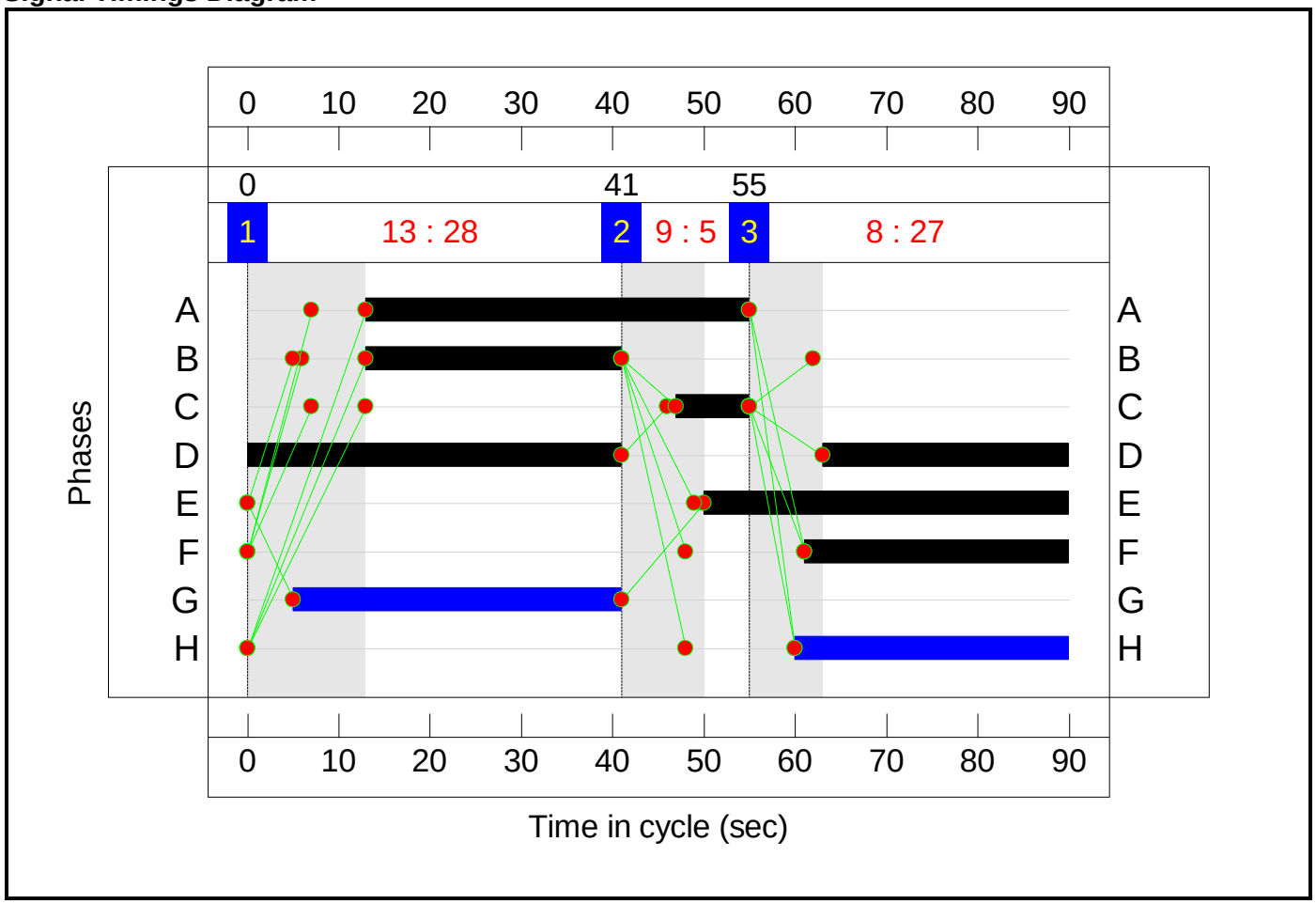
Stage Sequence Diagram



Stage Timings

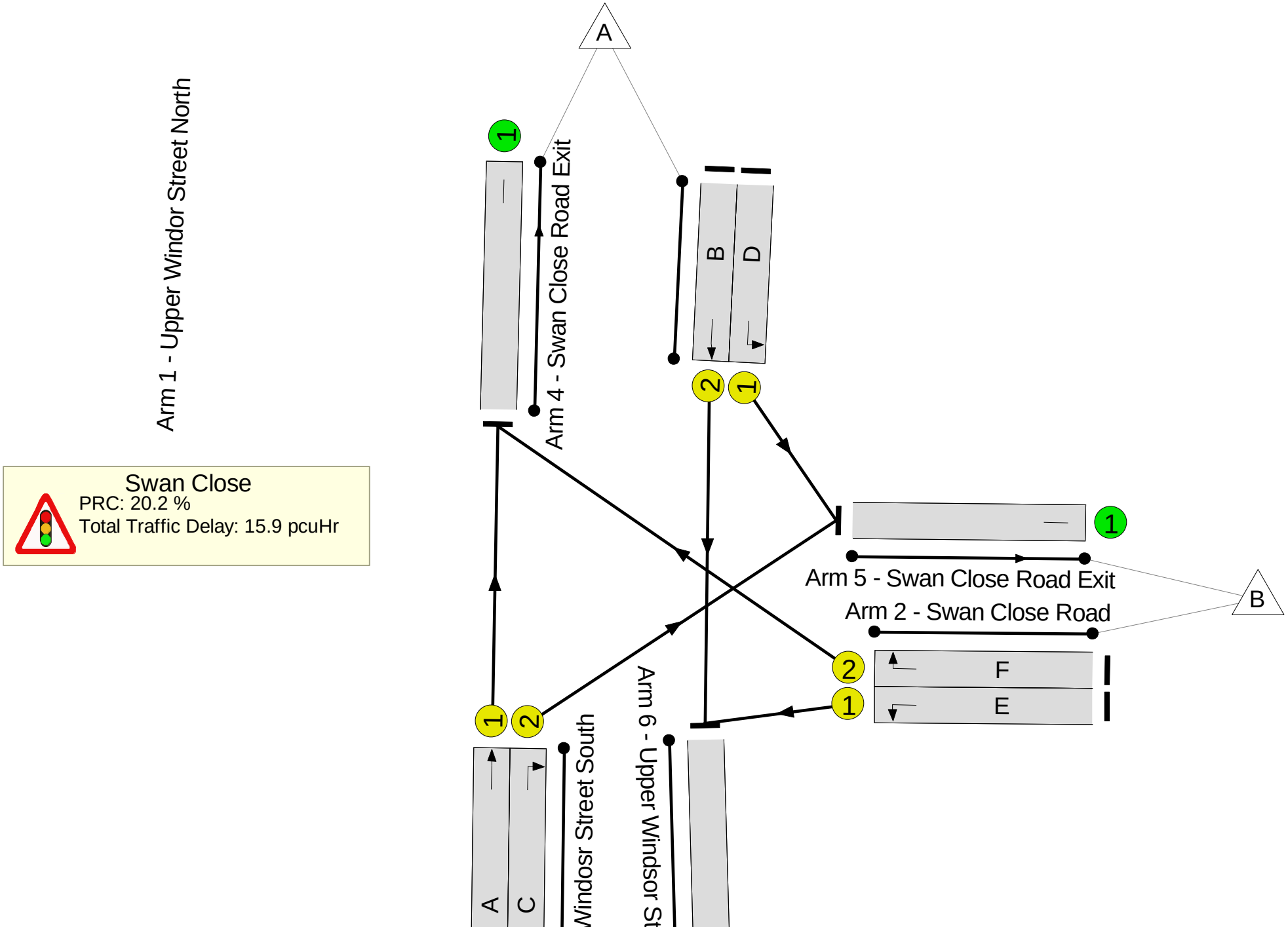
Stage	1	2	3
Duration	28	5	27
Change Point	0	41	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 20.2 %
Total Traffic Delay: 15.9 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 3 - Windosr Street South
Arm 6 - Upper Windsor Street

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	68	-	208	1842	1412	14.7%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	28	-	505	2120	683	73.9%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	40	-	154	1781	811	19.0%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	29	-	481	1927	642	74.9%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	42	-	418	1980	946	44.2%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	8	-	132	1927	193	68.5%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%

Full Input Data And Results

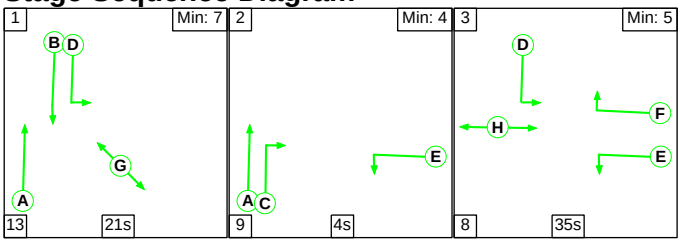
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.4**	**4.5**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**11.4**	**4.5**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
1/1	208	208	-	-	-	0.2	0.1	-	0.2	4.3	1.3	0.1	1.4
1/2	505	505	-	-	-	3.8	1.4	-	5.2	37.1	11.2	1.4	12.6
2/1	154	154	-	-	-	0.6	0.1	-	0.7	17.4	2.3	0.1	2.4
2/2	481	481	-	-	-	3.6	1.5	-	5.0	37.6	10.6	1.5	12.0
3/1	418	418	-	-	-	1.8	0.4	-	2.2	19.0	6.9	0.4	7.2
3/2	132	132	-	-	-	1.4	1.1	-	2.5	67.8	3.2	1.1	4.2
4/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 20.2 Total Delay for Signalled Lanes (pcuHr): 15.90 Cycle Time (s): 90
PRC Over All Lanes (%): 20.2 Total Delay Over All Lanes(pcuHr): 15.90

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 PM with Dev', Plan 1: 'Network Control Plan 1')

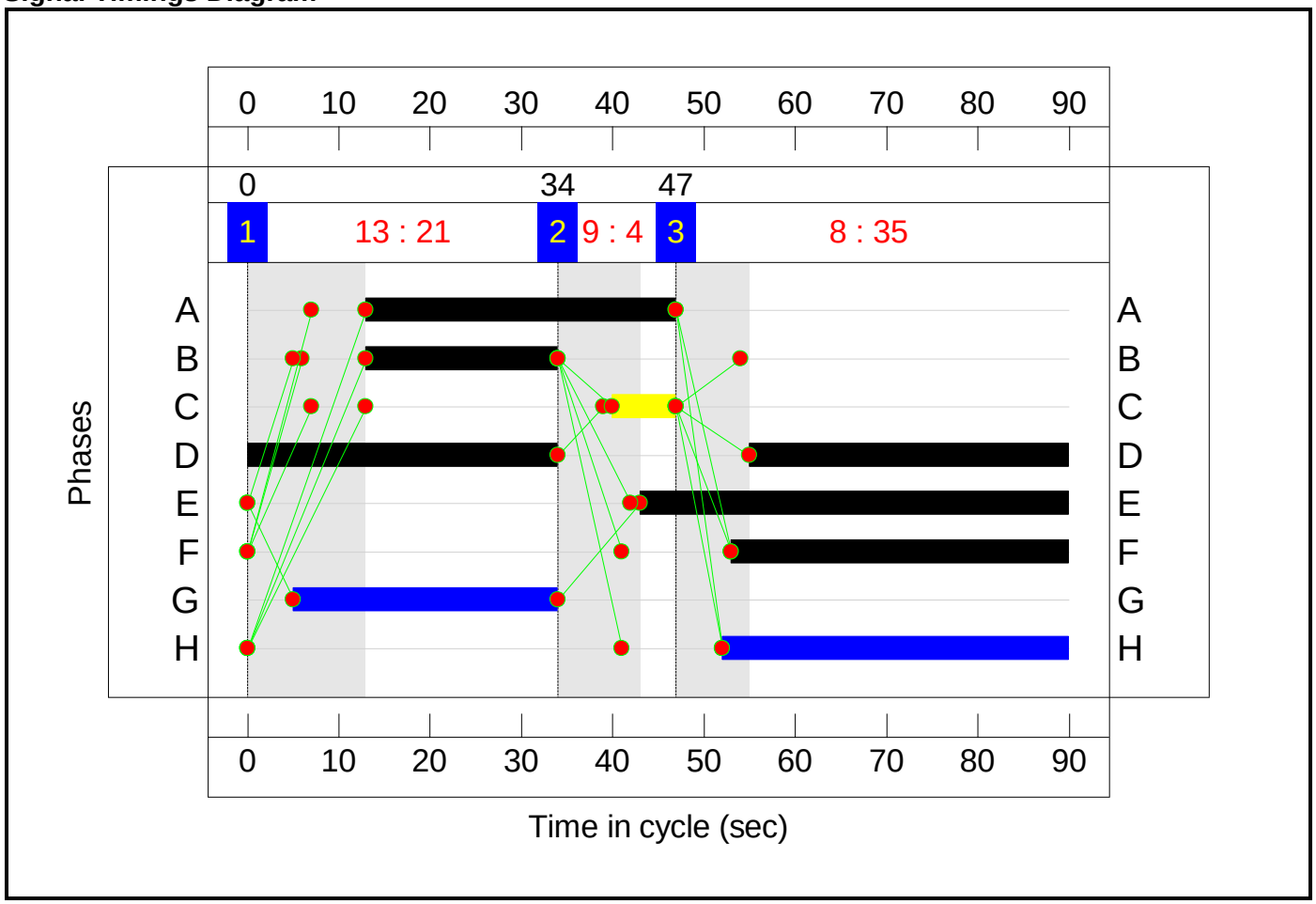
Stage Sequence Diagram



Stage Timings

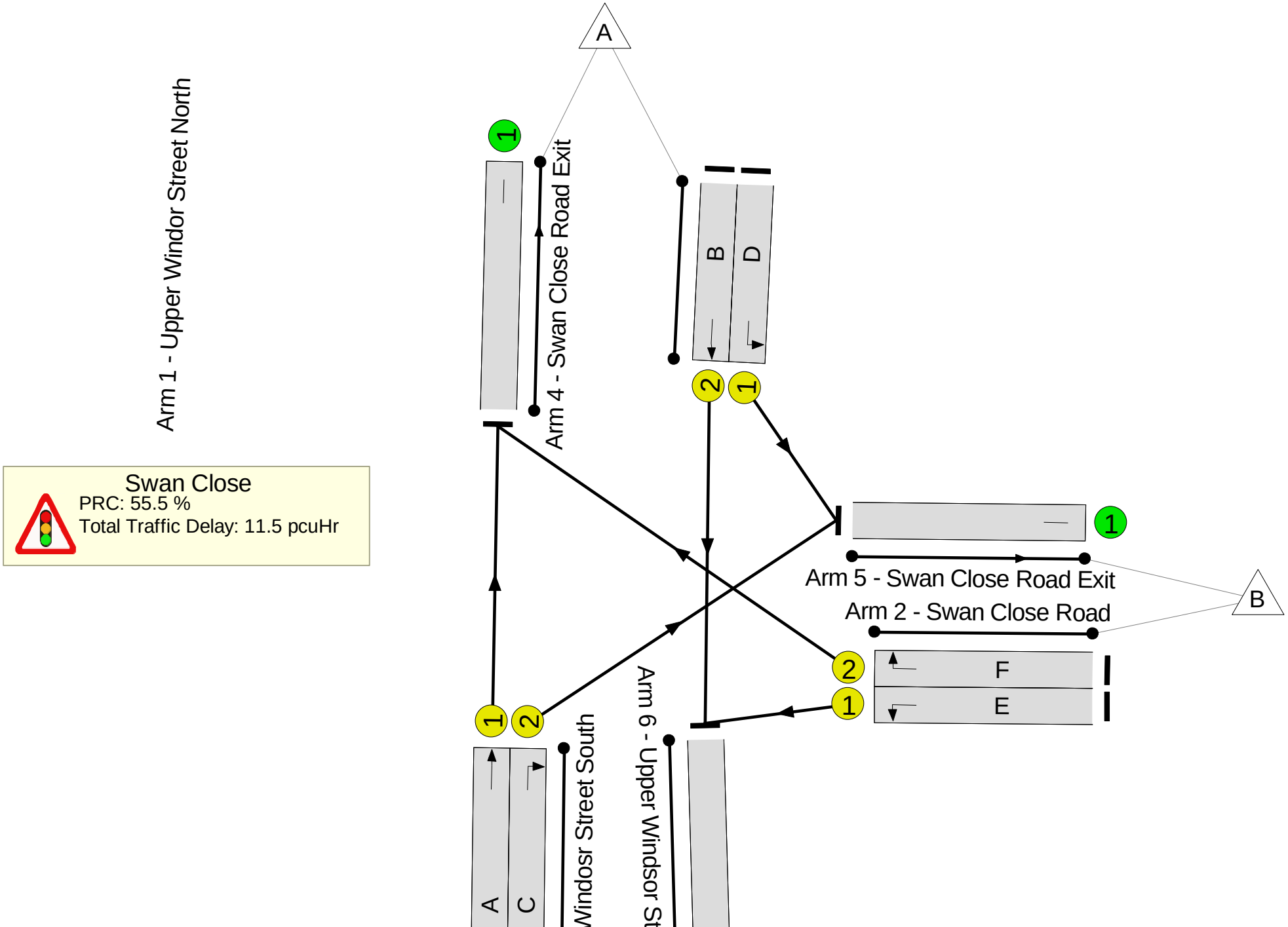
Stage	1	2	3
Duration	21	4	35
Change Point	0	34	47

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 55.5 %
Total Traffic Delay: 11.5 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	69	-	550	1842	1433	38.4%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	21	-	289	2120	518	55.8%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	47	-	194	1781	950	20.4%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	37	-	471	1927	814	57.9%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	34	-	374	1980	770	48.6%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	69	1927	171	40.3%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%

Full Input Data And Results

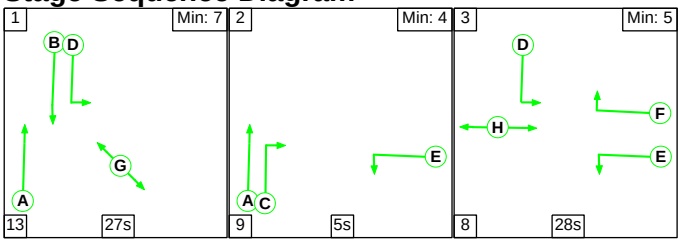
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**2.6**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**9.0**	**2.6**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	550	550	-	-	-	0.5	0.3	-	0.8	5.2	4.3	0.3	4.6
1/2	289	289	-	-	-	2.4	0.6	-	3.0	37.6	6.3	0.6	6.9
2/1	194	194	-	-	-	0.6	0.1	-	0.7	13.4	2.5	0.1	2.7
2/2	471	471	-	-	-	2.6	0.7	-	3.3	25.1	8.9	0.7	9.6
3/1	374	374	-	-	-	2.2	0.5	-	2.6	25.3	7.0	0.5	7.4
3/2	69	69	-	-	-	0.7	0.3	-	1.1	56.2	1.6	0.3	2.0
4/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.5 Total Delay for Signalled Lanes (pcuHr): 11.52 Cycle Time (s): 90
PRC Over All Lanes (%): 55.5 Total Delay Over All Lanes(pcuHr): 11.52

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 AM with Dev', Plan 1: 'Network Control Plan 1')

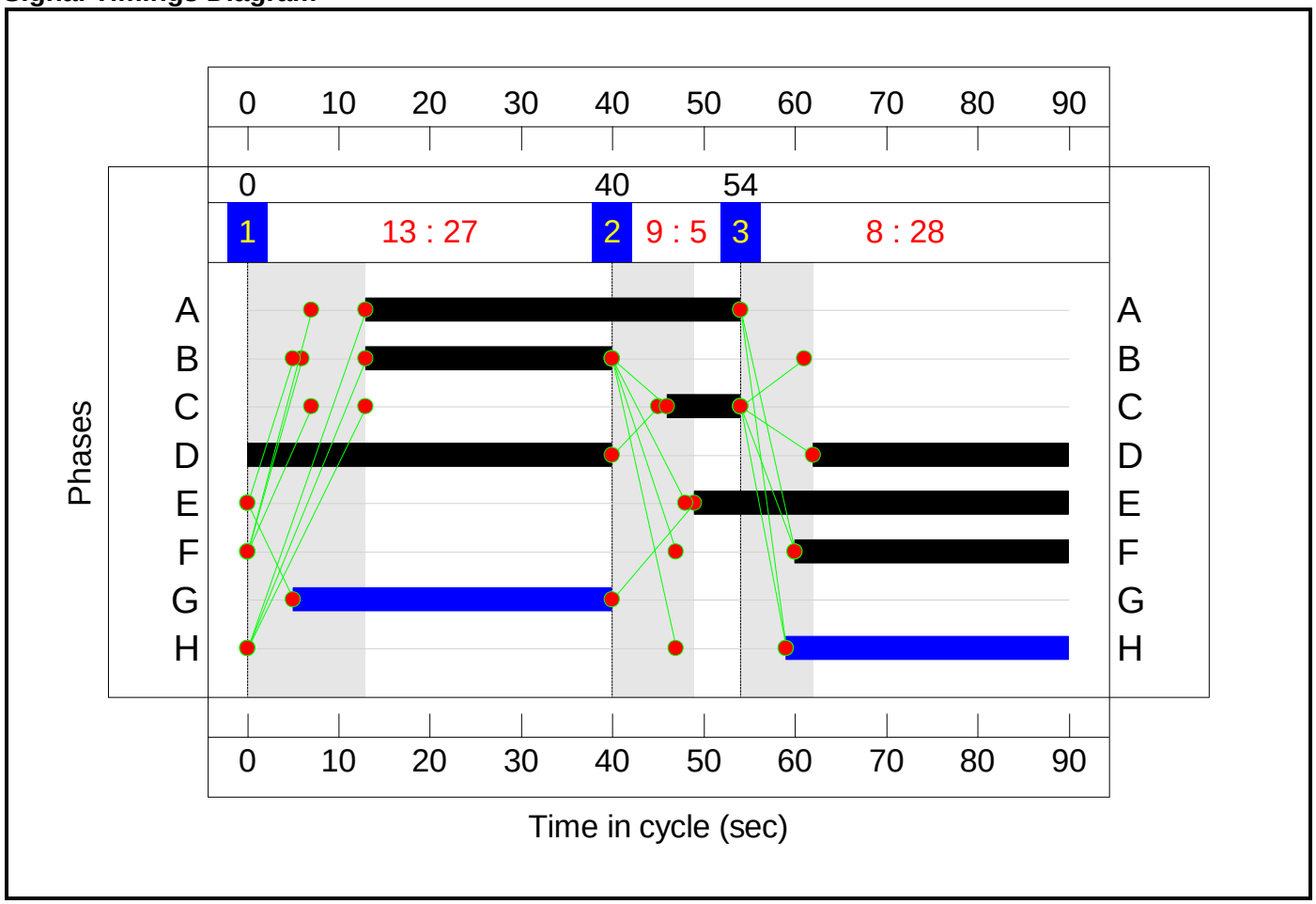
Stage Sequence Diagram



Stage Timings

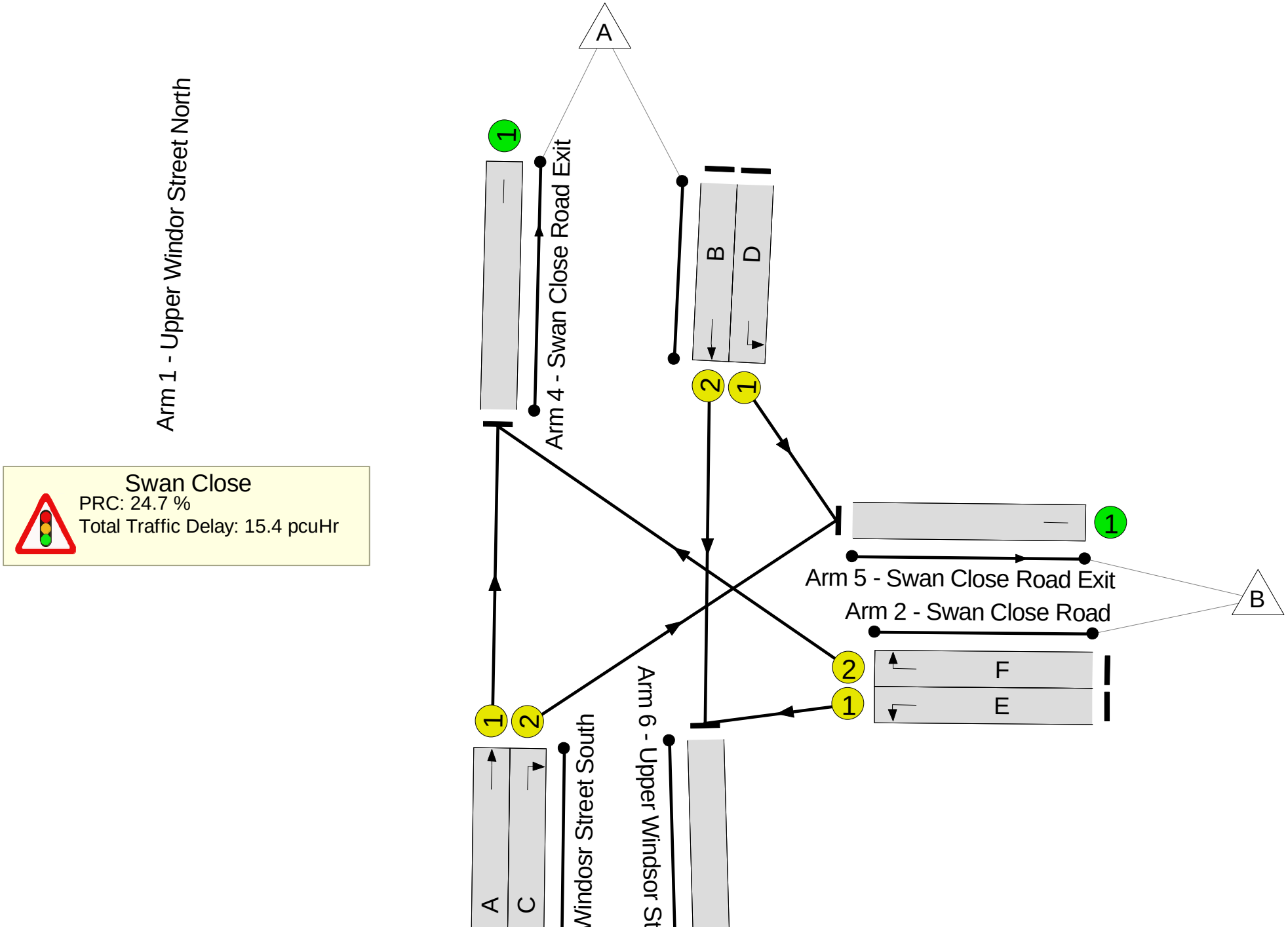
Stage	1	2	3
Duration	27	5	28
Change Point	0	40	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 24.7 %
Total Traffic Delay: 15.4 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	68	-	235	1842	1412	16.6%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	27	-	476	2120	660	72.2%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	41	-	168	1781	831	20.2%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	30	-	479	1927	664	72.2%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	41	-	391	1980	924	42.3%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	8	-	135	1927	193	70.1%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%

Full Input Data And Results

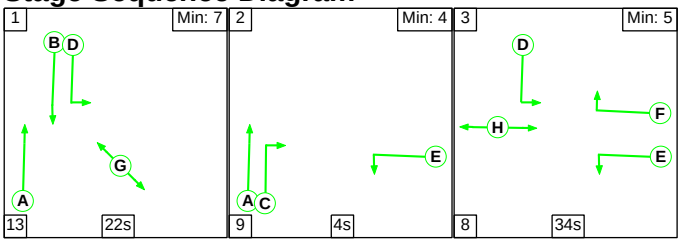
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.3**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.3**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1	235	235	-	-	-	0.2	0.1	-	0.3	4.3	1.6	0.1	1.7
1/2	476	476	-	-	-	3.6	1.3	-	4.9	37.2	10.4	1.3	11.7
2/1	168	168	-	-	-	0.7	0.1	-	0.8	16.8	2.4	0.1	2.6
2/2	479	479	-	-	-	3.4	1.3	-	4.7	35.4	10.4	1.3	11.7
3/1	391	391	-	-	-	1.7	0.4	-	2.1	19.3	6.4	0.4	6.8
3/2	135	135	-	-	-	1.5	1.1	-	2.6	69.2	3.3	1.1	4.4
4/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.7 Total Delay for Signalled Lanes (pcuHr): 15.39 Cycle Time (s): 90
PRC Over All Lanes (%): 24.7 Total Delay Over All Lanes(pcuHr): 15.39

Full Input Data And Results

Scenario 6: 'Sceanrio 6' (FG6: '2031 PM with Dev', Plan 1: 'Network Control Plan 1')

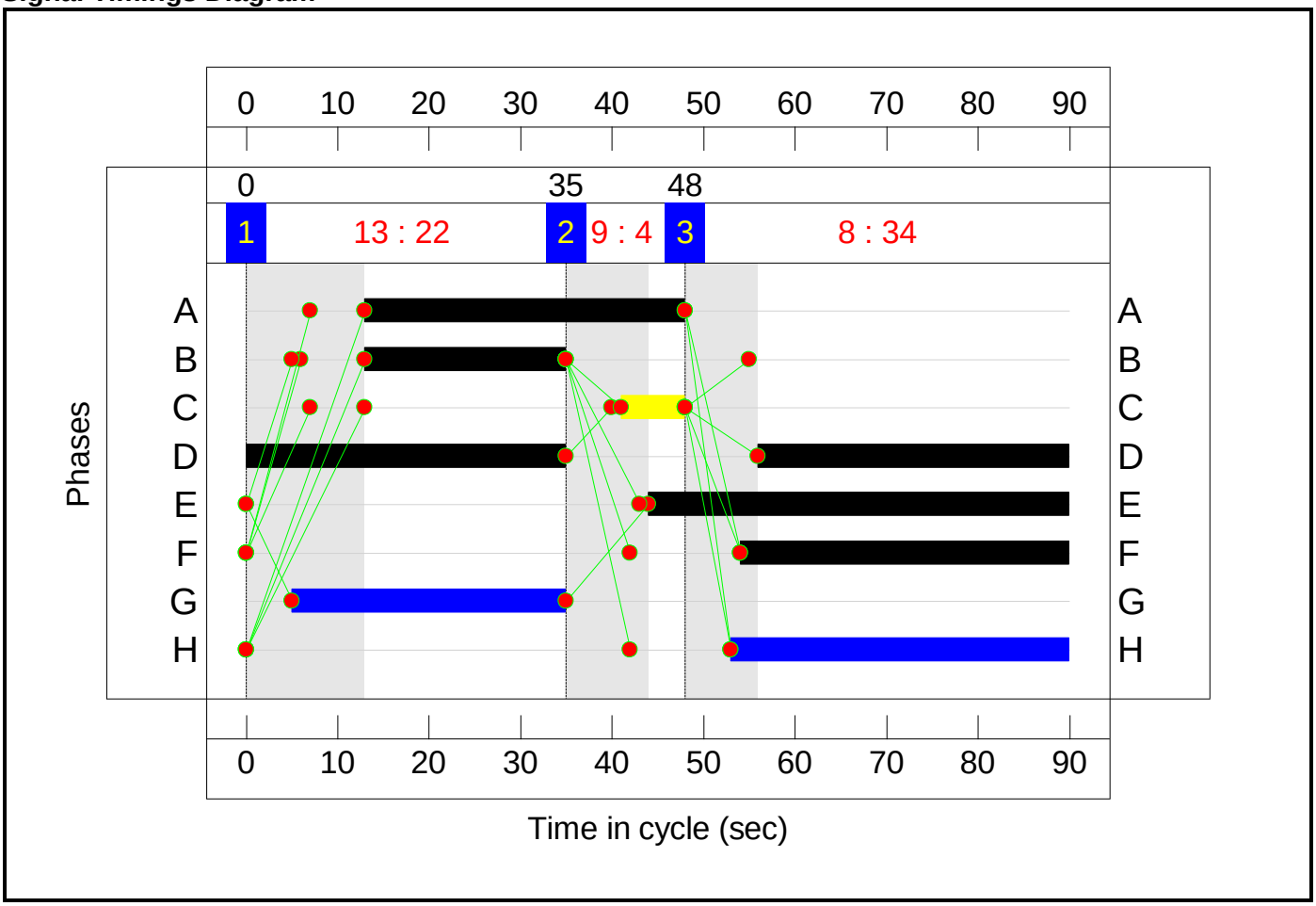
Stage Sequence Diagram



Stage Timings

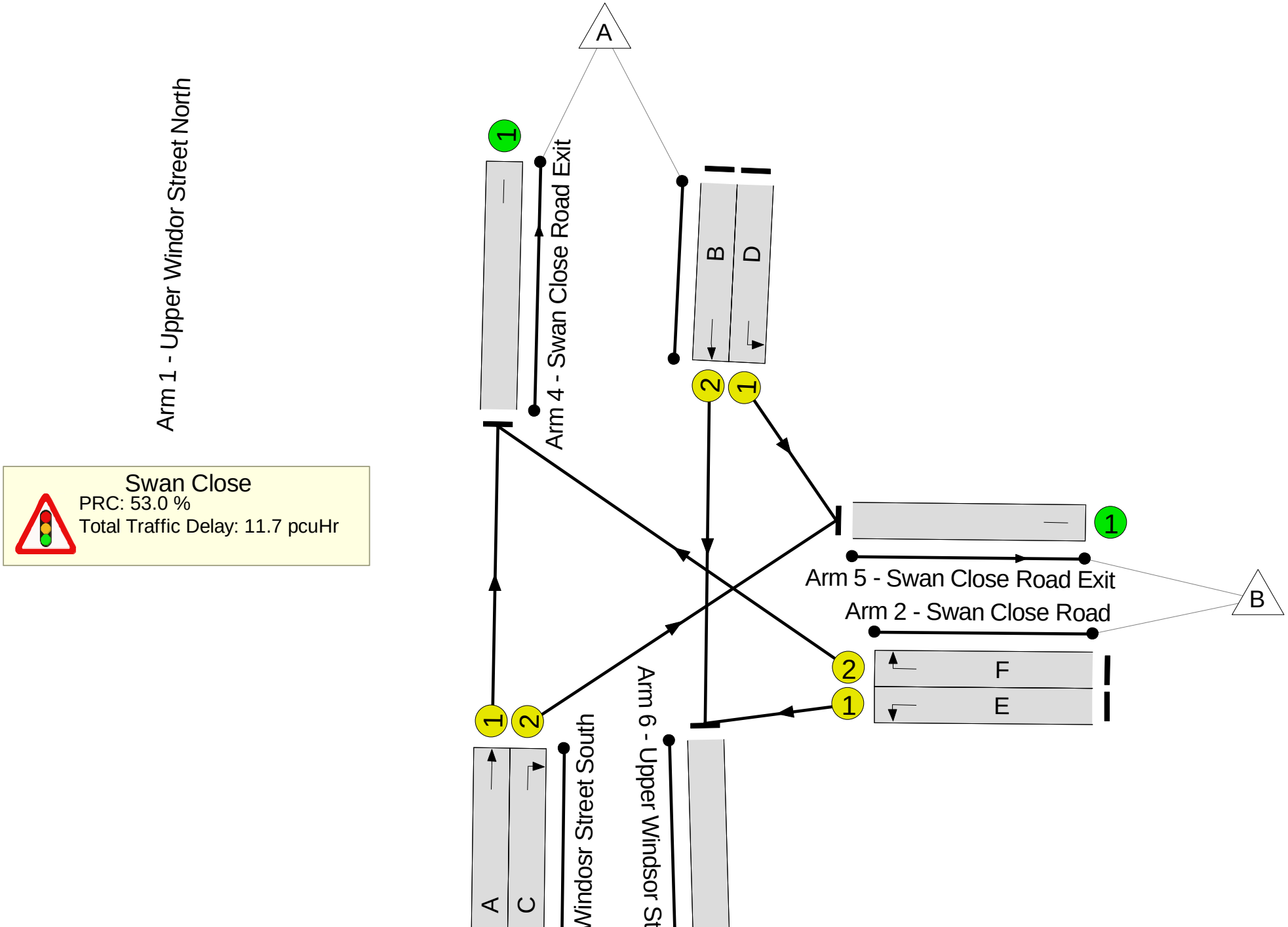
Stage	1	2	3
Duration	22	4	34
Change Point	0	35	48

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 53.0 %
Total Traffic Delay: 11.7 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.8%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.8%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	69	-	582	1842	1433	40.6%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	22	-	306	2120	542	56.5%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	46	-	197	1781	930	21.2%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	36	-	466	1927	792	58.8%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	35	-	407	1980	792	51.4%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	51	1927	171	29.8%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.6**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**9.2**	**2.6**	**0.0**	**11.7**	**-**	**-**	**-**	**-**
1/1	582	582	-	-	-	0.5	0.3	-	0.9	5.4	4.7	0.3	5.0
1/2	306	306	-	-	-	2.5	0.6	-	3.1	36.7	6.6	0.6	7.3
2/1	197	197	-	-	-	0.6	0.1	-	0.8	14.0	2.6	0.1	2.8
2/2	466	466	-	-	-	2.7	0.7	-	3.4	26.1	8.9	0.7	9.6
3/1	407	407	-	-	-	2.3	0.5	-	2.8	25.1	7.6	0.5	8.1
3/2	51	51	-	-	-	0.5	0.2	-	0.8	53.3	1.2	0.2	1.4
4/1	873	873	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

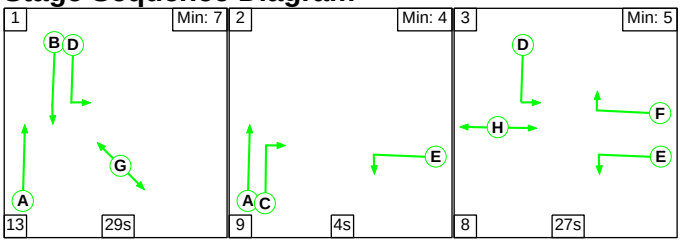
C1 PRC for Signalled Lanes (%): 53.0 Total Delay for Signalled Lanes (pcuHr): 11.72 Cycle Time (s): 90

PRC Over All Lanes (%): 53.0 Total Delay Over All Lanes(pcuHr): 11.72

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2026 AM Base', Plan 1: 'Network Control Plan 1')

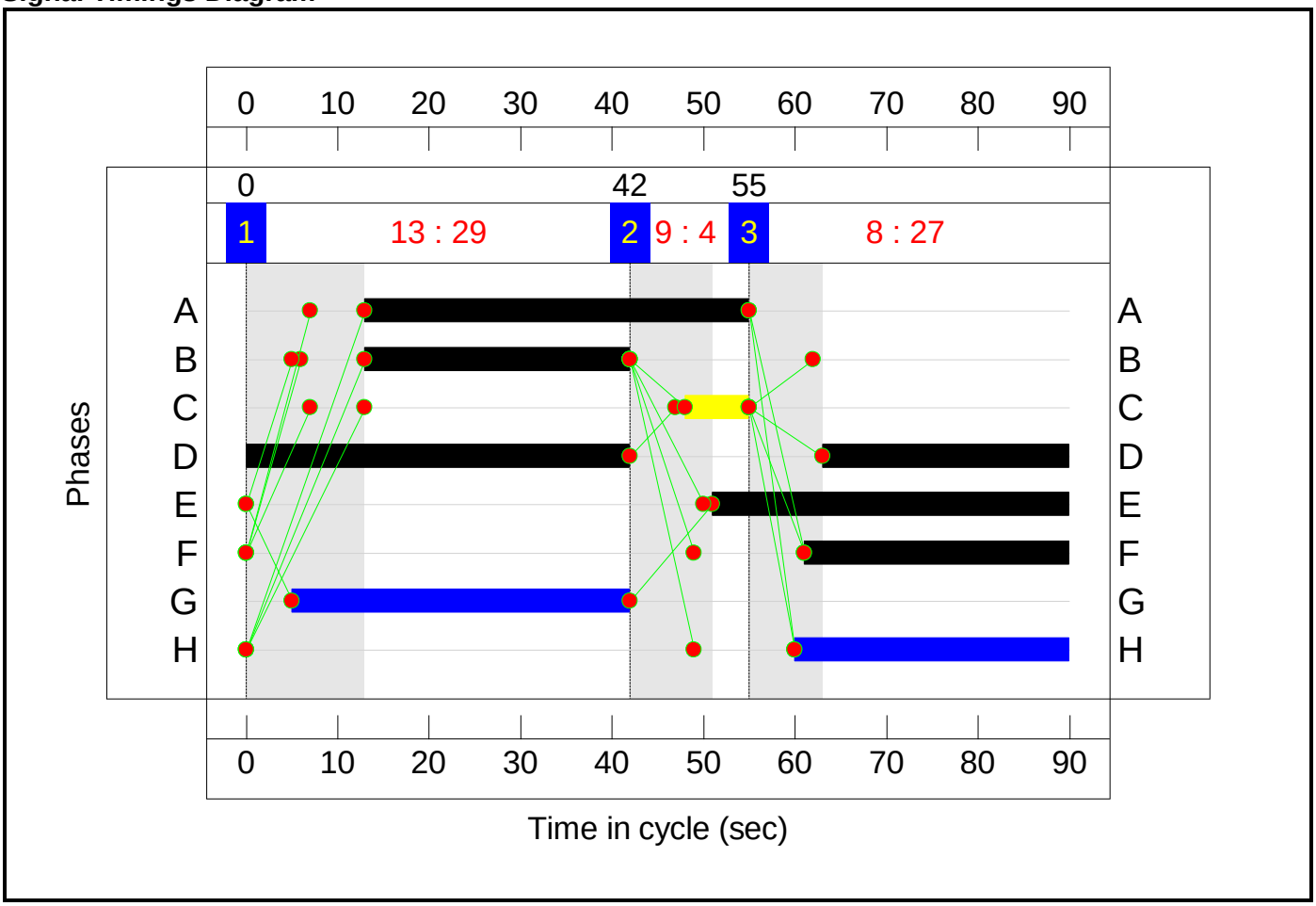
Stage Sequence Diagram



Stage Timings

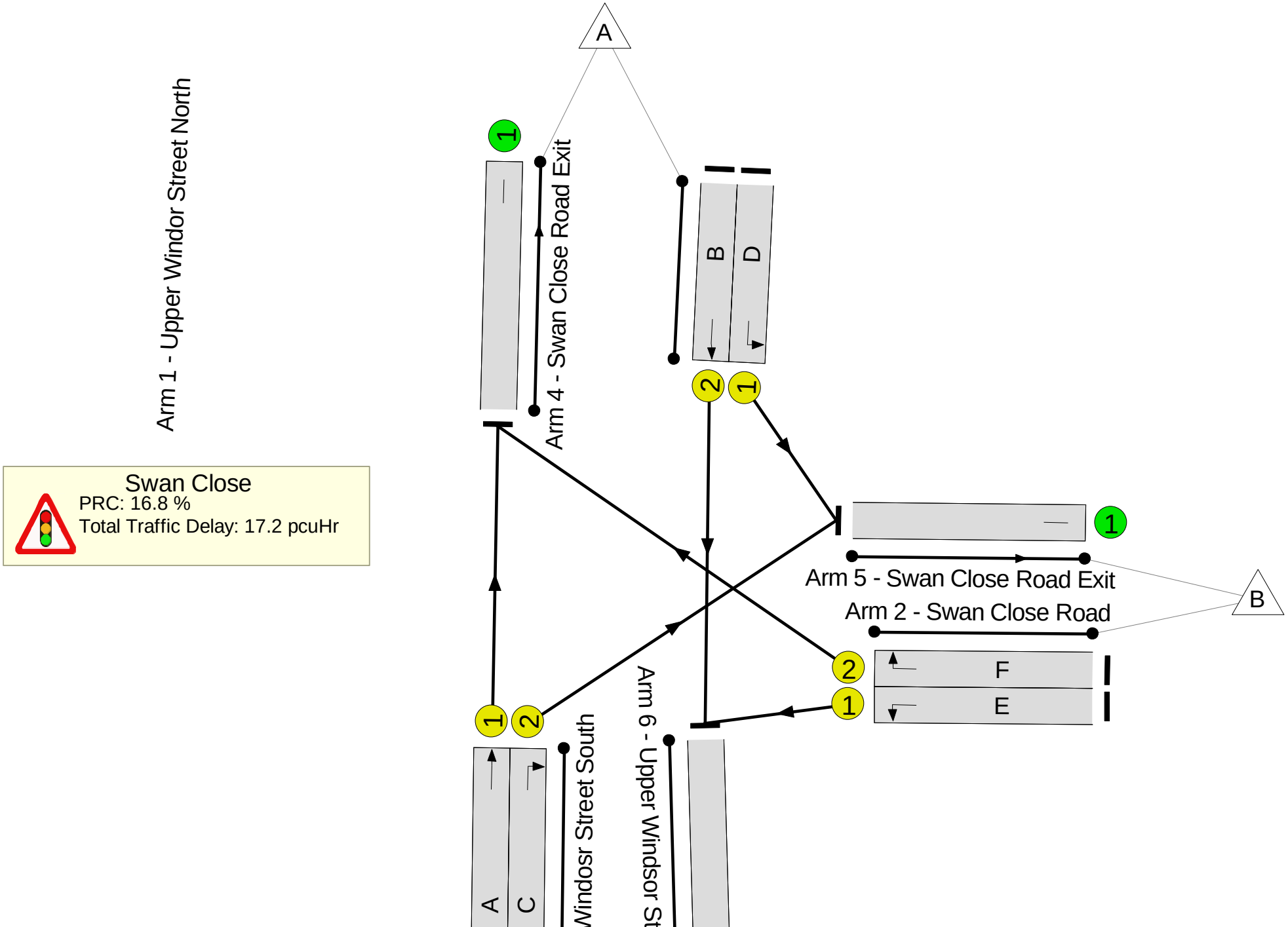
Stage	1	2	3
Duration	29	4	27
Change Point	0	42	55

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 16.8 %
Total Traffic Delay: 17.2 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.1%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	69	-	187	1842	1433	13.1%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	29	-	529	2120	707	74.9%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	39	-	104	1781	792	13.1%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	29	-	492	1927	642	76.6%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	42	-	495	1980	946	52.3%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	132	1927	171	77.1%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	987	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%

Full Input Data And Results

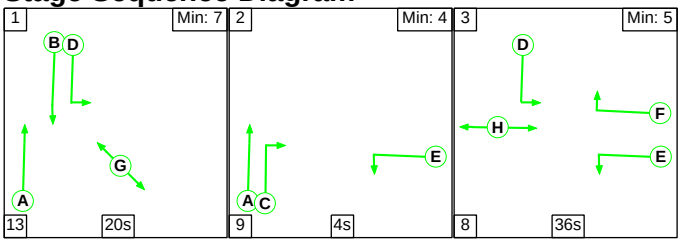
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.9**	**5.3**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**11.9**	**5.3**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1	187	187	-	-	-	0.1	0.1	-	0.2	3.9	1.1	0.1	1.2
1/2	529	529	-	-	-	3.9	1.5	-	5.4	36.6	11.6	1.5	13.1
2/1	104	104	-	-	-	0.4	0.1	-	0.5	17.4	1.5	0.1	1.6
2/2	492	492	-	-	-	3.7	1.6	-	5.3	38.6	10.9	1.6	12.5
3/1	495	495	-	-	-	2.3	0.5	-	2.8	20.3	8.5	0.5	9.1
3/2	132	132	-	-	-	1.5	1.6	-	3.0	82.6	3.2	1.6	4.8
4/1	987	987	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.8 Total Delay for Signalled Lanes (pcuHr): 17.18 Cycle Time (s): 90
PRC Over All Lanes (%): 16.8 Total Delay Over All Lanes(pcuHr): 17.18

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2026 PM Base', Plan 1: 'Network Control Plan 1')

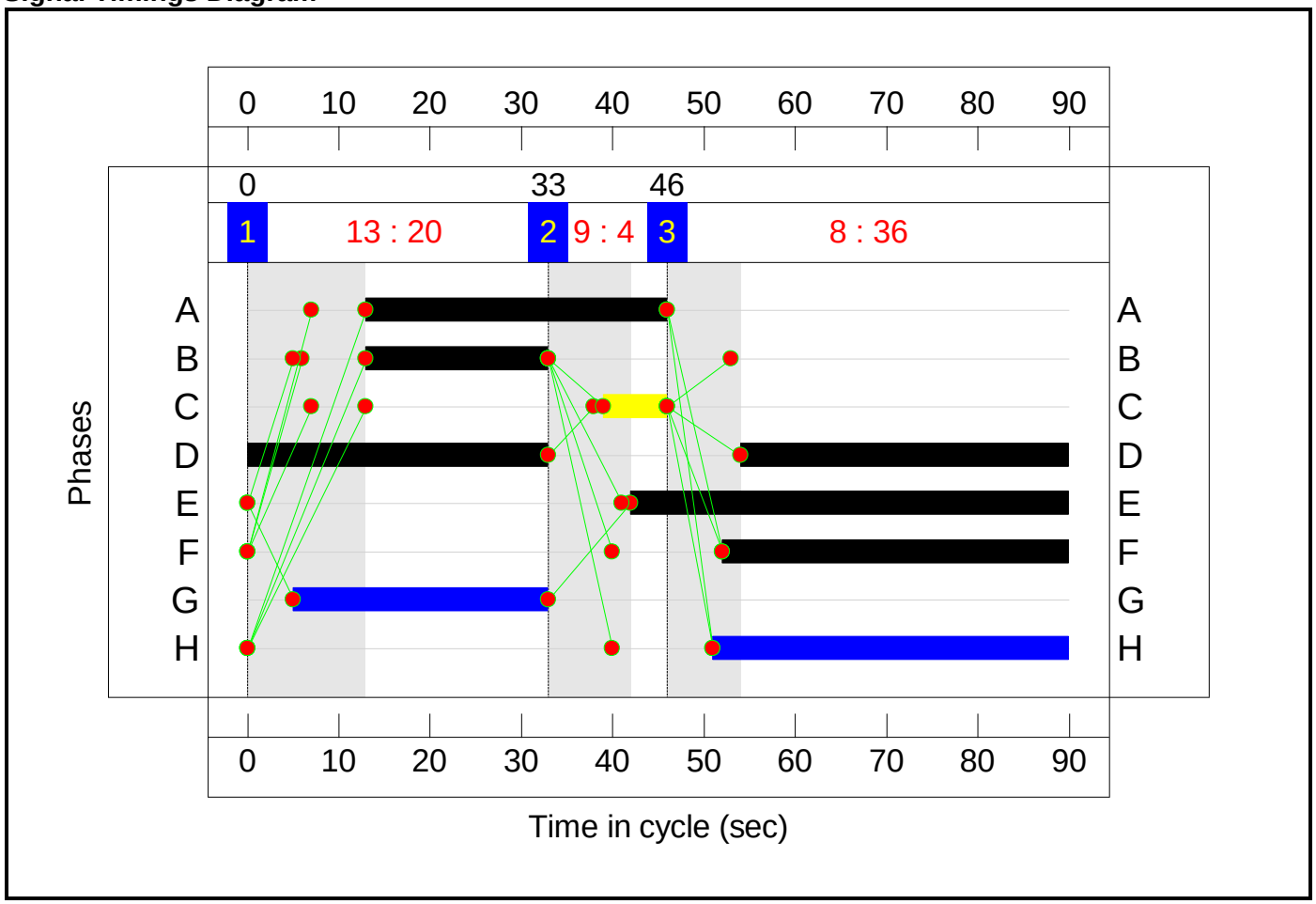
Stage Sequence Diagram



Stage Timings

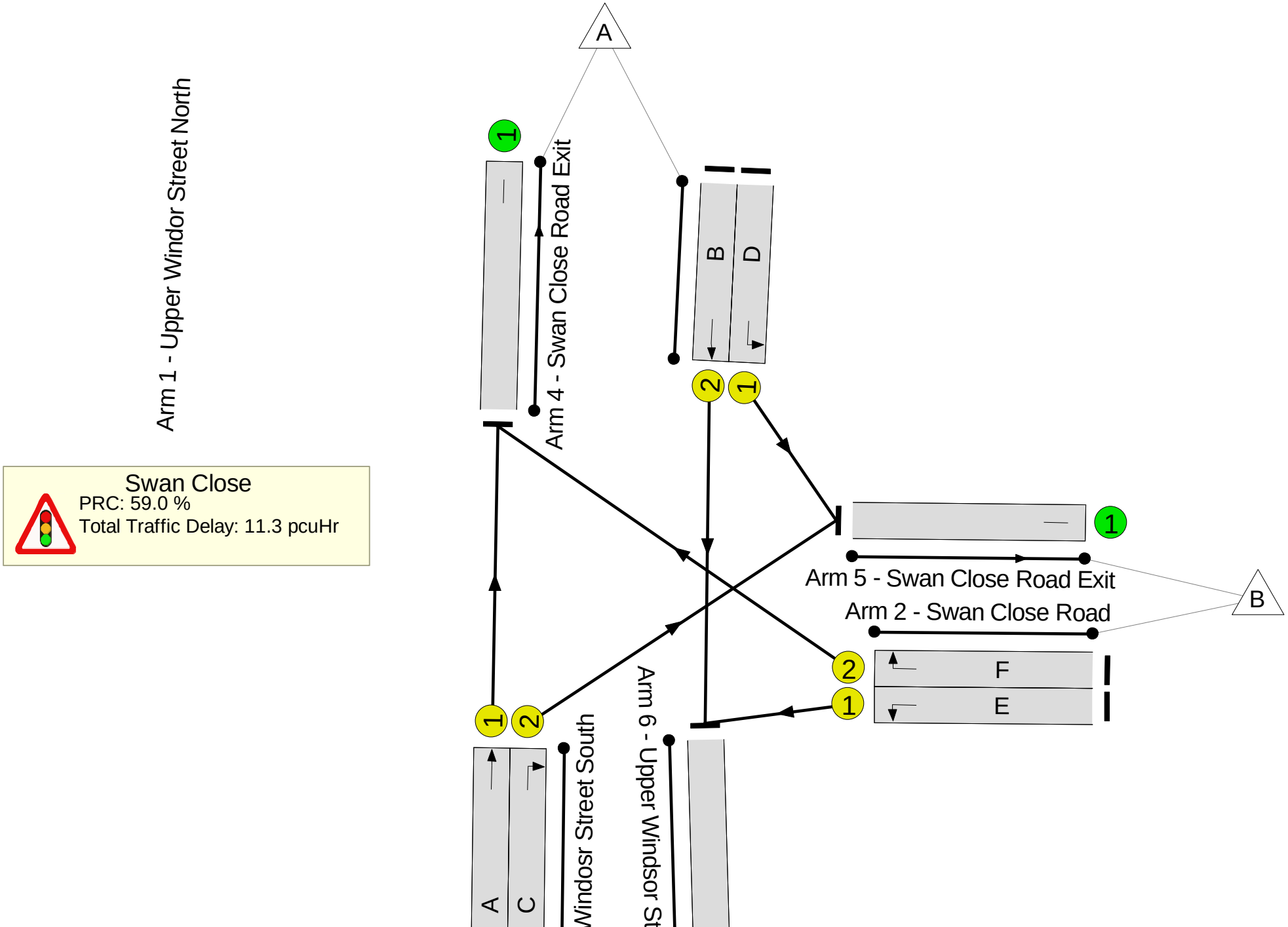
Stage	1	2	3
Duration	20	4	36
Change Point	0	33	46

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 59.0 %
Total Traffic Delay: 11.3 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.6%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	69	-	531	1842	1433	37.1%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	20	-	280	2120	495	56.6%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	48	-	190	1781	970	19.6%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	38	-	472	1927	835	56.5%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	33	-	373	1980	748	49.9%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	66	1927	171	38.5%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%

Full Input Data And Results

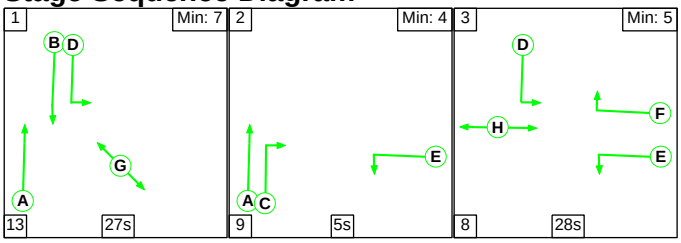
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.8**	**2.5**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**8.8**	**2.5**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
1/1	531	531	-	-	-	0.5	0.3	-	0.8	5.1	4.1	0.3	4.4
1/2	280	280	-	-	-	2.4	0.6	-	3.0	38.8	6.1	0.6	6.8
2/1	190	190	-	-	-	0.6	0.1	-	0.7	12.8	2.4	0.1	2.5
2/2	472	472	-	-	-	2.5	0.6	-	3.2	24.1	8.8	0.6	9.4
3/1	373	373	-	-	-	2.2	0.5	-	2.7	26.3	7.0	0.5	7.5
3/2	66	66	-	-	-	0.7	0.3	-	1.0	55.7	1.5	0.3	1.9
4/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 59.0 Total Delay for Signalled Lanes (pcuHr): 11.35 Cycle Time (s): 90
PRC Over All Lanes (%): 59.0 Total Delay Over All Lanes(pcuHr): 11.35

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2031 AM Base', Plan 1: 'Network Control Plan 1')

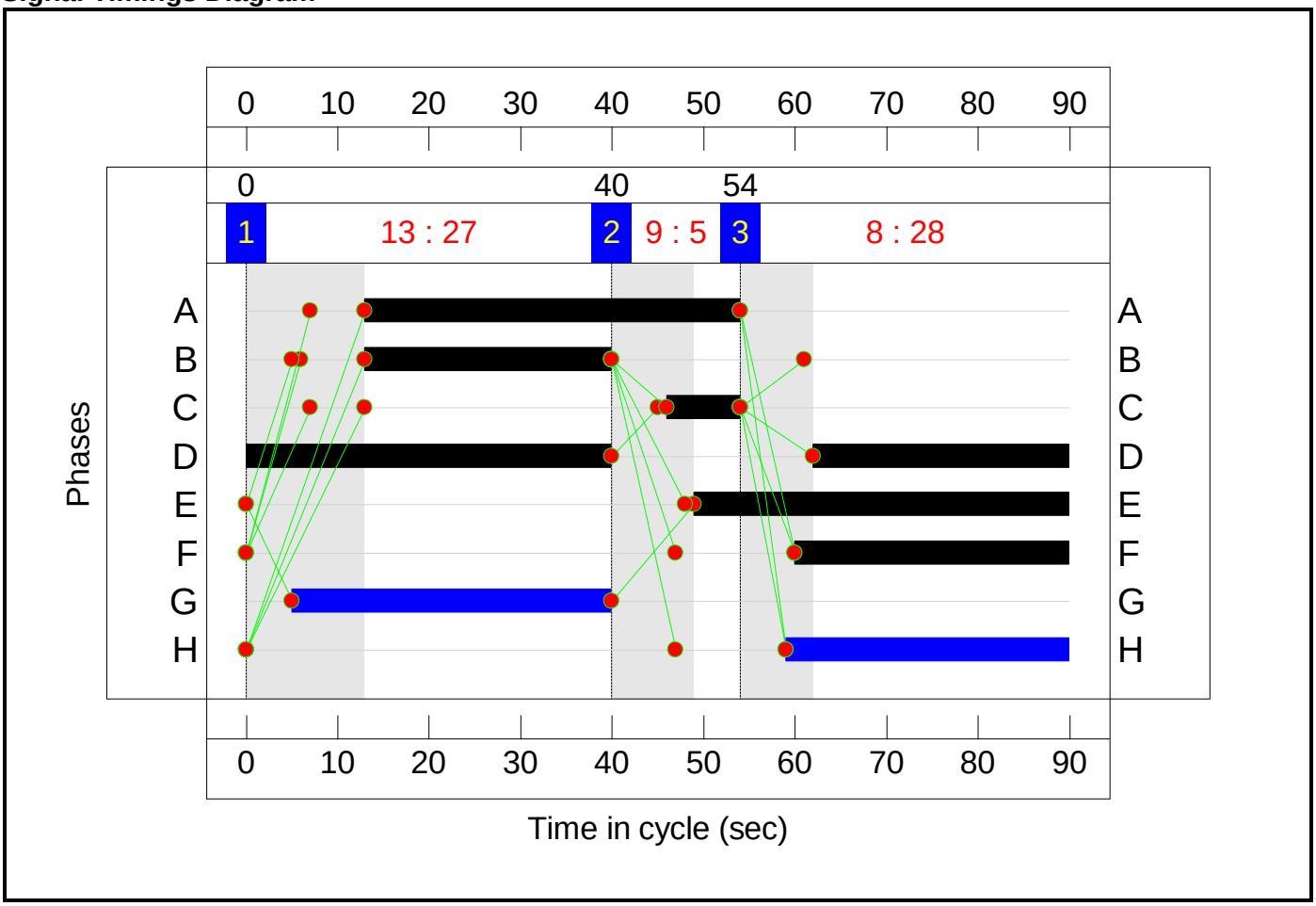
Stage Sequence Diagram



Stage Timings

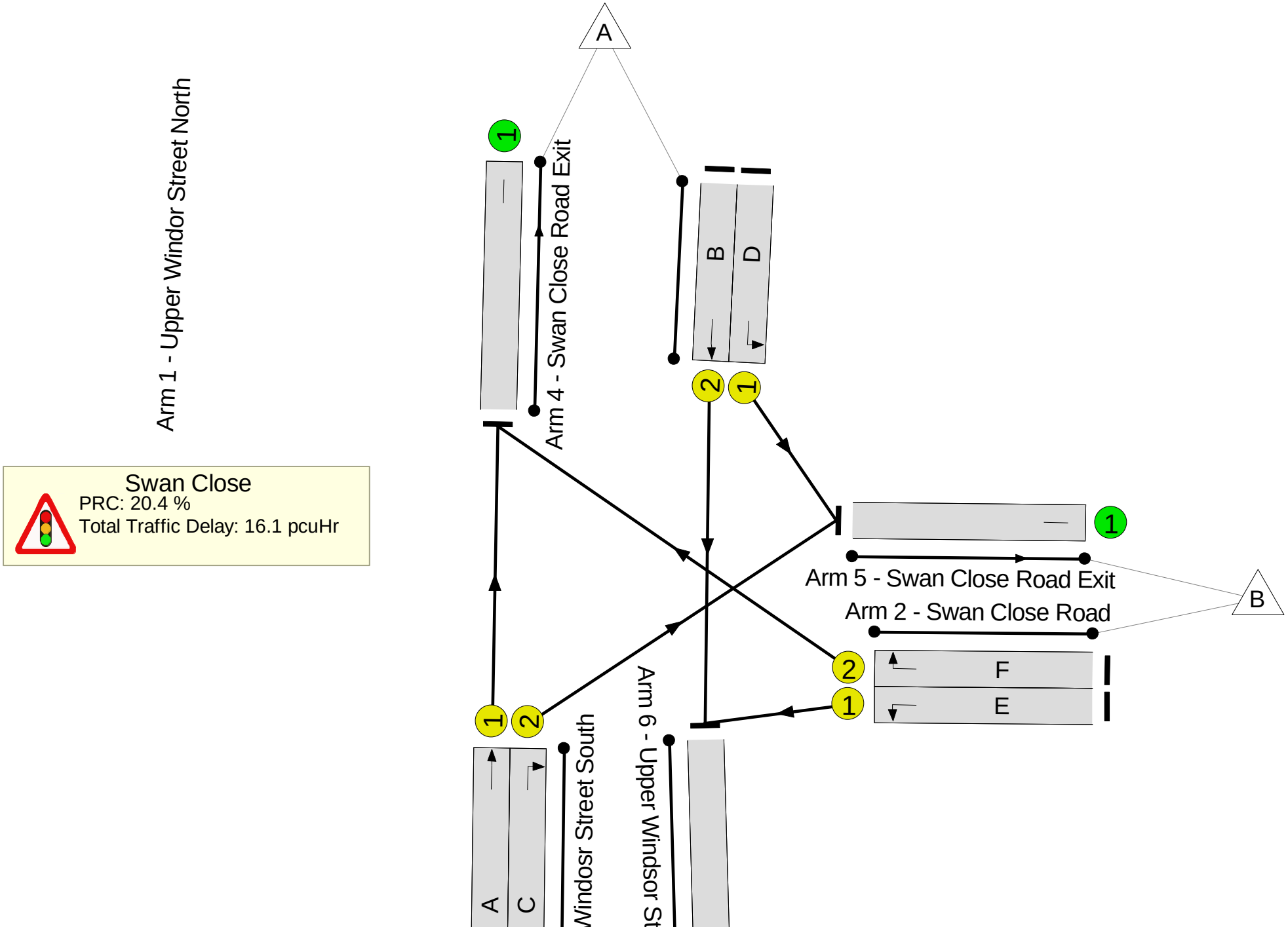
Stage	1	2	3
Duration	27	5	28
Change Point	0	40	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 20.4 %
Total Traffic Delay: 16.1 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Arm 6 - Upper Windosr Street South

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	68	-	223	1842	1412	15.8%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	27	-	493	2120	660	74.7%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	41	-	123	1781	831	14.8%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	30	-	490	1927	664	73.8%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	41	-	438	1980	924	47.4%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	8	-	137	1927	193	71.1%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	360	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%

Full Input Data And Results

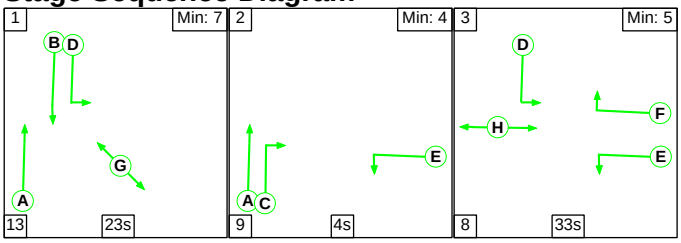
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.5**	**4.7**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**11.5**	**4.7**	**0.0**	**16.1**	**-**	**-**	**-**	**-**
1/1	223	223	-	-	-	0.2	0.1	-	0.3	4.3	1.4	0.1	1.5
1/2	493	493	-	-	-	3.8	1.5	-	5.3	38.5	11.0	1.5	12.4
2/1	123	123	-	-	-	0.5	0.1	-	0.6	16.3	1.7	0.1	1.8
2/2	490	490	-	-	-	3.5	1.4	-	4.9	36.1	10.8	1.4	12.1
3/1	438	438	-	-	-	2.0	0.4	-	2.5	20.1	7.4	0.4	7.9
3/2	137	137	-	-	-	1.5	1.2	-	2.7	70.3	3.3	1.2	4.5
4/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 20.4 Total Delay for Signalled Lanes (pcuHr): 16.13 Cycle Time (s): 90
PRC Over All Lanes (%): 20.4 Total Delay Over All Lanes(pcuHr): 16.13

Full Input Data And Results

Scenario 10: 'Scenario 10' (FG10: '2031 PM Base', Plan 1: 'Network Control Plan 1')

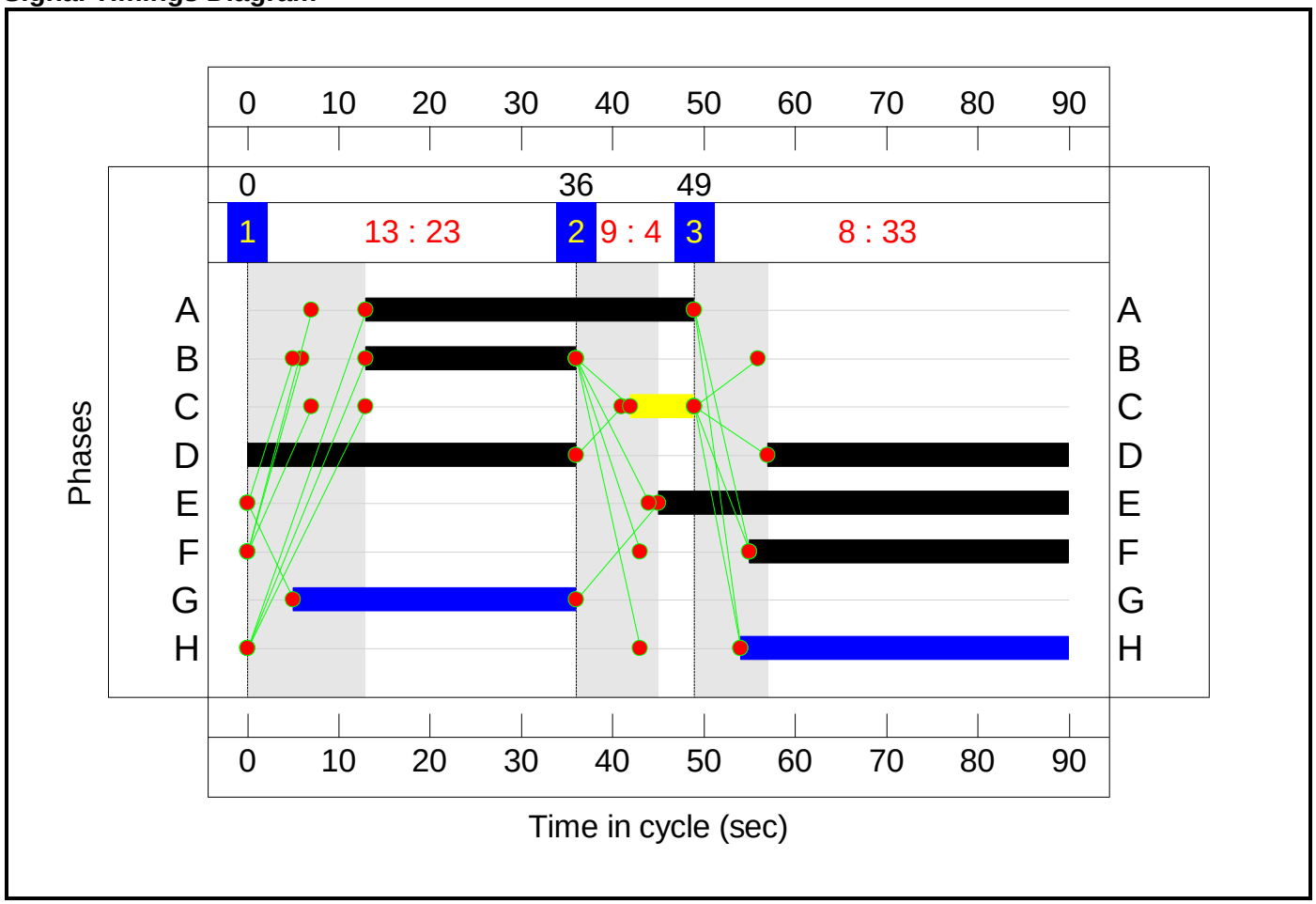
Stage Sequence Diagram



Stage Timings

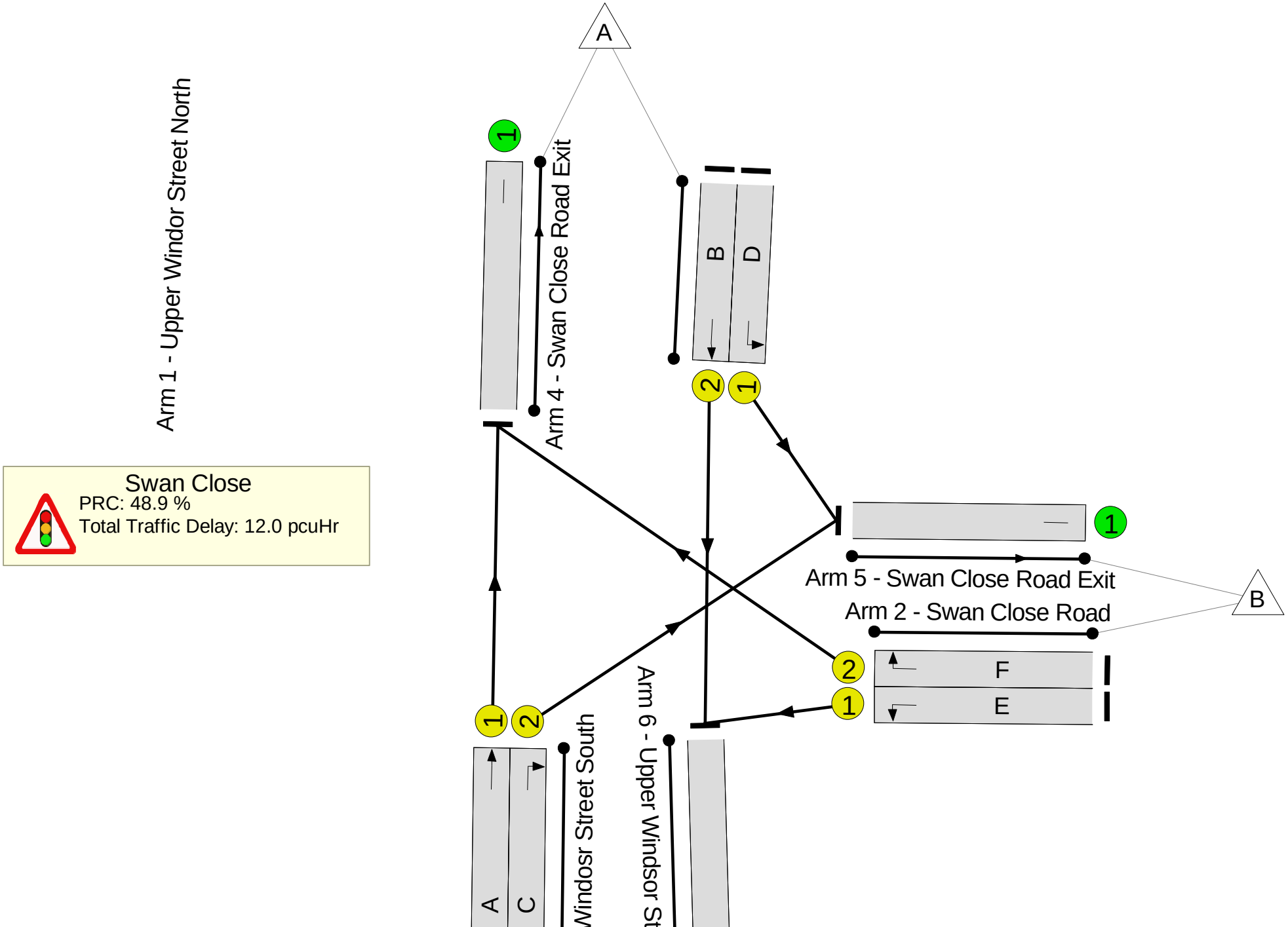
Stage	1	2	3
Duration	23	4	33
Change Point	0	36	49

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Arm 1 - Upper Windor Street North
Swan Close
PRC: 48.9 %
Total Traffic Delay: 12.0 pcuHr
A
1
Arm 4 - Swan Close Road Exit
B
D
2
1
1
Arm 5 - Swan Close Road Exit
Arm 2 - Swan Close Road
B
2
F
1
E
1
2
A
C
Windosr Street South
Arm 6 - Upper Windsor St

Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.5%**
Swan Close	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**60.5%**
1/1	Upper Windor Street North Left	U	N/A	N/A	D		1	69	-	544	1842	1433	38.0%
1/2	Upper Windor Street North Ahead	U	N/A	N/A	B		1	23	-	329	2120	565	58.2%
2/1	Swan Close Road Left	U	N/A	N/A	E		1	45	-	193	1781	910	21.2%
2/2	Swan Close Road Right	U	N/A	N/A	F		1	35	-	466	1927	771	60.5%
3/1	Upper Windosr Street South Ahead	U	N/A	N/A	A		1	36	-	413	1980	814	50.7%
3/2	Upper Windosr Street South Right	U	N/A	N/A	C		1	7	-	56	1927	171	32.7%
4/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
5/1	Swan Close Road Exit	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
6/1	Upper Windsor Street South Exit	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.4**	**2.6**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
Swan Close	**-**	**-**	**0**	**0**	**0**	**9.4**	**2.6**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
1/1	544	544	-	-	-	0.5	0.3	-	0.8	5.2	4.2	0.3	4.5
1/2	329	329	-	-	-	2.6	0.7	-	3.3	36.2	7.1	0.7	7.8
2/1	193	193	-	-	-	0.6	0.1	-	0.8	14.6	2.6	0.1	2.8
2/2	466	466	-	-	-	2.8	0.8	-	3.5	27.2	9.2	0.8	10.0
3/1	413	413	-	-	-	2.3	0.5	-	2.8	24.2	7.6	0.5	8.1
3/2	56	56	-	-	-	0.6	0.2	-	0.8	54.1	1.3	0.2	1.5
4/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 48.9 Total Delay for Signalled Lanes (pcuHr): 12.02 Cycle Time (s): 90

PRC Over All Lanes (%): 48.9 Total Delay Over All Lanes(pcuHr): 12.02

APPENDIX T

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Lambs Cres_Bankside Stagger Priority - Canal Lane Closed.j9
Path: M:\Projects\16052-01 Bankside Phase 2, Banbury\Technical\Picady\Saturn Flows Feb 2019\Canal Lane Closed
Report generation date: 04/04/2019 13:20:49

Summary of junction performance

	AM						PM					
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2026 with Dev											
Stream B-ACD	0.0	0.00	0.00	A	13.03	-5 % [Stream D-C]	0.0	0.00	0.00	A	3.66	15 % [Stream D-C]
Stream AB-CD	0.1	5.62	0.06	A			0.1	6.42	0.07	A		
Stream D-AB	0.1	17.76	0.10	C			0.2	9.52	0.16	A		
Stream D-C	4.1	44.12	0.82	E			1.4	23.24	0.59	C		
Stream CD-AB	0.0	0.00	0.00	A			0.0	5.36	0.00	A		
	2031 with Dev											
Stream B-ACD	0.0	0.00	0.00	A	25.90	-15 % [Stream D-C]	0.0	0.00	0.00	A	3.47	14 % [Stream D-C]
Stream AB-CD	0.1	5.68	0.06	A			0.1	6.35	0.07	A		
Stream D-AB	1.2	171.60	0.64	F			0.2	9.88	0.20	A		
Stream D-C	8.3	81.69	0.93	F			1.4	23.40	0.59	C		
Stream CD-AB	0.0	0.00	0.00	A			0.0	5.34	0.00	A		
	2026 Base											
Stream B-ACD	0.0	0.00	0.00	A	10.19	0 % [Stream D-C]	0.0	0.00	0.00	A	3.42	17 % [Stream D-C]
Stream AB-CD	0.1	5.57	0.06	A			0.1	6.33	0.07	A		
Stream D-AB	0.0	12.54	0.04	B			0.2	9.16	0.15	A		
Stream D-C	3.2	35.32	0.77	E			1.3	22.17	0.57	C		
Stream CD-AB	0.0	0.00	0.00	A			0.0	5.33	0.00	A		
	2031 Base											
Stream B-ACD	0.0	0.00	0.00	A	10.24	-3 % [Stream D-C]	0.0	0.00	0.00	A	3.47	14 % [Stream D-C]
Stream AB-CD	0.1	5.61	0.06	A			0.1	6.35	0.07	A		
Stream D-AB	0.1	14.37	0.07	B			0.2	9.88	0.20	A		
Stream D-C	3.5	39.23	0.79	E			1.4	23.40	0.59	C		
Stream CD-AB	0.0	0.00	0.00	A			0.0	5.34	0.00	A		

Values shown are the highest values encountered 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.

File summary

File Description

Title	
Location	
Site number	
Date	02/04/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DEMETRIS-PSYLLI\Joe Colclough
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 with Dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 with Dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	2031 with Dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	2031 with Dev	PM	ONE HOUR	17:00	18:30	15	✓
D5	2026 Base	AM	ONE HOUR	08:00	09:30	15	✓
D6	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓
D7	2026 Base	PM	ONE HOUR	17:00	18:30	15	✓
D8	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2026 with Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		13.03	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-5	Stream D-C

Arms

Arms

Arm	Name	Description	Arm type
A	High Town South		Major
B	Lambs Crescent		Minor
C	Hightown North		Major
D	Bankside		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - High Town South	6.00			80.0	✓	0.00
C - Hightown North	6.00			50.0	✓	0.00

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)	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 - Lambs Crescent	One lane	2.20								15	15
D - Bankside	One lane plus flare		10.00	4.00	2.60	2.50	2.50		1.00	40	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
1	AB-D	620	-	-	-	-	-	0.240	0.240	0.240	-	-
1	B-A	451	0.082	0.207	0.207	-	-	0.131	0.296	-	0.131	0.296
1	B-CD	583	0.089	0.226	0.226	-	-	-	-	-	-	-
1	CD-B	603	0.234	0.234	0.234	-	-	-	-	-	-	-
1	D-AB	772	-	-	-	-	-	0.299	0.299	0.118	-	-
1	D-C	522	-	0.151	0.343	0.151	0.343	0.240	0.240	0.095	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 with Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	218	100.000
B - Lambs Crescent		ONE HOUR	✓	0	100.000
C - Hightown North		ONE HOUR	✓	269	100.000
D - Bankside		ONE HOUR	✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	3	189	26
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	77	0	0	192
	D - Bankside	22	0	326	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	1	0	0	9
	D - Bankside	3	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					173	260
A-D					24	36
AB-CD	0.06	5.62	0.1	A	32	49
AB-C					165	247
D-AB	0.10	17.76	0.1	C	20	30
D-C	0.82	44.12	4.1	E	299	449
C-D					176	264
C-A					71	106
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					91	136

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	142	36			142				
A-D	20	5			20				
AB-CD	25	6	669	0.037	25	0.0	0.1	5.611	A
AB-C	137	34			137				
D-AB	17	4	549	0.030	16	0.0	0.0	6.955	A
D-C	245	61	466	0.527	241	0.0	1.1	16.343	C
C-D	145	36			145				
C-A	58	14			58				
C-B	0	0			0				
CD-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
CD-A	74	19			74				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	170	42			170				
A-D	23	6			23				
AB-CD	31	8	679	0.046	31	0.1	0.1	5.584	A
AB-C	162	41			162				
D-AB	20	5	446	0.044	20	0.0	0.0	8.696	A
D-C	293	73	455	0.644	290	1.1	1.8	22.396	C
C-D	173	43			173				
C-A	69	17			69				
C-B	0	0			0				
CD-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
CD-A	89	22			89				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	208	52			208				
A-D	29	7			29				
AB-CD	41	10	694	0.059	41	0.1	0.1	5.544	A
AB-C	196	49			196				
D-AB	24	6	256	0.095	24	0.0	0.1	15.991	C
D-C	359	90	439	0.817	351	1.8	3.8	38.959	E
C-D	211	53			211				
C-A	85	21			85				
C-B	0	0			0				
CD-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
CD-A	109	27			109				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	208	52			208				
A-D	29	7			29				
AB-CD	41	10	694	0.059	41	0.1	0.1	5.549	A
AB-C	196	49			196				
D-AB	24	6	233	0.104	24	0.1	0.1	17.763	C
D-C	359	90	439	0.817	358	3.8	4.1	44.122	E
C-D	211	53			211				
C-A	85	21			85				
C-B	0	0			0				
CD-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
CD-A	109	27			109				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	170	42			170				
A-D	23	6			23				
AB-CD	31	8	679	0.046	31	0.1	0.1	5.592	A
AB-C	162	41			162				
D-AB	20	5	422	0.047	20	0.1	0.1	9.237	A
D-C	293	73	455	0.644	302	4.1	2.0	25.604	D
C-D	173	43			173				
C-A	69	17			69				
C-B	0	0			0				
CD-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
CD-A	89	22			89				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	142	36			142				
A-D	20	5			20				
AB-CD	25	6	669	0.037	25	0.1	0.1	5.618	A
AB-C	137	34			137				
D-AB	17	4	537	0.031	17	0.1	0.0	7.123	A
D-C	245	61	466	0.527	249	2.0	1.2	17.486	C
C-D	145	36			145				
C-A	58	14			58				
C-B	0	0			0				
CD-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
CD-A	75	19			75				

2026 with Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.66	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 with Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	211	100.000
B - Lambs Crescent		ONE HOUR	✓	3	100.000
C - Hightown North		ONE HOUR	✓	628	100.000
D - Bankside		ONE HOUR	✓	274	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	4	183	24
	B - Lambs Crescent	3	0	0	0
	C - Hightown North	166	0	0	462
	D - Bankside	65	1	208	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	0	1
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	2	0	0	2
	D - Bankside	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					168	252
A-D					22	33
AB-CD	0.07	6.42	0.1	A	31	46
AB-C					159	238
D-AB	0.16	9.52	0.2	A	61	91
D-C	0.59	23.24	1.4	C	191	286
C-D					424	636
C-A					152	228
C-B					0	0
CD-AB	0.00	5.36	0.0	A	1	2
CD-A					212	317

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	138	34			138				
A-D	18	5			18				
AB-CD	23	6	606	0.039	23	0.0	0.1	6.227	A
AB-C	132	33			132				
D-AB	50	12	604	0.082	49	0.0	0.1	6.486	A
D-C	157	39	431	0.363	154	0.0	0.6	13.168	B
C-D	348	87			348				
C-A	125	31			125				
C-B	0	0			0				
CD-AB	1	0.25	685	0.001	1.00	0.0	0.0	5.361	A
CD-A	173	43			173				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	165	41			165				
A-D	22	5			22				
AB-CD	30	7	605	0.049	30	0.1	0.1	6.305	A
AB-C	156	39			156				
D-AB	59	15	550	0.108	59	0.1	0.1	7.332	A
D-C	187	47	413	0.453	186	0.6	0.8	16.123	C
C-D	415	104			415				
C-A	149	37			149				
C-B	0	0			0				
CD-AB	1	0.32	702	0.002	1	0.0	0.0	5.233	A
CD-A	207	52			207				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	436	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	201	50			201				
A-D	26	7			26				
AB-CD	40	10	605	0.066	40	0.1	0.1	6.414	A
AB-C	188	47			188				
D-AB	73	18	455	0.160	72	0.1	0.2	9.409	A
D-C	229	57	387	0.592	227	0.8	1.4	22.627	C
C-D	509	127			509				
C-A	183	46			183				
C-B	0	0			0				
CD-AB	2	0.42	725	0.002	2	0.0	0.0	5.064	A
CD-A	253	63			253				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	436	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	201	50			201				
A-D	26	7			26				
AB-CD	40	10	605	0.066	40	0.1	0.1	6.415	A
AB-C	188	47			188				
D-AB	73	18	451	0.161	73	0.2	0.2	9.522	A
D-C	229	57	386	0.593	229	1.4	1.4	23.237	C
C-D	509	127			509				
C-A	183	46			183				
C-B	0	0			0				
CD-AB	2	0.42	725	0.002	2	0.0	0.0	5.065	A
CD-A	254	63			254				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	449	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	165	41			165				
A-D	22	5			22				
AB-CD	30	7	605	0.049	30	0.1	0.1	6.308	A
AB-C	156	39			156				
D-AB	59	15	546	0.109	60	0.2	0.1	7.407	A
D-C	187	47	413	0.453	189	1.4	0.9	16.609	C
C-D	415	104			415				
C-A	149	37			149				
C-B	0	0			0				
CD-AB	1	0.32	702	0.002	1	0.0	0.0	5.232	A
CD-A	208	52			208				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	459	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	138	34			138				
A-D	18	5			18				
AB-CD	23	6	606	0.039	24	0.1	0.1	6.230	A
AB-C	132	33			132				
D-AB	50	12	601	0.083	50	0.1	0.1	6.534	A
D-C	157	39	431	0.363	158	0.9	0.6	13.498	B
C-D	348	87			348				
C-A	125	31			125				
C-B	0	0			0				
CD-AB	1	0.25	685	0.001	1	0.0	0.0	5.360	A
CD-A	174	43			174				

2031 with Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		25.90	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 with Dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	229	100.000
B - Lambs Crescent		ONE HOUR	✓	0	100.000
C - Hightown North		ONE HOUR	✓	345	100.000
D - Bankside		ONE HOUR	✓	384	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	3	201	25
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	99	0	0	246
	D - Bankside	26	0	358	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	1	0	0	7
	D - Bankside	4	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					184	277
A-D					23	34
AB-CD	0.06	5.68	0.1	A	32	48
AB-C					175	263
D-AB	0.64	171.60	1.2	F	24	36
D-C	0.93	81.69	8.3	F	329	493
C-D					226	339
C-A					91	136
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					115	172

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	151	38			151				
A-D	19	5			19				
AB-CD	24	6	662	0.037	24	0.0	0.1	5.666	A
AB-C	146	36			146				
D-AB	20	5	497	0.039	19	0.0	0.0	7.841	A
D-C	270	67	457	0.590	264	0.0	1.4	18.890	C
C-D	185	46			185				
C-A	75	19			75				
C-B	0	0			0				
CD-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
CD-A	94	23			94				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	181	45			181				
A-D	22	6			22				
AB-CD	31	8	672	0.046	31	0.1	0.1	5.644	A
AB-C	172	43			172				
D-AB	23	6	360	0.065	23	0.0	0.1	11.109	B
D-C	322	80	444	0.725	318	1.4	2.5	28.702	D
C-D	221	55			221				
C-A	89	22			89				
C-B	0	0			0				
CD-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
CD-A	112	28			112				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	442	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	221	55			221				
A-D	28	7			28				
AB-CD	41	10	685	0.059	41	0.1	0.1	5.617	A
AB-C	208	52			208				
D-AB	29	7	103	0.278	27	0.1	0.4	48.742	E
D-C	394	99	426	0.926	377	2.5	6.8	61.067	F
C-D	271	68			271				
C-A	109	27			109				
C-B	0	0			0				
CD-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
CD-A	136	34			136				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	442	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	221	55			221				
A-D	28	7			28				
AB-CD	41	10	685	0.060	41	0.1	0.1	5.624	A
AB-C	208	52			208				
D-AB	29	7	45	0.640	25	0.4	1.2	171.596	F
D-C	394	99	426	0.926	388	6.8	8.3	81.691	F
C-D	271	68			271				
C-A	109	27			109				
C-B	0	0			0				
CD-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
CD-A	134	34			134				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	181	45			181				
A-D	22	6			22				
AB-CD	31	8	672	0.046	31	0.1	0.1	5.655	A
AB-C	172	43			172				
D-AB	23	6	294	0.079	28	1.2	0.1	14.276	B
D-C	322	80	444	0.726	343	8.3	3.1	42.289	E
C-D	221	55			221				
C-A	89	22			89				
C-B	0	0			0				
CD-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
CD-A	117	29			117				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	151	38			151				
A-D	19	5			19				
AB-CD	24	6	662	0.037	25	0.1	0.1	5.675	A
AB-C	146	36			146				
D-AB	20	5	475	0.041	20	0.1	0.0	8.224	A
D-C	270	67	457	0.590	276	3.1	1.6	21.287	C
C-D	185	46			185				
C-A	75	19			75				
C-B	0	0			0				
CD-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
CD-A	94	24			94				

2031 with Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 with Dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	232	100.000
B - Lambs Crescent		ONE HOUR	✓	3	100.000
C - Hightown North		ONE HOUR	✓	668	100.000
D - Bankside		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	4	204	24
	B - Lambs Crescent	3	0	0	0
	C - Hightown North	162	0	0	506
	D - Bankside	81	1	201	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	0	1
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	2	0	0	2
	D - Bankside	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					187	281
A-D					22	33
AB-CD	0.07	6.35	0.1	A	32	48
AB-C					177	265
D-AB	0.20	9.88	0.2	A	75	113
D-C	0.59	23.40	1.4	C	184	277
C-D					464	696
C-A					149	223
C-B					0	0
CD-AB	0.00	5.34	0.0	A	1	2
CD-A					222	334

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	154	38			154				
A-D	18	5			18				
AB-CD	24	6	610	0.040	24	0.0	0.1	6.183	A
AB-C	148	37			148				
D-AB	62	15	605	0.102	61	0.0	0.1	6.618	A
D-C	151	38	426	0.355	149	0.0	0.5	13.172	B
C-D	381	95			381				
C-A	122	30			122				
C-B	0	0			0				
CD-AB	1	0.25	688	0.001	1	0.0	0.0	5.338	A
CD-A	182	46			182				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	183	46			183				
A-D	22	5			22				
AB-CD	31	8	611	0.051	31	0.1	0.1	6.250	A
AB-C	174	44			174				
D-AB	74	18	552	0.134	74	0.1	0.2	7.524	A
D-C	181	45	406	0.445	180	0.5	0.8	16.147	C
C-D	455	114			455				
C-A	146	36			146				
C-B	0	0			0				
CD-AB	1	0.32	705	0.002	1	0.0	0.0	5.205	A
CD-A	218	54			218				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	225	56			225				
A-D	26	7			26				
AB-CD	42	10	613	0.068	42	0.1	0.1	6.348	A
AB-C	209	52			209				
D-AB	90	23	459	0.197	90	0.2	0.2	9.760	A
D-C	221	55	378	0.586	219	0.8	1.4	22.788	C
C-D	557	139			557				
C-A	178	45			178				
C-B	0	0			0				
CD-AB	2	0.43	730	0.002	2	0.0	0.0	5.031	A
CD-A	267	67			267				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	225	56			225				
A-D	26	7			26				
AB-CD	42	10	613	0.068	42	0.1	0.1	6.347	A
AB-C	209	52			209				
D-AB	90	23	455	0.199	90	0.2	0.2	9.880	A
D-C	221	55	378	0.586	221	1.4	1.4	23.402	C
C-D	557	139			557				
C-A	178	45			178				
C-B	0	0			0				
CD-AB	2	0.43	730	0.002	2	0.0	0.0	5.029	A
CD-A	267	67			267				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	183	46			183				
A-D	22	5			22				
AB-CD	31	8	611	0.051	31	0.1	0.1	6.251	A
AB-C	174	44			174				
D-AB	74	18	548	0.135	74	0.2	0.2	7.605	A
D-C	181	45	406	0.445	183	1.4	0.8	16.626	C
C-D	455	114			455				
C-A	146	36			146				
C-B	0	0			0				
CD-AB	1	0.33	706	0.002	1	0.0	0.0	5.203	A
CD-A	218	55			218				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	154	38			154				
A-D	18	5			18				
AB-CD	24	6	610	0.040	24	0.1	0.1	6.187	A
AB-C	147	37			147				
D-AB	62	15	602	0.103	62	0.2	0.1	6.672	A
D-C	151	38	426	0.356	152	0.8	0.6	13.494	B
C-D	381	95			381				
C-A	122	30			122				
C-B	0	0			0				
CD-AB	1	0.26	688	0.002	1	0.0	0.0	5.336	A
CD-A	183	46			183				

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		10.19	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	223	100.000
B - Lambs Crescent		ONE HOUR	✓	0	100.000
C - Hightown North		ONE HOUR	✓	250	100.000
D - Bankside		ONE HOUR	✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	3	194	26
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	75	0	0	175
	D - Bankside	11	0	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	1	0	0	10
	D - Bankside	0	0	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					178	267
A-D					24	36
AB-CD	0.06	5.57	0.1	A	33	49
AB-C					169	254
D-AB	0.04	12.54	0.0	B	10	15
D-C	0.77	35.32	3.2	E	282	423
C-D					161	241
C-A					69	103
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					79	118

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	146	37			146				
A-D	20	5			20				
AB-CD	25	6	674	0.037	25	0.0	0.1	5.563	A
AB-C	141	35			141				
D-AB	8	2	572	0.014	8	0.0	0.0	6.389	A
D-C	231	58	467	0.495	227	0.0	1.0	15.372	C
C-D	132	33			132				
C-A	56	14			56				
C-B	0	0			0				
CD-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
CD-A	65	16			65				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	174	44			174				
A-D	23	6			23				
AB-CD	31	8	686	0.046	31	0.1	0.1	5.526	A
AB-C	166	42			166				
D-AB	10	2	481	0.021	10	0.0	0.0	7.637	A
D-C	276	69	456	0.605	274	1.0	1.5	20.272	C
C-D	157	39			157				
C-A	67	17			67				
C-B	0	0			0				
CD-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
CD-A	77	19			77				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	214	53			214				
A-D	29	7			29				
AB-CD	41	10	702	0.059	41	0.1	0.1	5.480	A
AB-C	201	50			201				
D-AB	12	3	314	0.039	12	0.0	0.0	11.900	B
D-C	338	85	441	0.766	332	1.5	3.0	32.556	D
C-D	193	48			193				
C-A	83	21			83				
C-B	0	0			0				
CD-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
CD-A	95	24			95				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	214	53			214				
A-D	29	7			29				
AB-CD	41	10	702	0.059	41	0.1	0.1	5.482	A
AB-C	201	50			201				
D-AB	12	3	299	0.040	12	0.0	0.0	12.537	B
D-C	338	85	441	0.766	337	3.0	3.2	35.318	E
C-D	193	48			193				
C-A	83	21			83				
C-B	0	0			0				
CD-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
CD-A	95	24			95				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	174	44			174				
A-D	23	6			23				
AB-CD	31	8	686	0.046	32	0.1	0.1	5.536	A
AB-C	166	42			166				
D-AB	10	2	465	0.021	10	0.0	0.0	7.911	A
D-C	276	69	456	0.605	282	3.2	1.7	22.129	C
C-D	157	39			157				
C-A	67	17			67				
C-B	0	0			0				
CD-AB	0	0	556	0.000	0	0.0	0.0	0.000	A
CD-A	77	19			77				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	466	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	146	37			146				
A-D	20	5			20				
AB-CD	25	6	674	0.037	25	0.1	0.1	5.570	A
AB-C	141	35			141				
D-AB	8	2	562	0.015	8	0.0	0.0	6.497	A
D-C	231	58	467	0.495	234	1.7	1.1	16.211	C
C-D	132	33			132				
C-A	56	14			56				
C-B	0	0			0				
CD-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
CD-A	65	16			65				

2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	232	100.000
B - Lambs Crescent		ONE HOUR	✓	3	100.000
C - Hightown North		ONE HOUR	✓	668	100.000
D - Bankside		ONE HOUR	✓	283	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	4	204	24
	B - Lambs Crescent	3	0	0	0
	C - Hightown North	162	0	0	506
	D - Bankside	81	1	201	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	0	1
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	2	0	0	2
	D - Bankside	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					187	281
A-D					22	33
AB-CD	0.07	6.35	0.1	A	32	48
AB-C					177	265
D-AB	0.20	9.88	0.2	A	75	113
D-C	0.59	23.40	1.4	C	184	277
C-D					464	696
C-A					149	223
C-B					0	0
CD-AB	0.00	5.34	0.0	A	1	2
CD-A					222	334

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	154	38			154				
A-D	18	5			18				
AB-CD	24	6	610	0.040	24	0.0	0.1	6.183	A
AB-C	148	37			148				
D-AB	62	15	605	0.102	61	0.0	0.1	6.618	A
D-C	151	38	426	0.355	149	0.0	0.5	13.172	B
C-D	381	95			381				
C-A	122	30			122				
C-B	0	0			0				
CD-AB	1	0.25	688	0.001	1	0.0	0.0	5.338	A
CD-A	182	46			182				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	183	46			183				
A-D	22	5			22				
AB-CD	31	8	611	0.051	31	0.1	0.1	6.250	A
AB-C	174	44			174				
D-AB	74	18	552	0.134	74	0.1	0.2	7.524	A
D-C	181	45	406	0.445	180	0.5	0.8	16.147	C
C-D	455	114			455				
C-A	146	36			146				
C-B	0	0			0				
CD-AB	1	0.32	705	0.002	1	0.0	0.0	5.205	A
CD-A	218	54			218				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	225	56			225				
A-D	26	7			26				
AB-CD	42	10	613	0.068	42	0.1	0.1	6.348	A
AB-C	209	52			209				
D-AB	90	23	459	0.197	90	0.2	0.2	9.760	A
D-C	221	55	378	0.586	219	0.8	1.4	22.788	C
C-D	557	139			557				
C-A	178	45			178				
C-B	0	0			0				
CD-AB	2	0.43	730	0.002	2	0.0	0.0	5.031	A
CD-A	267	67			267				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	429	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	225	56			225				
A-D	26	7			26				
AB-CD	42	10	613	0.068	42	0.1	0.1	6.347	A
AB-C	209	52			209				
D-AB	90	23	455	0.199	90	0.2	0.2	9.880	A
D-C	221	55	378	0.586	221	1.4	1.4	23.402	C
C-D	557	139			557				
C-A	178	45			178				
C-B	0	0			0				
CD-AB	2	0.43	730	0.002	2	0.0	0.0	5.029	A
CD-A	267	67			267				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	444	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	183	46			183				
A-D	22	5			22				
AB-CD	31	8	611	0.051	31	0.1	0.1	6.251	A
AB-C	174	44			174				
D-AB	74	18	548	0.135	74	0.2	0.2	7.605	A
D-C	181	45	406	0.445	183	1.4	0.8	16.626	C
C-D	455	114			455				
C-A	146	36			146				
C-B	0	0			0				
CD-AB	1	0.33	706	0.002	1	0.0	0.0	5.203	A
CD-A	218	55			218				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	154	38			154				
A-D	18	5			18				
AB-CD	24	6	610	0.040	24	0.1	0.1	6.187	A
AB-C	147	37			147				
D-AB	62	15	602	0.103	62	0.2	0.1	6.672	A
D-C	151	38	426	0.356	152	0.8	0.6	13.494	B
C-D	381	95			381				
C-A	122	30			122				
C-B	0	0			0				
CD-AB	1	0.26	688	0.002	1	0.0	0.0	5.336	A
CD-A	183	46			183				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		3.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	17	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 Base	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	215	100.000
B - Lambs Crescent		ONE HOUR	✓	0	100.000
C - Hightown North		ONE HOUR	✓	608	100.000
D - Bankside		ONE HOUR	✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	4	187	24
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	177	0	0	431
	D - Bankside	64	1	201	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	0	1
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	2	0	0	3
	D - Bankside	0	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					172	257
A-D					22	33
AB-CD	0.07	6.33	0.1	A	31	47
AB-C					163	244
D-AB	0.15	9.16	0.2	A	60	89
D-C	0.57	22.17	1.3	C	184	277
C-D					395	593
C-A					162	244
C-B					0	0
CD-AB	0.00	5.33	0.0	A	1	2
CD-A					221	331

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	141	35			141				
A-D	18	5			18				
AB-CD	23	6	611	0.038	23	0.0	0.1	6.169	A
AB-C	135	34			135				
D-AB	49	12	609	0.080	49	0.0	0.1	6.421	A
D-C	151	38	431	0.351	149	0.0	0.5	12.941	B
C-D	324	81			324				
C-A	133	33			133				
C-B	0	0			0				
CD-AB	1	0.25	689	0.001	1	0.0	0.0	5.326	A
CD-A	181	45			181				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	448	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	168	42			168				
A-D	22	5			22				
AB-CD	30	7	611	0.049	30	0.1	0.1	6.237	A
AB-C	160	40			160				
D-AB	58	15	558	0.105	58	0.1	0.1	7.208	A
D-C	181	45	413	0.438	180	0.5	0.8	15.710	C
C-D	387	97			387				
C-A	159	40			159				
C-B	0	0			0				
CD-AB	1	0.32	707	0.002	1	0.0	0.0	5.193	A
CD-A	216	54			216				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	434	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	206	51			206				
A-D	26	7			26				
AB-CD	40	10	613	0.065	40	0.1	0.1	6.326	A
AB-C	192	48			192				
D-AB	72	18	468	0.153	71	0.1	0.2	9.074	A
D-C	221	55	387	0.573	219	0.8	1.3	21.664	C
C-D	475	119			475				
C-A	195	49			195				
C-B	0	0			0				
CD-AB	2	0.43	732	0.002	2	0.0	0.0	5.018	A
CD-A	264	66			264				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	434	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	206	51			206				
A-D	26	7			26				
AB-CD	40	10	613	0.065	40	0.1	0.1	6.330	A
AB-C	192	48			192				
D-AB	72	18	464	0.154	72	0.2	0.2	9.165	A
D-C	221	55	386	0.573	221	1.3	1.3	22.174	C
C-D	475	119			475				
C-A	195	49			195				
C-B	0	0			0				
CD-AB	2	0.43	732	0.002	2	0.0	0.0	5.018	A
CD-A	265	66			265				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	448	0.000	0	0.0	0.0	0.000	A
A-B	4	0.90			4				
A-C	168	42			168				
A-D	22	5			22				
AB-CD	30	7	611	0.049	30	0.1	0.1	6.236	A
AB-C	160	40			160				
D-AB	58	15	554	0.105	59	0.2	0.1	7.271	A
D-C	181	45	412	0.438	183	1.3	0.8	16.127	C
C-D	387	97			387				
C-A	159	40			159				
C-B	0	0			0				
CD-AB	1	0.33	707	0.002	1	0.0	0.0	5.190	A
CD-A	216	54			216				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	3	0.75			3				
A-C	141	35			141				
A-D	18	5			18				
AB-CD	24	6	611	0.039	24	0.1	0.1	6.173	A
AB-C	135	34			135				
D-AB	49	12	606	0.081	49	0.1	0.1	6.465	A
D-C	151	38	431	0.351	152	0.8	0.6	13.238	B
C-D	324	81			324				
C-A	133	33			133				
C-B	0	0			0				
CD-AB	1	0.26	690	0.001	1	0.0	0.0	5.325	A
CD-A	181	45			181				

2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		10.24	B

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-3	Stream D-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031 Base	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - High Town South		ONE HOUR	✓	237	100.000
B - Lambs Crescent		ONE HOUR	✓	0	100.000
C - Hightown North		ONE HOUR	✓	317	100.000
D - Bankside		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	3	208	26
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	91	0	0	226
	D - Bankside	17	0	307	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Town South	B - Lambs Crescent	C - Hightown North	D - Bankside
From	A - High Town South	0	0	2	0
	B - Lambs Crescent	0	0	0	0
	C - Hightown North	1	0	0	8
	D - Bankside	0	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					191	286
A-D					24	36
AB-CD	0.06	5.61	0.1	A	34	50
AB-C					181	272
D-AB	0.07	14.37	0.1	B	16	23
D-C	0.79	39.23	3.5	E	282	423
C-D					207	311
C-A					84	125
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					99	149

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	157	39			157				
A-D	20	5			20				
AB-CD	26	6	671	0.038	25	0.0	0.1	5.604	A
AB-C	151	38			151				
D-AB	13	3	561	0.023	13	0.0	0.0	6.569	A
D-C	231	58	459	0.504	227	0.0	1.0	15.741	C
C-D	170	43			170				
C-A	69	17			69				
C-B	0	0			0				
CD-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
CD-A	81	20			81				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	187	47			187				
A-D	23	6			23				
AB-CD	32	8	682	0.047	32	0.1	0.1	5.572	A
AB-C	178	45			178				
D-AB	15	4	465	0.033	15	0.0	0.0	7.999	A
D-C	276	69	446	0.618	274	1.0	1.6	21.167	C
C-D	203	51			203				
C-A	82	20			82				
C-B	0	0			0				
CD-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
CD-A	97	24			97				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	442	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	229	57			229				
A-D	29	7			29				
AB-CD	43	11	697	0.061	43	0.1	0.1	5.533	A
AB-C	215	54			215				
D-AB	19	5	288	0.065	19	0.0	0.1	13.378	B
D-C	338	85	429	0.787	331	1.6	3.2	35.520	E
C-D	249	62			249				
C-A	100	25			100				
C-B	0	0			0				
CD-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
CD-A	119	30			119				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	442	0.000	0	0.0	0.0	0.000	A
A-B	3	0.83			3				
A-C	229	57			229				
A-D	29	7			29				
AB-CD	43	11	697	0.061	43	0.1	0.1	5.537	A
AB-C	215	54			215				
D-AB	19	5	269	0.070	19	0.1	0.1	14.365	B
D-C	338	85	429	0.787	337	3.2	3.5	39.232	E
C-D	249	62			249				
C-A	100	25			100				
C-B	0	0			0				
CD-AB	0	0	542	0.000	0	0.0	0.0	0.000	A
CD-A	119	30			119				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	454	0.000	0	0.0	0.0	0.000	A
A-B	3	0.67			3				
A-C	187	47			187				
A-D	23	6			23				
AB-CD	32	8	682	0.047	32	0.1	0.1	5.583	A
AB-C	178	45			178				
D-AB	15	4	446	0.034	15	0.1	0.0	8.359	A
D-C	276	69	446	0.618	283	3.5	1.8	23.514	C
C-D	203	51			203				
C-A	82	20			82				
C-B	0	0			0				
CD-AB	0	0	553	0.000	0	0.0	0.0	0.000	A
CD-A	97	24			97				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	2	0.56			2				
A-C	157	39			157				
A-D	20	5			20				
AB-CD	26	6	671	0.038	26	0.1	0.1	5.613	A
AB-C	151	38			151				
D-AB	13	3	551	0.023	13	0.0	0.0	6.692	A
D-C	231	58	459	0.504	234	1.8	1.1	16.680	C
C-D	170	43			170				
C-A	69	17			69				
C-B	0	0			0				
CD-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
CD-A	81	20			81				

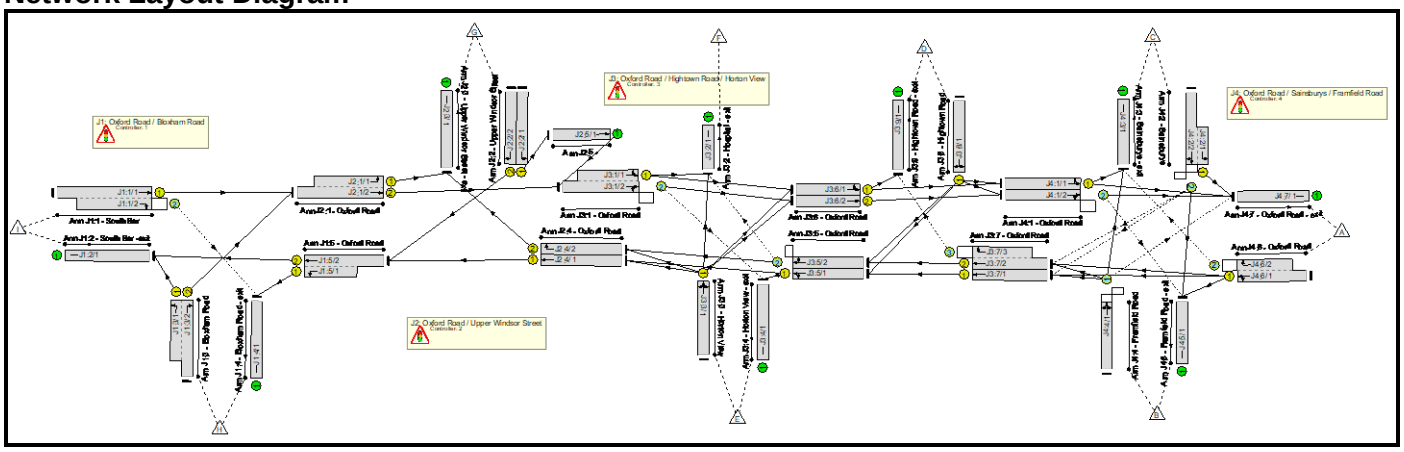
APPENDIX U

Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Oxford Road Corridor included Committed Improvements - Canal Lane Closed with mitigations 040419.lsg3x
Author:	
Company:	
Address:	

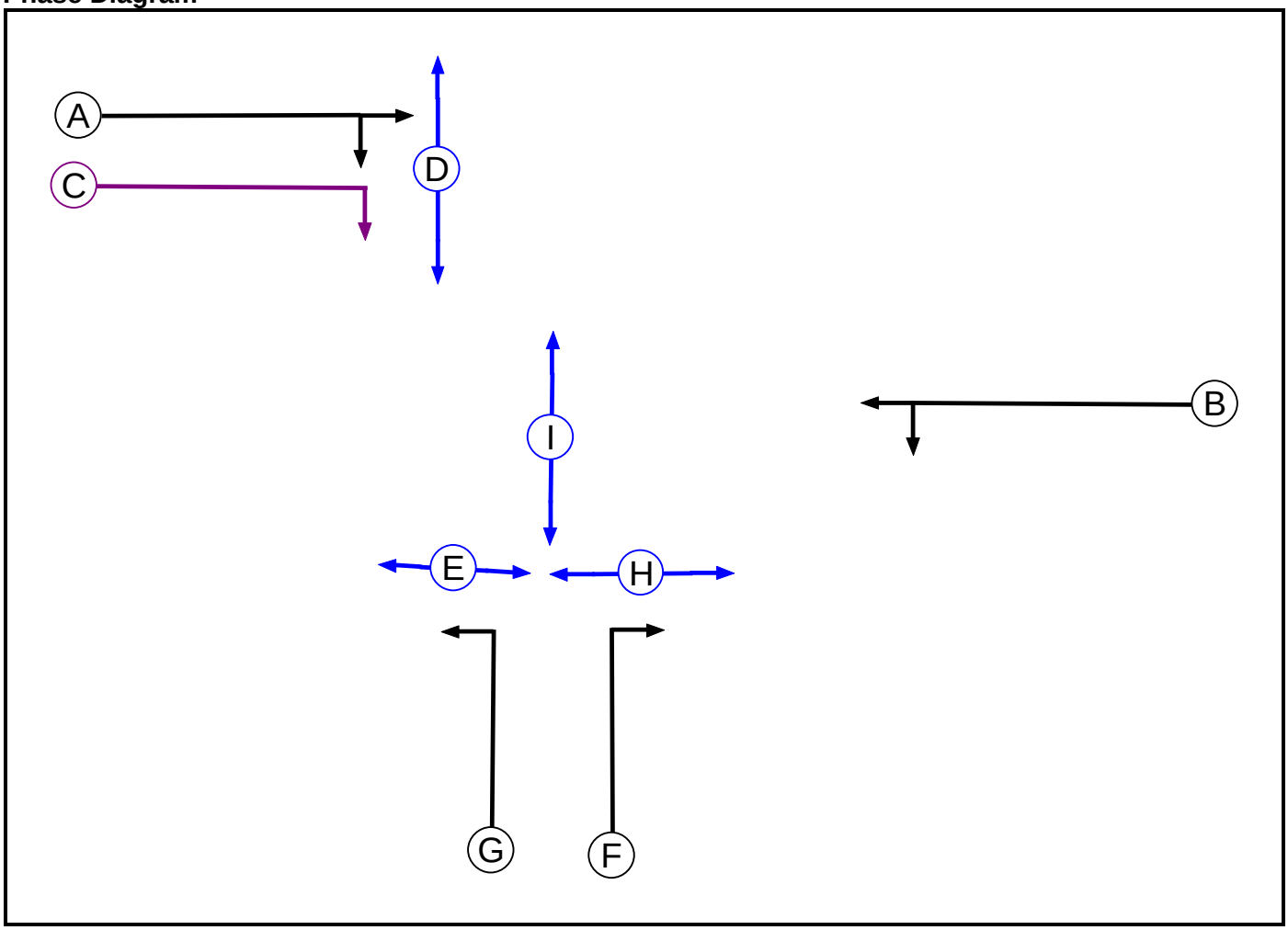
Network Layout Diagram



Full Input Data And Results

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	Ind. Arrow	A	4	4
D	Pedestrian		7	7
E	Pedestrian		6	6
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		6	6
I	Pedestrian		6	6

Full Input Data And Results

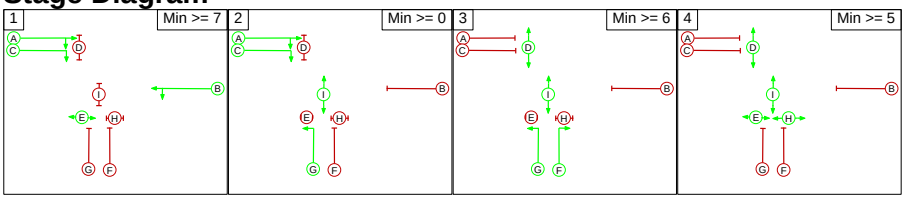
Phase Intergreens Matrix

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

Phases in Stage

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

Stage Diagram



Phase Delays

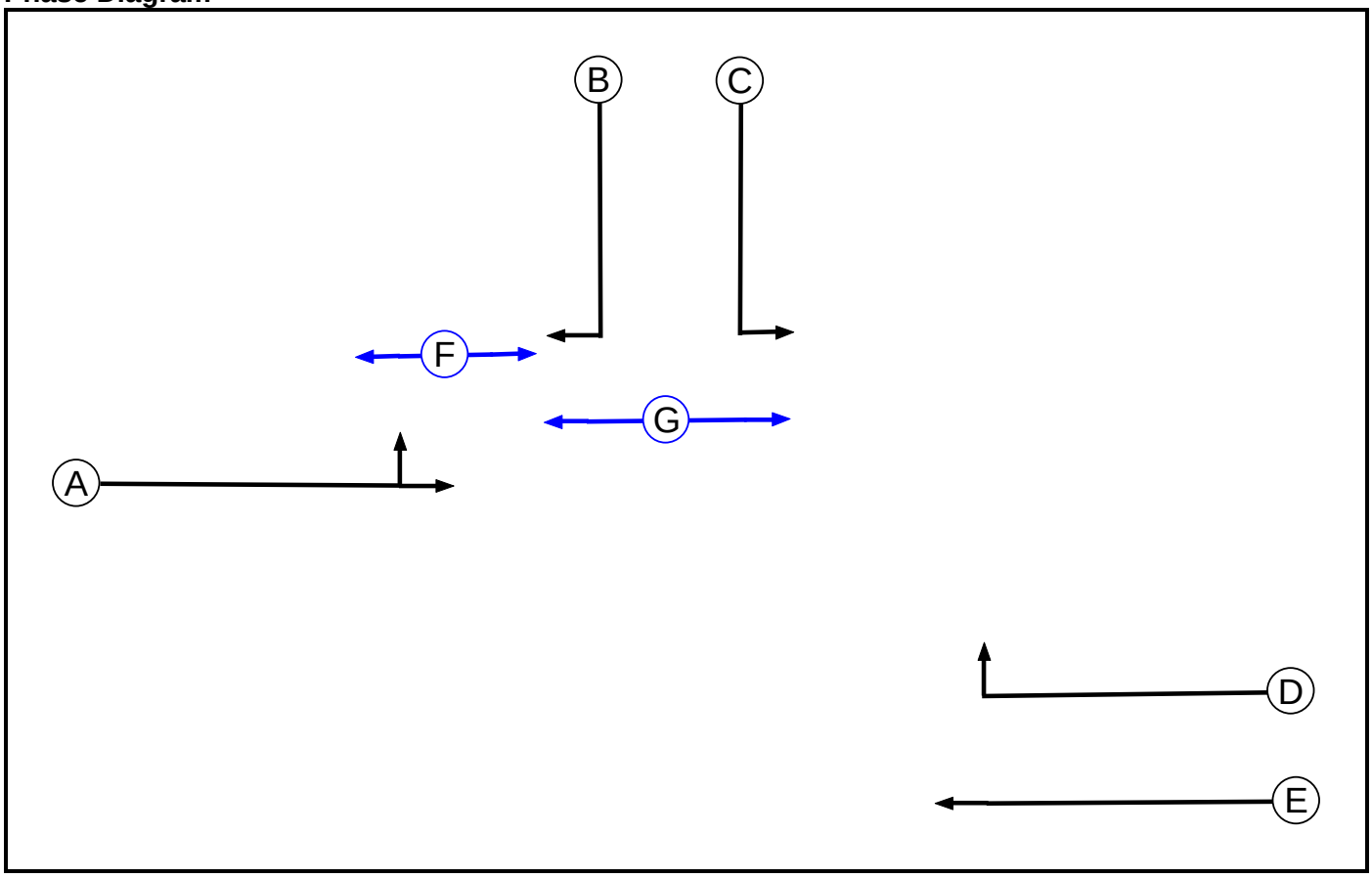
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

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

Full Input Data And Results

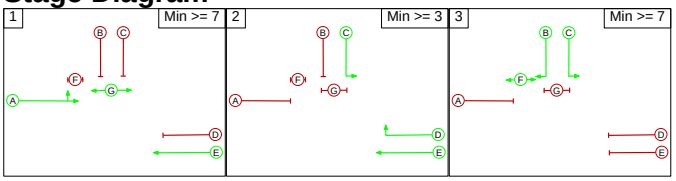
Phase Intergreens Matrix

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					

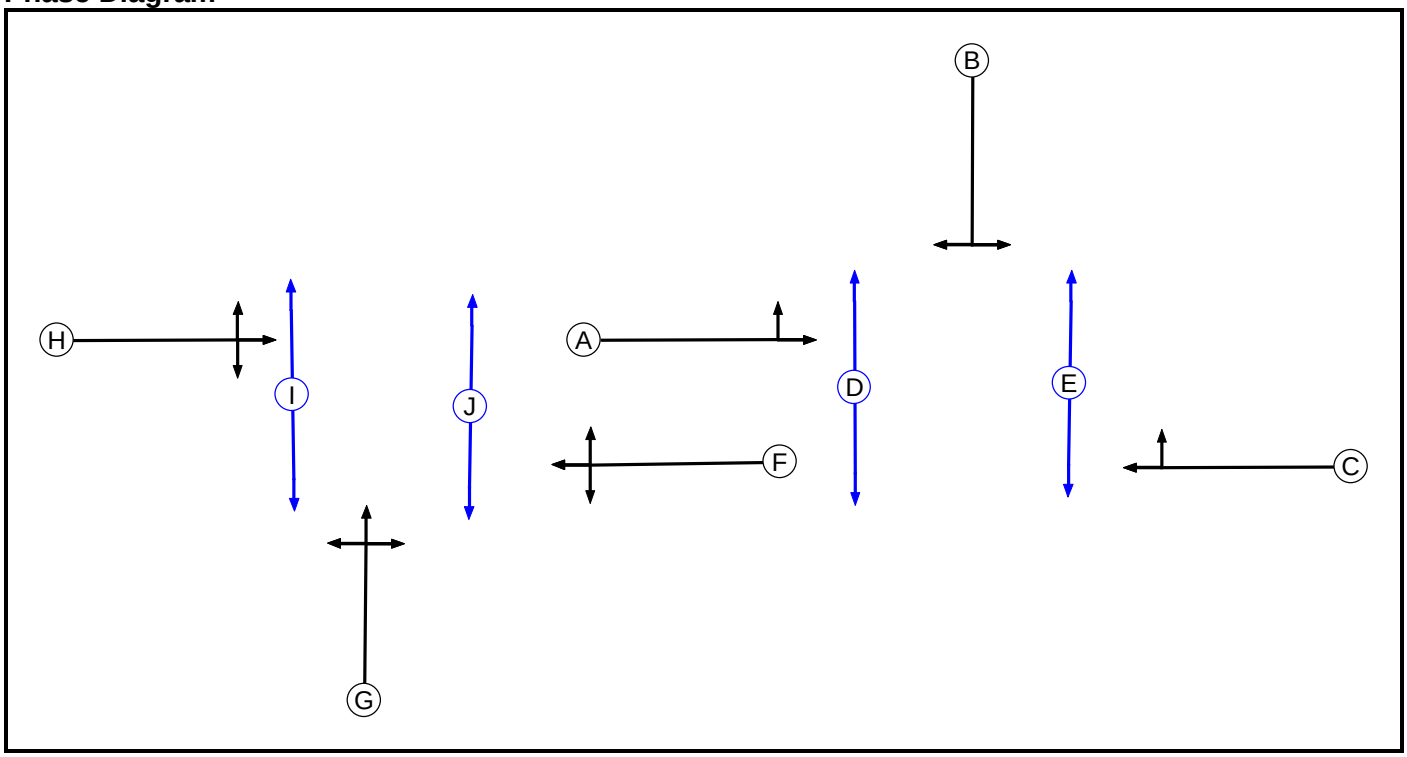
Prohibited Stage Change

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

Full Input Data And Results

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

Full Input Data And Results

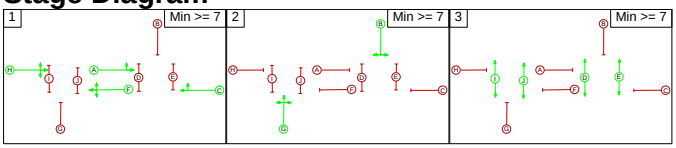
Phase Intergreens Matrix

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

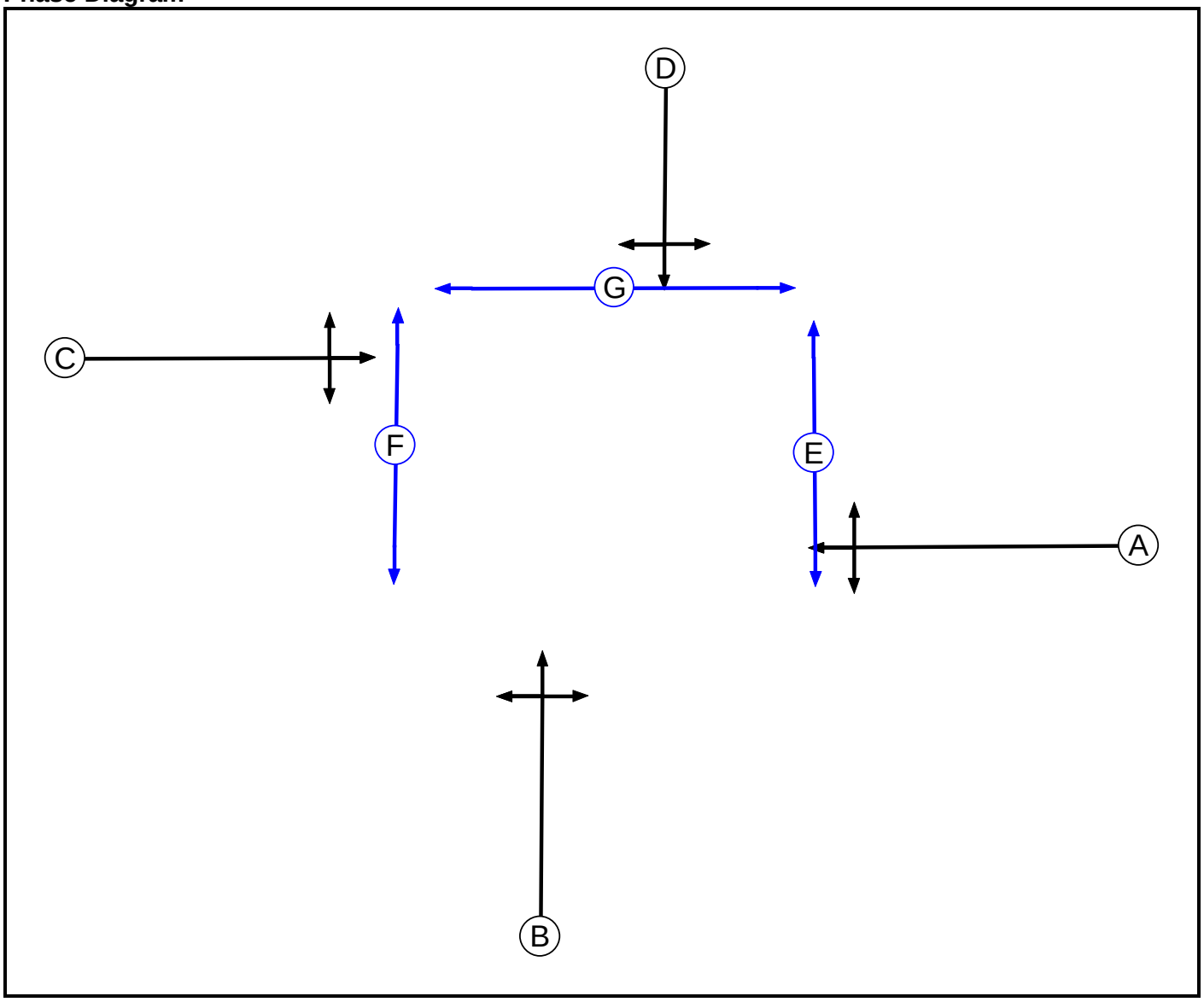
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

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		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7

Full Input Data And Results

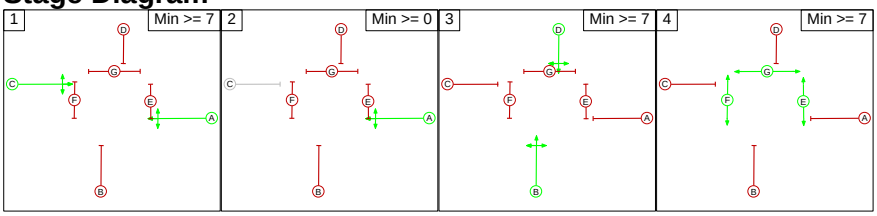
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		7	-	5	5	9	9
	B	5		5	-	9	6	8
	C	-	5		5	9	5	6
	D	5	-	5		8	8	9
	E	14	14	14	14		-	-
	F	16	16	16	16	-		-
	G	15	15	15	15	-	-	

Phases in Stage

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

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	7	9
	2	2		7	9
	3	5	5		9
	4	16	16	16	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: 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)	J1:4/1 (Right)	1440	0	J1:5/2	1.09	All	2.00	-	0.50	2	2.00

Junction: J2: Oxford Road / Upper Windsor Street
There are no Opposed Lanes in this Junction

Junction: J3: Oxford Road / Hightown Road / Horton View											
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)	J3:4/1 (Right)	1440	0	J3:5/1	1.09	All	2.00	2.00	0.50	2	2.00
				J3:5/2	1.09	All					
J3:5/2 (Oxford Road)	J3:2/1 (Right)	1440	0	J3:1/1	1.09	All	1.00	1.00	0.50	1	2.00
				J3:1/2	1.09	All					
J3:7/3 (Oxford Road)	J3:9/1 (Right)	1440	0	J3:6/1	1.09	All	2.00	-	0.50	2	2.00
				J3:6/2	1.09	All					

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	J4:5/1 (Right)	1440	0	J4:6/1	1.09	All	2.00	2.00	0.50	2	2.00
J4:2/2 (Sainsburys)	J3:7/1 (Right)	1439	0	J4:4/1	1.09	All	2.00	1.00	0.50	2	2.00
	J3:7/2 (Right)	1440	0	J4:4/1	1.09	All					
J4:4/1 (Framfield Road)	J4:7/1 (Right)	1440	0	J4:2/2	1.09	All	2.00	1.00	0.50	2	2.00
				J4:2/1	1.09	All					
J4:6/2 (Oxford Road)	J4:3/1 (Right)	1440	0	J4:1/1	1.09	All	2.00	-	0.50	2	2.00
				J4:1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: J1: 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)	U	A	2	3	60.0	Geom	-	3.00	6.00	Y	Arm J2:1 Ahead	Inf
J1:1/2 (South Bar)	O	A C	2	3	12.0	Geom	-	3.00	6.00	N	Arm J1:4 Right	10.00
J1:2/1 (South Bar -exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/1 (Bloxham Road)	U	G	2	3	17.4	Geom	-	3.60	0.00	Y	Arm J1:2 Left	28.80
J1:3/2 (Bloxham Road)	U	F	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)	U	B	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J1:4 Left	12.00
J1:5/2 (Oxford Road)	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm J1:2 Ahead	Inf

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street												
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)	U	A	2	3	15.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left	16.00
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf
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)	U	E	2	3	40.0	Geom	-	3.00	0.00	Y	Arm J1:5 Ahead	Inf
J2:4/2 (Oxford Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:3 Right	18.60
J2:5/1	U		2	3	0.0	Inf	-	-	-	-	-	-

Full Input Data And Results

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

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)	U	H	2	3	25.0	Geom	-	3.00	0.00	Y	Arm J3:2 Left	3.00
											Arm J3:6 Ahead	Inf
J3:1/2 (Oxford Road)	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)	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)	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)	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)	U	A	2	3	6.0	Geom	-	3.00	0.00	N	Arm J4:1 Ahead	Inf
J3:7/1 (Oxford Road)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:5 Ahead	Inf
J3:7/2 (Oxford Road)	U	C	2	3	16.0	Geom	-	2.80	0.00	N	Arm J3:5 Ahead	Inf
J3:7/3 (Oxford Road)	O	C	2	3	10.0	Geom	-	3.25	0.00	Y	Arm J3:9 Right	18.00
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 / Sainsburys / Framfield 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)	U	C	2	3	23.0	Geom	-	3.00	0.00	Y	Arm J4:3 Left	9.30
											Arm J4:7 Ahead	Inf
J4:1/2 (Oxford Road)	O	C	2	3	23.0	Geom	-	3.00	0.00	N	Arm J4:5 Right	11.00
											Arm J4:7 Ahead	Inf
J4:2/1 (Sainsburys)	U	D	2	3	5.0	Geom	-	3.10	0.00	Y	Arm J4:7 Left	16.00
J4:2/2 (Sainsburys)	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 (Sainsburys - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:4/1 (Framfield Road)	O	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J3:7 Left	Inf
											Arm J4:3 Ahead	Inf
											Arm J4:7 Right	14.00
J4:5/1 (Framfield Road - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:6/1 (Oxford Road)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:7 Ahead	Inf
											Arm J4:5 Left	8.80
J4:6/2 (Oxford Road)	O	A	2	3	25.0	Geom	-	3.25	0.00	Y	Arm J4:3 Right	Inf
J4:7/1 (Oxford Road - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
Lane	Custom Occupancy per Flow Group (PCU)							
	2026 Baseline AM	2026 Baseline PM	2026 Phase two AM	2026 Phase two PM	2031 Baseline AM	2031 Baseline PM	2031 Phase two AM	2031 Phase two PM
J3:1/1 (Oxford Road Lane 1)	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Baseline AM'	08:00	09:00	01:00	
2: '2026 Baseline PM'	17:00	18:00	01:00	
3: '2026 Phase two AM'	08:00	09:00	01:00	
4: '2026 Phase two PM'	17:00	18:00	01:00	
5: '2031 Baseline AM'	08:00	09:00	01:00	
6: '2031 Baseline PM'	17:00	18:00	01:00	
7: '2031 Phase two AM'	08:00	09:00	01:00	
8: '2031 Phase two PM'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2026 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	98	95	80	0	200	154	262	889
	B	61	0	55	4	5	0	17	14	25	181
	C	86	26	0	6	7	0	25	21	36	207
	D	117	1	8	0	5	0	25	22	41	219
	E	110	2	11	12	0	0	5	5	11	156
	F	0	0	0	0	0	0	0	0	0	0
	G	271	6	36	57	101	0	0	57	112	640
	H	124	3	17	27	49	0	136	0	362	718
	I	190	4	27	45	82	0	220	334	0	902
	Tot.	959	42	252	246	329	0	628	607	849	3912

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	902(In) 568(Out)
J1:1/2 (short)	334
J1:2/1	849
J1:3/1 (short)	362
J1:3/2 (with short)	718(In) 356(Out)
J1:4/1	607
J1:5/1 (short)	273
J1:5/2 (with short)	760(In) 487(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	356
J2:1/2 (with short)	924(In) 568(Out)
J2:2/1	471
J2:2/2	169
J2:3/1	628
J2:4/1	591
J2:4/2	272
J2:5/1	471
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	502
J3:1/2 (with short)	1039(In) 537(Out)
J3:2/1	0
J3:3/1	156
J3:4/1	329
J3:5/1	672
J3:5/2	267
J3:6/1	580
J3:6/2	362
J3:7/1	604
J3:7/2 (with short)	347(In) 242(Out)
J3:7/3 (short)	105
J3:8/1	219
J3:9/1	246
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

J4:1/1	506
J4:1/2	421
J4:2/1 (short)	86
J4:2/2 (with short)	207(In) 121(Out)
J4:3/1	252
J4:4/1	181
J4:5/1	42
J4:6/1 (with short)	889(In) 791(Out)
J4:6/2 (short)	98
J4:7/1	959

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	43.2 %	2000	2000
				Arm J3:6 Ahead	Inf	56.8 %		
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	13.5 %	1798	1798
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	86.5 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	85.6 %	1873	1873
				Arm J3:4 Left	9.60	14.4 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	24.3 %	1832	1832
				Arm J4:1 Ahead	Inf	75.7 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	42.5 %	1628	1628
				Arm J4:1 Left	6.20	57.5 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	19.6 %	1856	1856
				Arm J4:7 Ahead	Inf	80.4 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	3.8 %	2044	2044
				Arm J4:7 Ahead	Inf	96.2 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	78.5 %	1745	1745
				Arm J4:5 Ahead	Inf	21.5 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	35.9 %	1868	1868
				Arm J4:3 Ahead	Inf	30.4 %		
				Arm J4:7 Right	14.00	33.7 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 2' (FG2: '2026 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	116	133	64	0	178	140	280	911
	B	0	0	52	2	1	0	5	4	9	73
	C	224	72	0	21	11	0	42	35	74	479
	D	125	1	33	0	5	0	31	29	62	286
	E	84	1	26	8	0	0	0	0	0	119
	F	0	0	0	0	0	0	0	0	0	0
	G	175	3	64	32	46	0	0	45	112	477
	H	126	2	48	27	42	0	63	0	211	519
	I	209	4	82	47	77	0	119	316	0	854
	Tot.	943	83	421	270	246	0	438	569	748	3718

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	854(In) 538(Out)
J1:1/2 (short)	316
J1:2/1	748
J1:3/1 (short)	211
J1:3/2 (with short)	519(In) 308(Out)
J1:4/1	569
J1:5/1 (short)	253
J1:5/2 (with short)	790(In) 537(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	182
J2:1/2 (with short)	846(In) 664(Out)
J2:2/1	320
J2:2/2	157
J2:3/1	438
J2:4/1	633
J2:4/2	256
J2:5/1	320
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	555
J3:1/2 (with short)	984(In) 429(Out)
J3:2/1	0
J3:3/1	119
J3:4/1	246
J3:5/1	714
J3:5/2	256
J3:6/1	631
J3:6/2	307
J3:7/1	618
J3:7/2 (with short)	381(In) 225(Out)
J3:7/3 (short)	156
J3:8/1	286
J3:9/1	270
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

J4:1/1	613
J4:1/2	370
J4:2/1 (short)	224
J4:2/2 (with short)	479(In) 255(Out)
J4:3/1	421
J4:4/1	73
J4:5/1	83
J4:6/1 (with short)	911(In) 795(Out)
J4:6/2 (short)	116
J4:7/1	943

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	38.5 %	2007	2007
				Arm J3:6 Ahead	Inf	61.5 %		
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	0.0 %	1828	1828
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	100.0 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	88.7 %	1882	1882
				Arm J3:4 Left	9.60	11.3 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	18.1 %	1852	1852
				Arm J4:1 Ahead	Inf	81.9 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	44.4 %	1632	1632
				Arm J4:1 Left	6.20	55.6 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	41.3 %	1795	1795
				Arm J4:7 Ahead	Inf	58.7 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	3.0 %	2047	2047
				Arm J4:7 Ahead	Inf	97.0 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	71.8 %	1759	1759
				Arm J4:5 Ahead	Inf	28.2 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	28.8 %	1935	1935
				Arm J4:3 Ahead	Inf	71.2 %		
				Arm J4:7 Right	14.00	0.0 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 Phase two AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	104	93	81	0	195	138	274	885
	B	66	0	58	4	5	0	17	13	27	190
	C	86	26	0	6	7	0	24	19	39	207
	D	120	1	8	0	5	0	27	22	48	231
	E	112	2	11	13	0	0	9	9	23	179
	F	0	0	0	0	0	0	0	0	0	0
	G	272	6	36	58	126	0	0	49	118	665
	H	107	2	14	24	51	0	91	0	412	701
	I	199	5	28	48	104	0	187	333	0	904
	Tot.	962	42	259	246	379	0	550	583	941	3962

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	904(In) 571(Out)
J1:1/2 (short)	333
J1:2/1	941
J1:3/1 (short)	412
J1:3/2 (with short)	701(In) 289(Out)
J1:4/1	583
J1:5/1 (short)	250
J1:5/2 (with short)	779(In) 529(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	278
J2:1/2 (with short)	860(In) 582(Out)
J2:2/1	498
J2:2/2	167
J2:3/1	550
J2:4/1	612
J2:4/2	272
J2:5/1	498
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	496
J3:1/2 (with short)	1080(In) 584(Out)
J3:2/1	0
J3:3/1	179
J3:4/1	379
J3:5/1	678
J3:5/2	263
J3:6/1	576
J3:6/2	361
J3:7/1	603
J3:7/2 (with short)	339(In) 236(Out)
J3:7/3 (short)	103
J3:8/1	231
J3:9/1	246
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

Full Input Data And Results

J4:1/1	501
J4:1/2	422
J4:2/1 (short)	86
J4:2/2 (with short)	207(In) 121(Out)
J4:3/1	259
J4:4/1	190
J4:5/1	42
J4:6/1 (with short)	885(In) 781(Out)
J4:6/2 (short)	104
J4:7/1	962

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	48.1 %	1993	1993
				Arm J3:6 Ahead	Inf	51.9 %		
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	7.00	22.9 %	1778	1778
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	77.1 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	85.5 %	1873	1873
				Arm J3:4 Left	9.60	14.5 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	24.8 %	1830	1830
				Arm J4:1 Ahead	Inf	75.2 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	44.2 %	1632	1632
				Arm J4:1 Left	6.20	55.8 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	19.4 %	1857	1857
				Arm J4:7 Ahead	Inf	80.6 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	3.8 %	2044	2044
				Arm J4:7 Ahead	Inf	96.2 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	78.5 %	1745	1745
				Arm J4:5 Ahead	Inf	21.5 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	34.7 %	1866	1866
				Arm J4:3 Ahead	Inf	30.5 %		
				Arm J4:7 Right	14.00	34.7 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 Phase two PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	104	133	64	0	179	143	285	908
	B	0	0	52	2	1	0	5	4	9	73
	C	240	71	0	20	11	0	42	35	74	493
	D	119	1	32	0	5	0	32	29	64	282
	E	83	1	27	8	0	0	0	0	0	119
	F	0	0	0	0	0	0	0	0	0	0
	G	184	3	69	32	45	0	0	45	111	489
	H	123	2	48	25	37	0	61	0	211	507
	I	220	4	88	47	75	0	126	310	0	870
	Tot.	969	82	420	267	238	0	445	566	754	3741

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	870(In) 560(Out)
J1:1/2 (short)	310
J1:2/1	754
J1:3/1 (short)	211
J1:3/2 (with short)	507(In) 296(Out)
J1:4/1	566
J1:5/1 (short)	256
J1:5/2 (with short)	799(In) 543(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	187
J2:1/2 (with short)	856(In) 669(Out)
J2:2/1	333
J2:2/2	156
J2:3/1	445
J2:4/1	643
J2:4/2	258
J2:5/1	333
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	572
J3:1/2 (with short)	1002(In) 430(Out)
J3:2/1	0
J3:3/1	119
J3:4/1	238
J3:5/1	724
J3:5/2	258
J3:6/1	649
J3:6/2	315
J3:7/1	626
J3:7/2 (with short)	381(In) 226(Out)
J3:7/3 (short)	155
J3:8/1	282
J3:9/1	267
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

J4:1/1	629
J4:1/2	375
J4:2/1 (short)	240
J4:2/2 (with short)	493(In) 253(Out)
J4:3/1	420
J4:4/1	73
J4:5/1	82
J4:6/1 (with short)	908(In) 804(Out)
J4:6/2 (short)	104
J4:7/1	969

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	36.5 %	2010	2010
				Arm J3:6 Ahead	Inf	63.5 %		
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	0.0 %	1828	1828
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	100.0 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	88.8 %	1882	1882
				Arm J3:4 Left	9.60	11.2 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	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)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	46.1 %	1635	1635
				Arm J4:1 Left	6.20	53.9 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	42.0 %	1794	1794
				Arm J4:7 Ahead	Inf	58.0 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	2.9 %	2047	2047
				Arm J4:7 Ahead	Inf	97.1 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	71.9 %	1759	1759
				Arm J4:5 Ahead	Inf	28.1 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	28.8 %	1935	1935
				Arm J4:3 Ahead	Inf	71.2 %		
				Arm J4:7 Right	14.00	0.0 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	98	128	96	0	199	158	272	951
	B	88	0	39	6	6	0	17	14	26	196
	C	91	29	0	8	8	0	24	20	37	217
	D	126	12	2	0	7	0	28	26	49	250
	E	110	14	3	11	0	0	4	5	10	157
	F	0	0	0	0	0	0	0	0	0	0
	G	255	44	9	47	100	0	0	55	112	622
	H	128	23	5	25	54	0	110	0	486	831
	I	209	39	8	45	97	0	194	336	0	928
	Tot.	1007	161	164	270	368	0	576	614	992	4152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	928(In) 592(Out)
J1:1/2 (short)	336
J1:2/1	992
J1:3/1 (short)	486
J1:3/2 (with short)	831(In) 345(Out)
J1:4/1	614
J1:5/1 (short)	278
J1:5/2 (with short)	784(In) 506(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	304
J2:1/2 (with short)	937(In) 633(Out)
J2:2/1	455
J2:2/2	167
J2:3/1	576
J2:4/1	617
J2:4/2	272
J2:5/1	455
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	435
J3:1/2 (with short)	1088(In) 653(Out)
J3:2/1	0
J3:3/1	157
J3:4/1	368
J3:5/1	719
J3:5/2	268
J3:6/1	504
J3:6/2	471
J3:7/1	637
J3:7/2 (with short)	382(In) 240(Out)
J3:7/3 (short)	142
J3:8/1	250
J3:9/1	270
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

Full Input Data And Results

J4:1/1	441
J4:1/2	546
J4:2/1 (short)	91
J4:2/2 (with short)	217(In) 126(Out)
J4:3/1	164
J4:4/1	196
J4:5/1	161
J4:6/1 (with short)	951(In) 853(Out)
J4:6/2 (short)	98
J4:7/1	1007

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	38.4 %	2007	2007
				Arm J3:6 Ahead	Inf	61.6 %		
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	12.1 %	1801	1801
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	87.9 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	83.7 %	1868	1868
				Arm J3:4 Left	9.60	16.3 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	25.4 %	1828	1828
				Arm J4:1 Ahead	Inf	74.6 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	44.0 %	1631	1631
				Arm J4:1 Left	6.20	56.0 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	6.1 %	1896	1896
				Arm J4:7 Ahead	Inf	93.9 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	24.2 %	1989	1989
				Arm J4:7 Ahead	Inf	75.8 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	77.0 %	1748	1748
				Arm J4:5 Ahead	Inf	23.0 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	35.2 %	1846	1846
				Arm J4:3 Ahead	Inf	19.9 %		
				Arm J4:7 Right	14.00	44.9 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	131	148	65	0	165	162	283	954
	B	2	0	42	2	1	0	5	5	9	66
	C	241	70	0	25	12	0	40	42	76	506
	D	109	1	28	0	7	0	35	40	75	295
	E	88	1	28	9	0	0	0	0	0	126
	F	0	0	0	0	0	0	0	0	0	0
	G	189	3	71	35	73	0	0	51	106	528
	H	118	2	46	24	53	0	69	0	179	491
	I	231	5	93	53	117	0	156	262	0	917
	Tot.	978	82	439	296	328	0	470	562	728	3883

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	917(In) 655(Out)
J1:1/2 (short)	262
J1:2/1	728
J1:3/1 (short)	179
J1:3/2 (with short)	491(In) 312(Out)
J1:4/1	562
J1:5/1 (short)	300
J1:5/2 (with short)	849(In) 549(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	225
J2:1/2 (with short)	967(In) 742(Out)
J2:2/1	371
J2:2/2	157
J2:3/1	470
J2:4/1	692
J2:4/2	245
J2:5/1	371
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	591
J3:1/2 (with short)	1113(In) 522(Out)
J3:2/1	0
J3:3/1	126
J3:4/1	328
J3:5/1	777
J3:5/2	245
J3:6/1	672
J3:6/2	324
J3:7/1	655
J3:7/2 (with short)	385(In) 210(Out)
J3:7/3 (short)	175
J3:8/1	295
J3:9/1	296
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

J4:1/1	634
J4:1/2	379
J4:2/1 (short)	241
J4:2/2 (with short)	506(In) 265(Out)
J4:3/1	439
J4:4/1	66
J4:5/1	82
J4:6/1 (with short)	954(In) 823(Out)
J4:6/2 (short)	131
J4:7/1	978

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	46.6 %	1995	1995
				Arm J3:6 Ahead	Inf	53.4 %		
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	7.00	0.0 %	1828	1828
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	100.0 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	89.1 %	1883	1883
				Arm J3:4 Left	9.60	10.9 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	18.0 %	1852	1852
				Arm J4:1 Ahead	Inf	82.0 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	53.2 %	1649	1649
				Arm J4:1 Left	6.20	46.8 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	42.0 %	1794	1794
				Arm J4:7 Ahead	Inf	58.0 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	3.2 %	2046	2046
				Arm J4:7 Ahead	Inf	96.8 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	73.6 %	1755	1755
				Arm J4:5 Ahead	Inf	26.4 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	33.3 %	1929	1929
				Arm J4:3 Ahead	Inf	63.6 %		
				Arm J4:7 Right	14.00	3.0 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2031 Phase two AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	107	111	104	0	196	146	291	955
	B	91	0	46	4	6	0	16	13	27	203
	C	89	28	0	6	9	0	23	18	39	212
	D	125	2	10	0	9	0	31	27	60	264
	E	113	3	14	13	0	0	6	7	16	172
	F	0	0	0	0	0	0	0	0	0	0
	G	258	10	41	53	121	0	0	49	119	651
	H	118	5	19	25	58	0	86	0	520	831
	I	208	9	36	48	112	0	169	325	0	907
	Tot.	1002	57	273	260	419	0	527	585	1072	4195

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	907(In) 582(Out)
J1:1/2 (short)	325
J1:2/1	1072
J1:3/1 (short)	520
J1:3/2 (with short)	831(In) 311(Out)
J1:4/1	585
J1:5/1 (short)	260
J1:5/2 (with short)	812(In) 552(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	255
J2:1/2 (with short)	893(In) 638(Out)
J2:2/1	483
J2:2/2	168
J2:3/1	527
J2:4/1	644
J2:4/2	272
J2:5/1	483
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	514
J3:1/2 (with short)	1121(In) 607(Out)
J3:2/1	0
J3:3/1	172
J3:4/1	419
J3:5/1	749
J3:5/2	266
J3:6/1	598
J3:6/2	375
J3:7/1	653
J3:7/2 (with short)	356(In) 235(Out)
J3:7/3 (short)	121
J3:8/1	264
J3:9/1	260
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

Full Input Data And Results

J4:1/1	532
J4:1/2	439
J4:2/1 (short)	89
J4:2/2 (with short)	212(In) 123(Out)
J4:3/1	273
J4:4/1	203
J4:5/1	57
J4:6/1 (with short)	955(In) 848(Out)
J4:6/2 (short)	107
J4:7/1	1002

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: Oxford Road / Hightown Road / Horton View								
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)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	47.9 %	1993	1993
				Arm J3:6 Ahead	Inf	52.1 %		
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	16.9 %	1791	1791
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	83.1 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	82.9 %	1865	1865
				Arm J3:4 Left	9.60	17.1 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	23.2 %	1835	1835
				Arm J4:1 Ahead	Inf	76.8 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	48.1 %	1639	1639
				Arm J4:1 Left	6.20	51.9 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	22.6 %	1848	1848
				Arm J4:7 Ahead	Inf	77.4 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	6.6 %	2037	2037
				Arm J4:7 Ahead	Inf	93.4 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	77.2 %	1747	1747
				Arm J4:5 Ahead	Inf	22.8 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	32.5 %	1846	1846
				Arm J4:3 Ahead	Inf	22.7 %		
				Arm J4:7 Right	14.00	44.8 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2031 Phase two PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	0	120	143	64	0	165	156	289	937
	B	16	0	38	2	1	0	5	5	10	77
	C	265	75	0	23	12	0	39	40	78	532
	D	107	1	29	0	7	0	37	41	82	304
	E	91	1	30	9	0	0	0	0	0	131
	F	0	0	0	0	0	0	0	0	0	0
	G	184	3	71	33	61	0	0	48	108	508
	H	126	2	51	26	51	0	66	0	184	506
	I	240	5	99	54	108	0	147	264	0	917
	Tot.	1029	87	438	290	304	0	459	554	751	3912

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: J1: Oxford Road / Bloxham Road	
J1:1/1 (with short)	917(In) 653(Out)
J1:1/2 (short)	264
J1:2/1	751
J1:3/1 (short)	184
J1:3/2 (with short)	506(In) 322(Out)
J1:4/1	554
J1:5/1 (short)	290
J1:5/2 (with short)	857(In) 567(Out)
Junction: J2: Oxford Road / Upper Windsor Street	
J2:1/1 (short)	213
J2:1/2 (with short)	975(In) 762(Out)
J2:2/1	352
J2:2/2	156
J2:3/1	459
J2:4/1	701
J2:4/2	246
J2:5/1	352
Junction: J3: Oxford Road / Hightown Road / Horton View	
J3:1/1 (short)	609
J3:1/2 (with short)	1114(In) 505(Out)
J3:2/1	0
J3:3/1	131
J3:4/1	304
J3:5/1	785
J3:5/2	246
J3:6/1	694
J3:6/2	331
J3:7/1	655
J3:7/2 (with short)	377(In) 209(Out)
J3:7/3 (short)	168
J3:8/1	304
J3:9/1	290
Junction: J4: Oxford Road / Sainsburys / Framfield Road	

J4:1/1	655
J4:1/2	385
J4:2/1 (short)	265
J4:2/2 (with short)	532(In) 267(Out)
J4:3/1	438
J4:4/1	77
J4:5/1	87
J4:6/1 (with short)	937(In) 817(Out)
J4:6/2 (short)	120
J4:7/1	1029

Lane Saturation Flows

Junction: J1: 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)	3.00	6.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1663	1663
J1:1/2 (South Bar)	3.00	6.00	N	Arm J1:4 Right	10.00	100.0 %	1568	1568
J1:2/1 (South Bar -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)	3.25	0.00	Y	Arm J1:4 Left	12.00	100.0 %	1724	1724
J1:5/2 (Oxford Road)	3.90	0.00	Y	Arm J1:2 Ahead	Inf	100.0 %	2005	2005

Full Input Data And Results

Junction: J2: Oxford Road / Upper Windsor Street								
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)	3.00	0.00	Y	Arm J2:3 Left	16.00	100.0 %	1751	1751
J2:1/2 (Oxford Road)	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 J2:5 Left	Inf	100.0 %	1965	1965
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)	3.00	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1915	1915
J2:4/2 (Oxford Road)	3.00	0.00	Y	Arm J2:3 Right	18.60	100.0 %	1772	1772
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

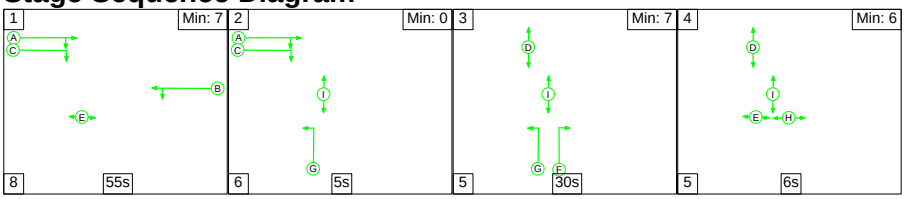
Junction: J3: Oxford Road / Hightown Road / Horton View								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Oxford Road)	3.00	0.00	Y	Arm J3:2 Left	3.00	0.0 %	1915	1915
				Arm J3:6 Ahead	Inf	100.0 %		
J3:1/2 (Oxford Road)	3.10	0.00	N	Arm J3:4 Right	19.90	43.6 %	1999	1999
				Arm J3:6 Ahead	Inf	56.4 %		
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	7.00	0.0 %	1828	1828
				Arm J3:2 Ahead	Inf	0.0 %		
				Arm J3:6 Right	18.70	100.0 %		
J3:4/1 (Horton View - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	89.3 %	1884	1884
				Arm J3:4 Left	9.60	10.7 %		
J3:5/2 (Oxford Road)	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
				Arm J3:2 Right	11.00	0.0 %		
J3:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:9 Left	8.00	17.6 %	1854	1854
				Arm J4:1 Ahead	Inf	82.4 %		
J3:6/2 (Oxford Road)	3.00	0.00	N	Arm J4:1 Ahead	Inf	100.0 %	2055	2055
J3:7/1 (Oxford Road)	3.00	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1915	1915
J3:7/2 (Oxford Road)	2.80	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2035	2035
J3:7/3 (Oxford Road)	3.25	0.00	Y	Arm J3:9 Right	18.00	100.0 %	1791	1791
J3:8/1 (Hightown Road)	3.10	0.00	Y	Arm J3:5 Right	14.80	54.9 %	1653	1653
				Arm J4:1 Left	6.20	45.1 %		
J3:9/1 (HIghtown Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J4: Oxford Road / Sainsburys / Framfield 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)	3.00	0.00	Y	Arm J4:3 Left	9.30	42.7 %	1791	1791
				Arm J4:7 Ahead	Inf	57.3 %		
J4:1/2 (Oxford Road)	3.00	0.00	N	Arm J4:5 Right	11.00	3.1 %	2046	2046
				Arm J4:7 Ahead	Inf	96.9 %		
J4:2/1 (Sainsburys)	3.10	0.00	Y	Arm J4:7 Left	16.00	100.0 %	1760	1760
J4:2/2 (Sainsburys)	3.10	0.00	Y	Arm J3:7 Right	11.40	71.9 %	1759	1759
				Arm J4:5 Ahead	Inf	28.1 %		
J4:3/1 (Sainsburys - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (Framfield Road)	3.20	0.00	Y	Arm J3:7 Left	Inf	29.9 %	1893	1893
				Arm J4:3 Ahead	Inf	49.4 %		
				Arm J4:7 Right	14.00	20.8 %		
J4:5/1 (Framfield Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:6/1 (Oxford Road)	3.00	0.00	Y	Arm J3:7 Ahead	Inf	100.0 %	1915	1915
				Arm J4:5 Left	8.80	0.0 %		
J4:6/2 (Oxford Road)	3.25	0.00	Y	Arm J4:3 Right	Inf	100.0 %	1940	1940
J4:7/1 (Oxford Road - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: '2026 Baseline AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

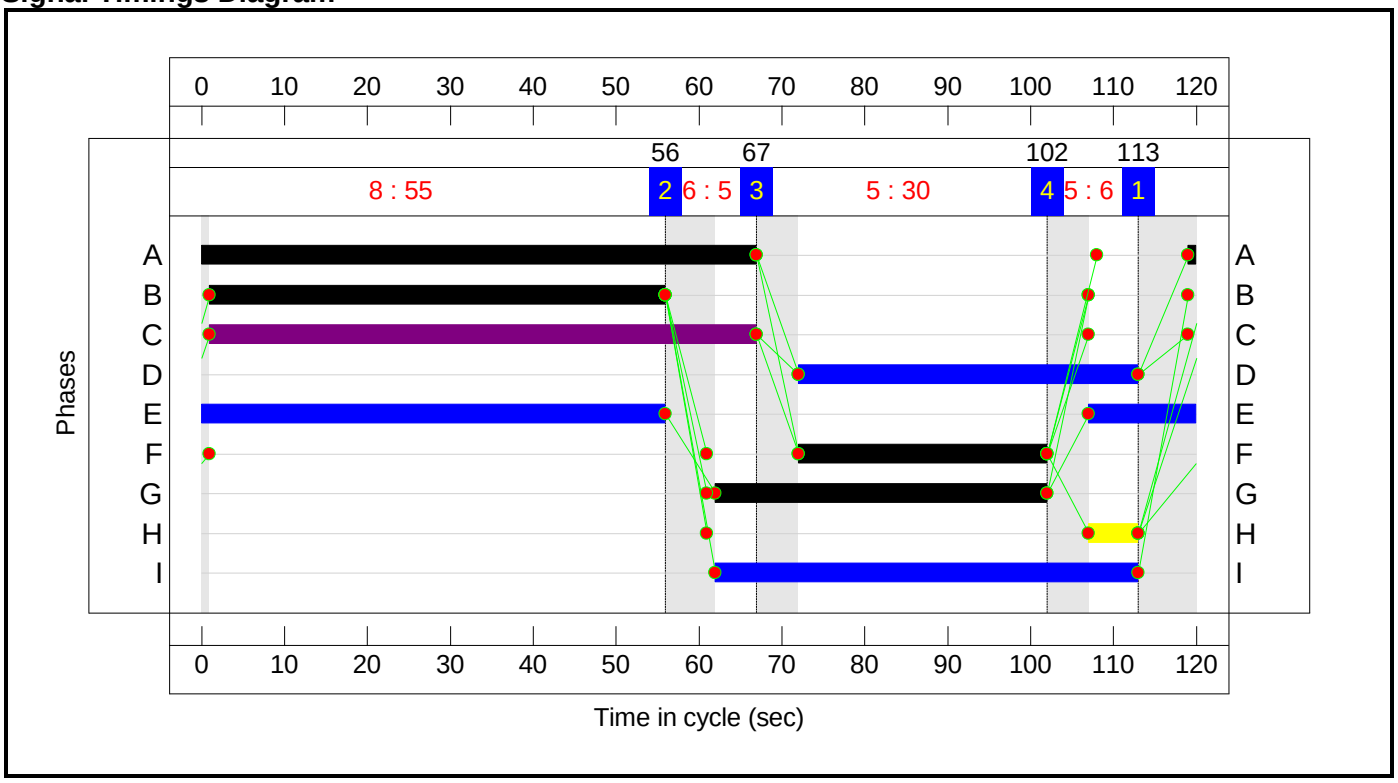


Stage Timings

Stage	1	2	3	4
Duration	55	5	30	6
Change Point	113	56	67	102

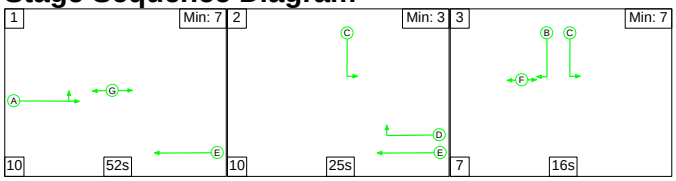
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

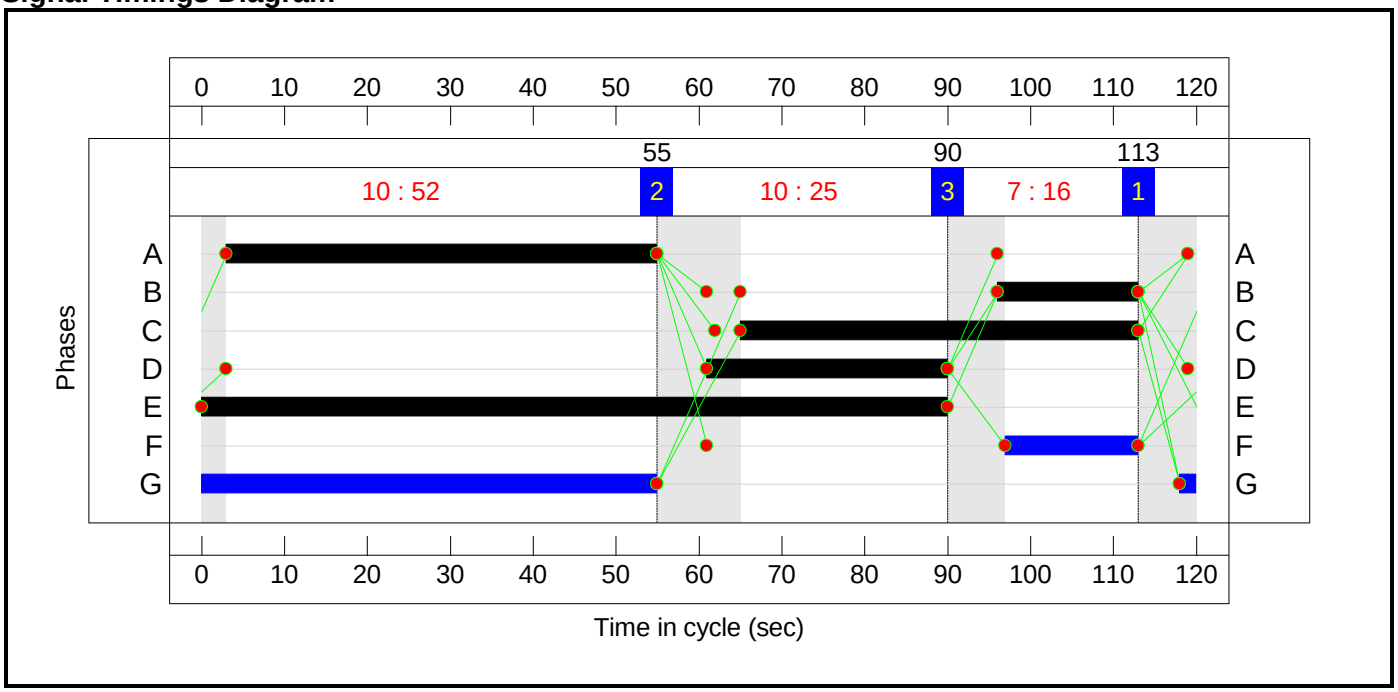


Stage Timings

Stage	1	2	3
Duration	52	25	16
Change Point	113	55	90

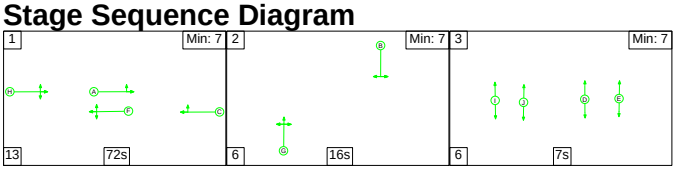
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

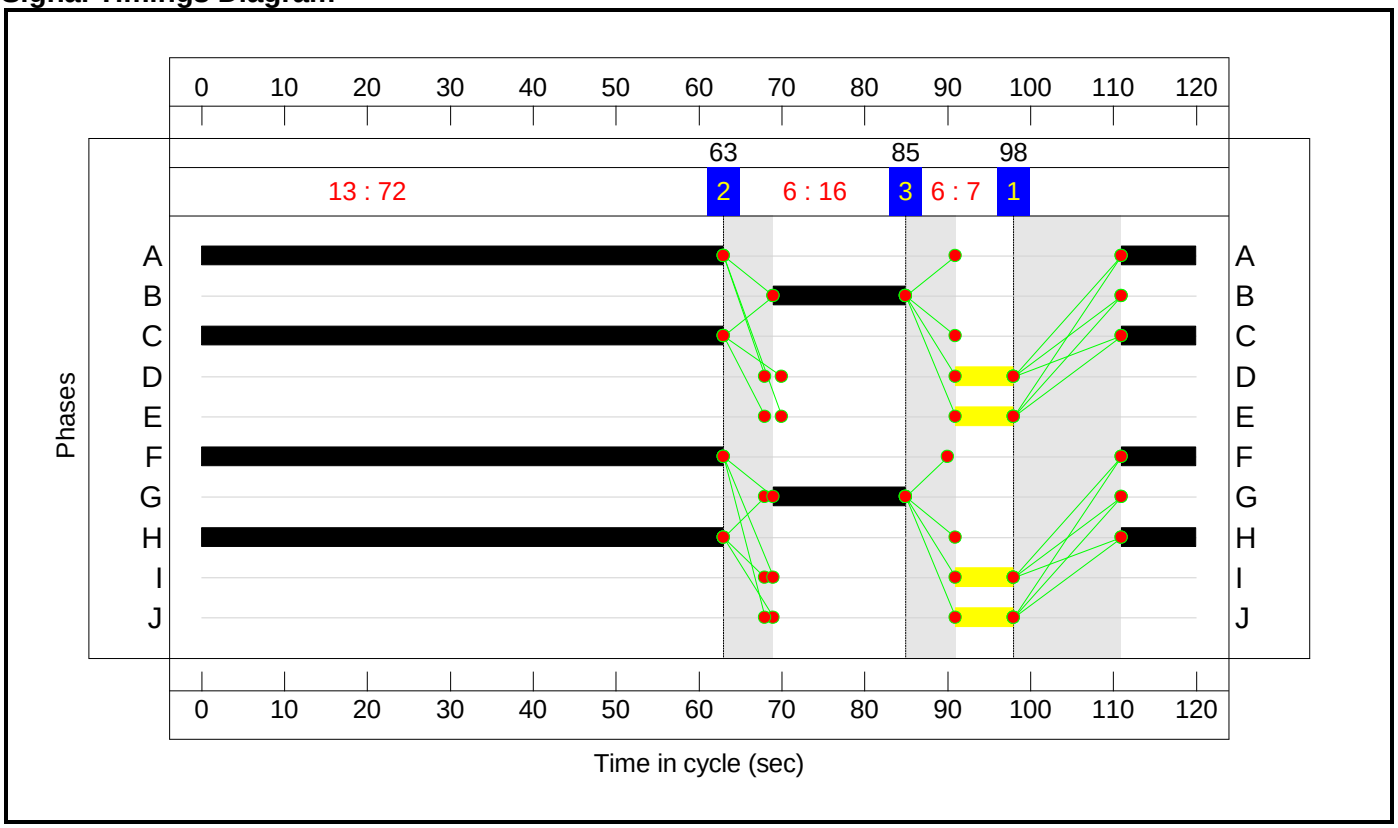


Stage Timings

Stage	1	2	3
Duration	72	16	7
Change Point	98	63	85

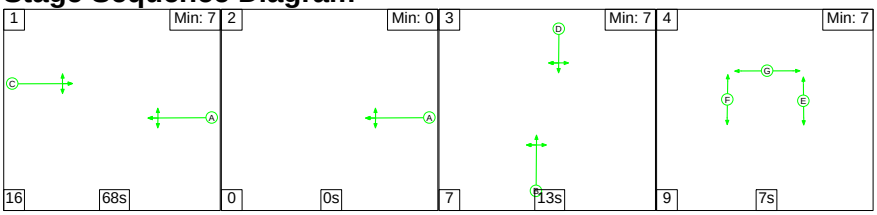
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

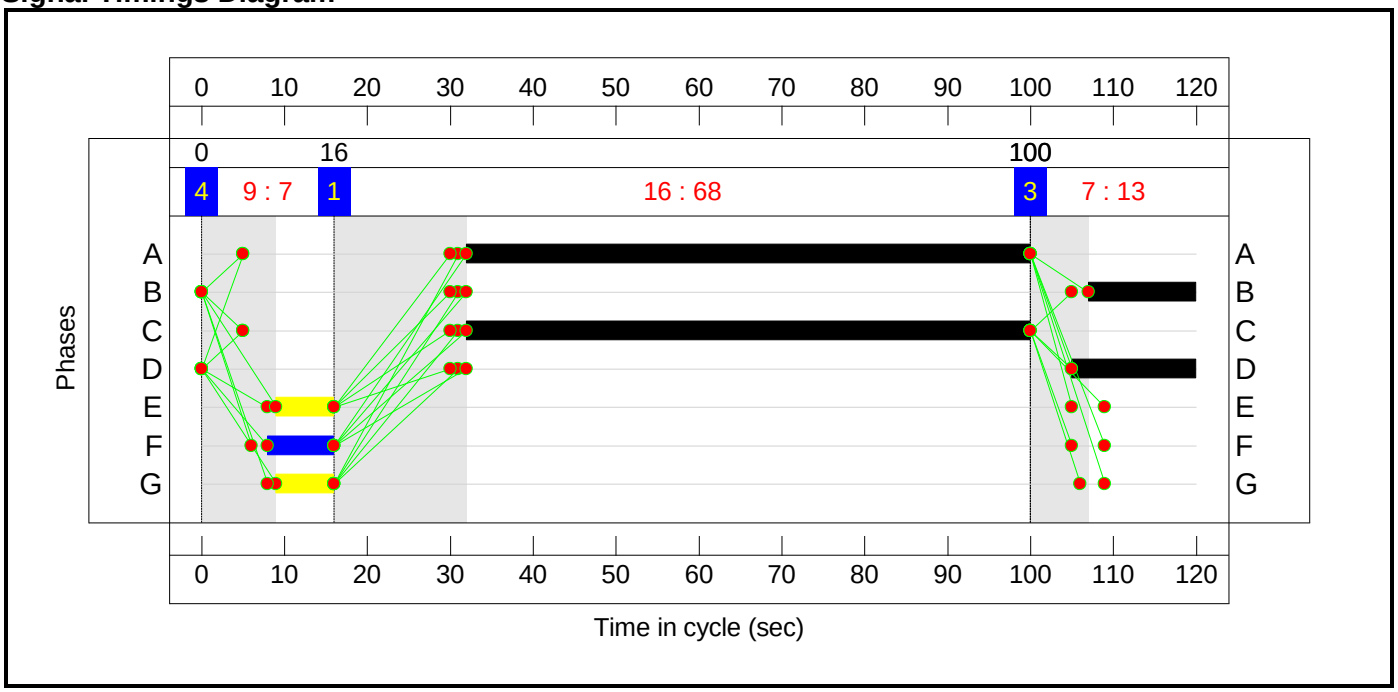


Stage Timings

Stage	1	2	3	4
Duration	68	0	13	7
Change Point	16	100	100	0

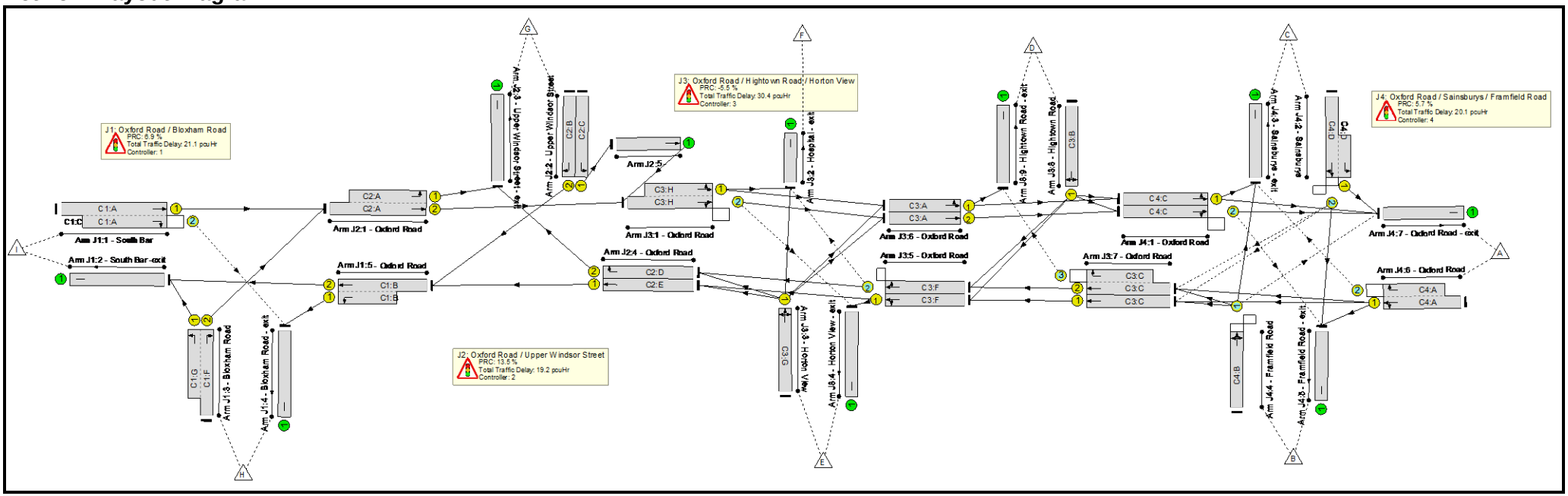
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**95.0%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.2%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	68	66	902	1663:1568	727+397	78.1 : 84.2%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	30:40	-	718	1733:1877	448+455	79.5 : 79.5%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	55	-	760	2005:1724	645+362	75.5 : 75.5%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	52	-	924	2055:1751	716+449	79.3 : 79.3%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	471	1965	802	58.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	169	1984	298	56.8%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	591	1915	1452	40.7%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	29	-	272	1772	443	61.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.0%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	72	-	1039	2000:1915	647+551	83.0 : 91.0%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	16	-	156	1798	255	61.2%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	72	-	672	1873	1139	58.9%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	72	-	267	1915	1165	22.9%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	72	-	580	1832	1114	52.0%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	72	-	362	2055	1250	29.0%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	72	-	604	1915	1165	51.8%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	72	-	347	2035:1791	512+222	47.2 : 47.2%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	16	-	219	1628	231	95.0%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.1%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	68	-	506	1856	1067	47.4%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	68	-	421	2044	1175	35.8%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	15	-	207	1745:1760	156+111	77.6 : 77.6%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	252	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	13	-	181	1868	213	85.1%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	68	-	889	1915:1940	1063+132	74.4 : 74.4%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**770**	**109**	**62**	**60.4**	**27.6**	**2.8**	**90.9**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**219**	**109**	**6**	**14.8**	**5.4**	**0.9**	**21.1**	**-**	**-**	**-**	**-**
1/1+1/2	902	902	219	109	6	5.4	2.0	0.9	8.3	33.2	12.5	2.0	14.5
2/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	718	718	-	-	-	7.3	1.9	-	9.2	46.4	11.1	1.9	13.0
4/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	760	760	-	-	-	2.0	1.5	-	3.5	16.6	7.1	1.5	8.6
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**14.9**	**4.4**	**0.0**	**19.2**	**-**	**-**	**-**	**-**
1/2+1/1	924	924	-	-	-	5.5	1.9	-	7.4	28.9	14.9	1.9	16.8
2/1	471	471	-	-	-	3.6	0.7	-	4.3	33.0	12.2	0.7	12.9
2/2	169	169	-	-	-	2.2	0.7	-	2.9	61.3	5.2	0.7	5.9
3/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	591	591	-	-	-	0.0	0.3	-	0.4	2.2	0.2	0.3	0.5
4/2	272	272	-	-	-	3.5	0.8	-	4.3	56.4	8.9	0.8	9.7
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**317**	**0**	**20**	**17.9**	**11.5**	**1.0**	**30.4**	**-**	**-**	**-**	**-**
1/2+1/1	1039	1039	226	0	6	4.1	3.1	0.6	7.8	27.1	29.3	3.1	32.5
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	156	156	-	-	-	2.1	0.8	-	2.9	66.4	4.9	0.8	5.6
4/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	672	672	-	-	-	2.0	0.7	-	2.7	14.6	17.8	0.7	18.5
5/2	267	267	0	0	0	0.7	0.1	0.0	0.8	11.4	2.3	0.1	2.4
6/1	580	580	-	-	-	0.8	0.5	-	1.4	8.5	3.1	0.5	3.7
6/2	362	362	-	-	-	0.6	0.2	-	0.8	8.0	2.3	0.2	2.5

Full Input Data And Results

7/1	604	604	-	-	-	3.1	0.5	-	3.6	21.4	12.6	0.5	13.2
7/2+7/3	347	347	91	0	14	1.4	0.4	0.4	2.3	23.4	3.8	0.4	4.2
8/1	219	219	-	-	-	3.1	5.0	-	8.1	134.0	7.2	5.0	12.3
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**233**	**0**	**36**	**12.9**	**6.3**	**0.9**	**20.1**	**-**	**-**	**-**	**-**
1/1	506	506	-	-	-	1.9	0.5	-	2.4	17.1	12.1	0.5	12.5
1/2	421	421	16	0	0	1.1	0.3	0.1	1.5	12.5	5.2	0.3	5.4
2/2+2/1	207	207	69	0	26	2.8	1.6	0.2	4.6	79.9	3.9	1.6	5.5
3/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	181	179	50	0	11	2.6	2.5	0.0	5.1	102.2	5.9	2.5	8.4
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	889	889	98	0	0	4.4	1.4	0.7	6.5	26.5	18.9	1.4	20.3
7/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

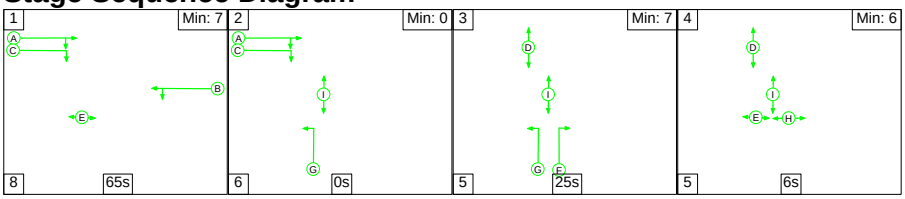
C1	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	21.07	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	13.5	Total Delay for Signalled Lanes (pcuHr):	19.24	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	30.43	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	20.13	Cycle Time (s): 120
	PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):	90.87	

Full Input Data And Results

Scenario 2: 'Scenario 2' (FG2: '2026 Baseline PM', Plan 1: 'Network Control Plan 1')

C1

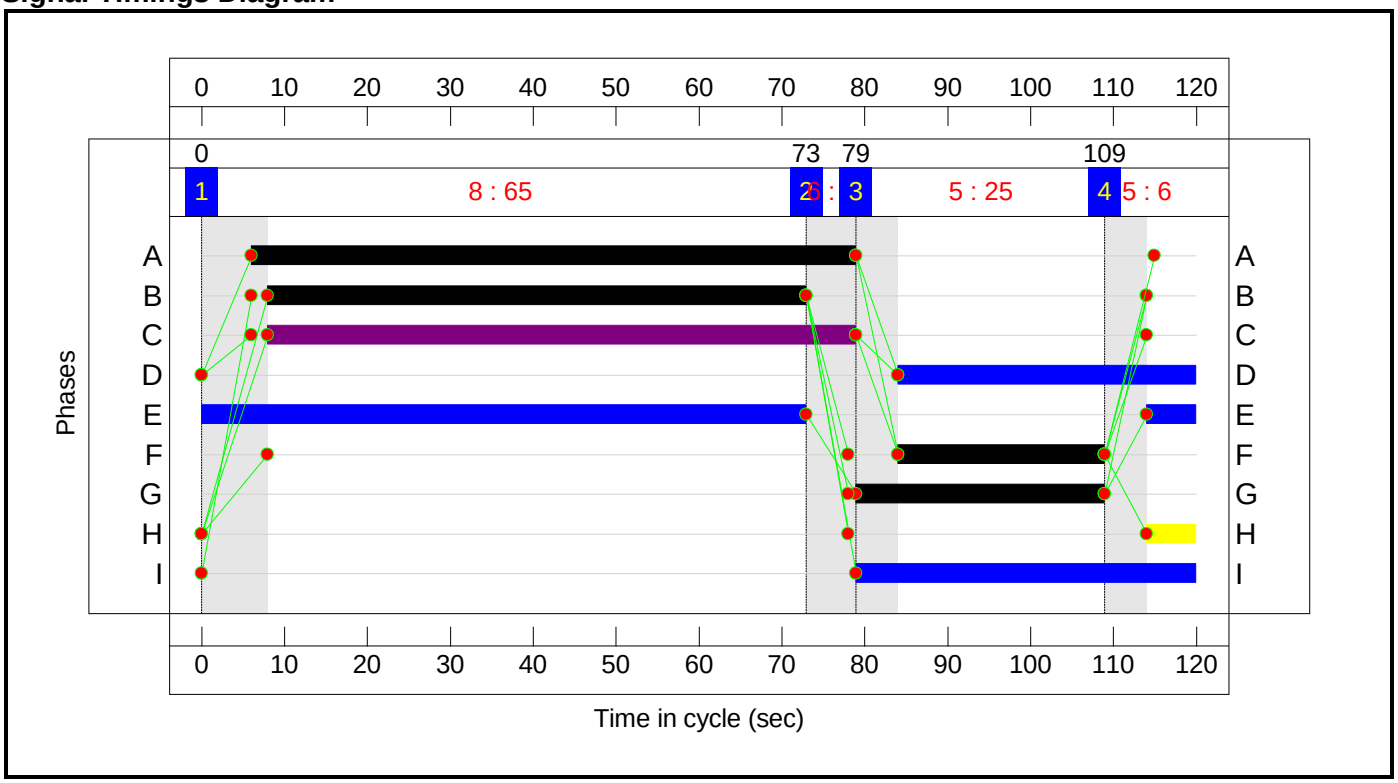
Stage Sequence Diagram



Stage Timings

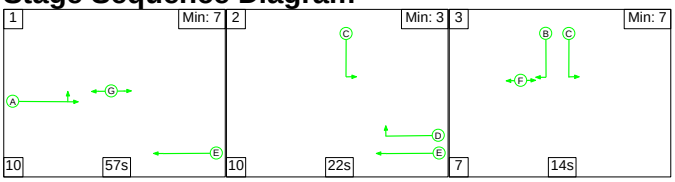
Stage	1	2	3	4
Duration	65	0	25	6
Change Point	0	73	79	109

Signal Timings Diagram



C2

Stage Sequence Diagram

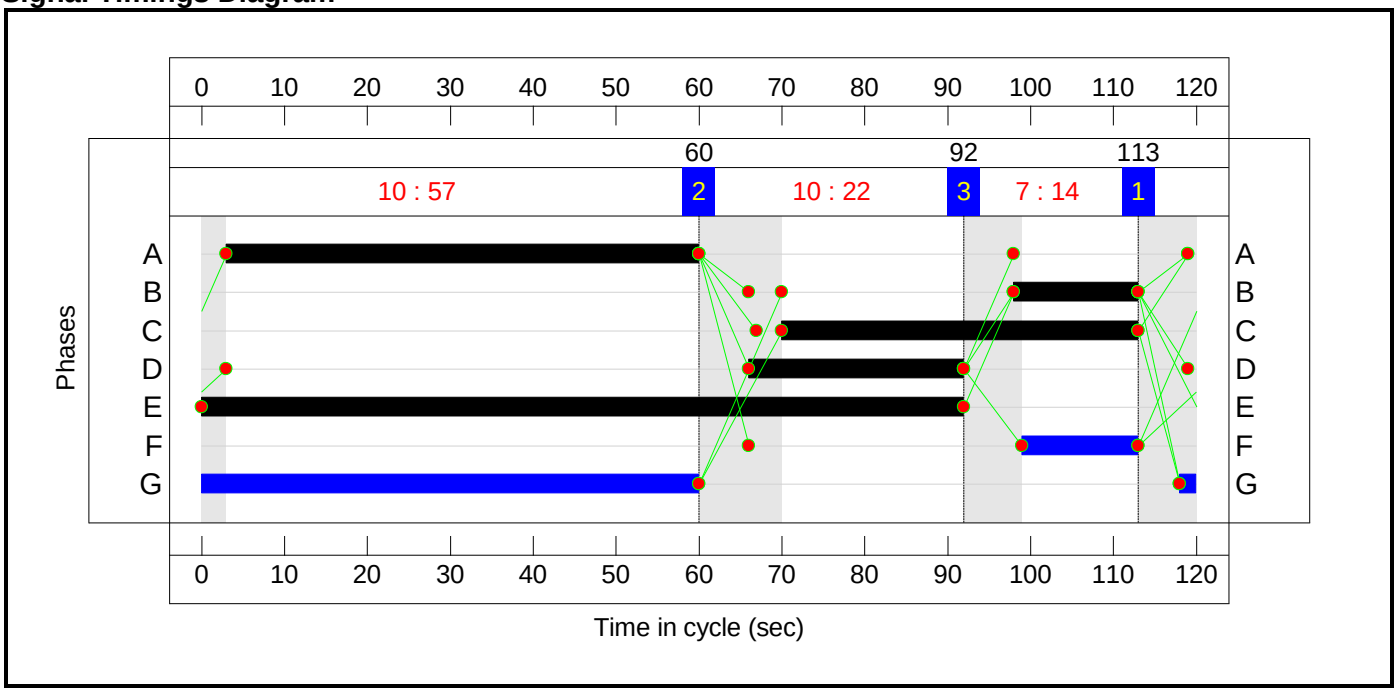


Stage Timings

Stage	1	2	3
Duration	57	22	14
Change Point	113	60	92

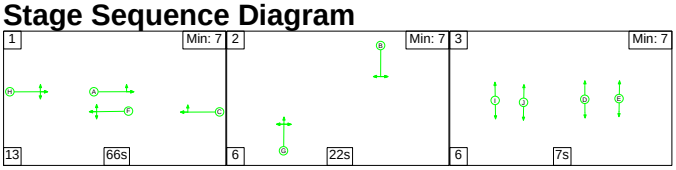
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

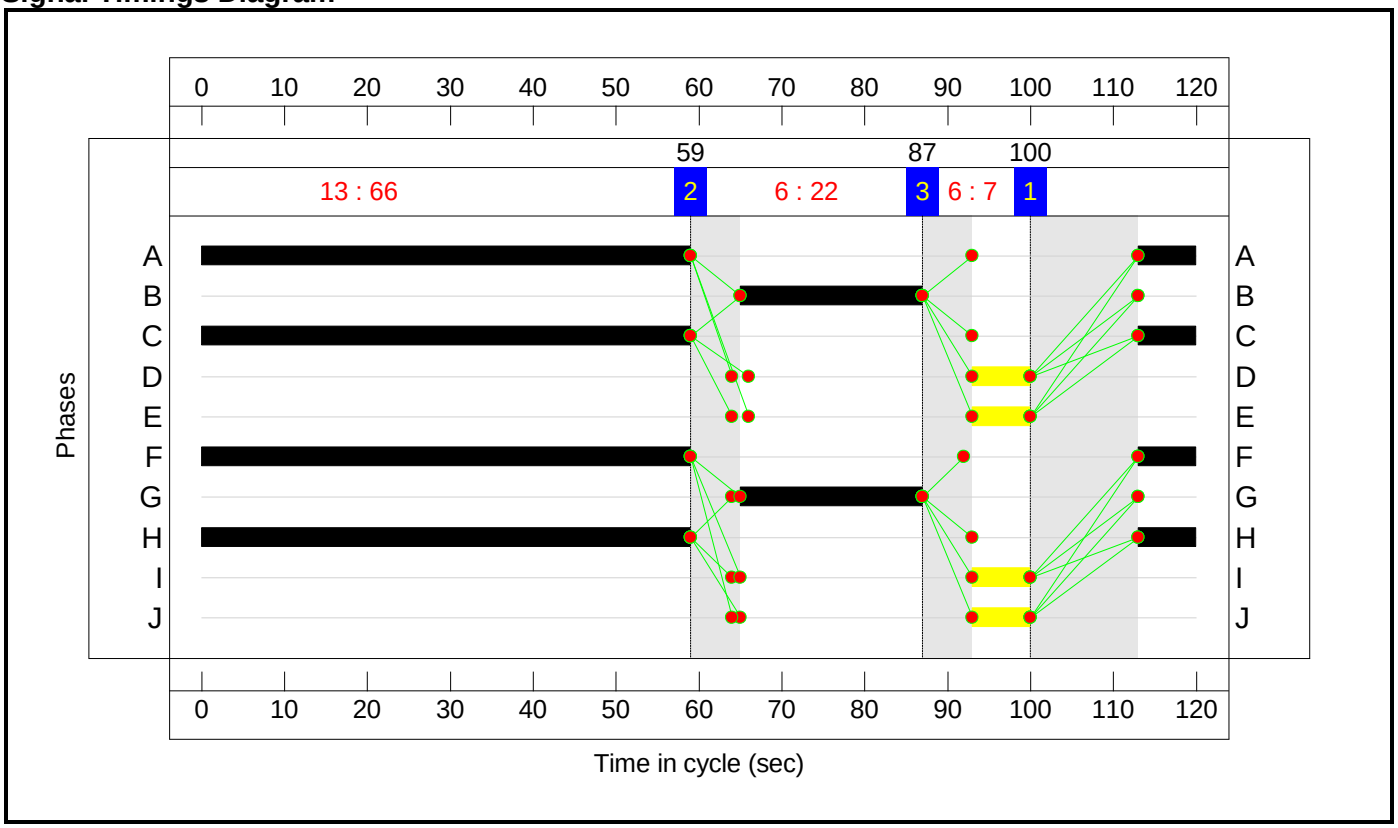


Stage Timings

Stage	1	2	3
Duration	66	22	7
Change Point	100	59	87

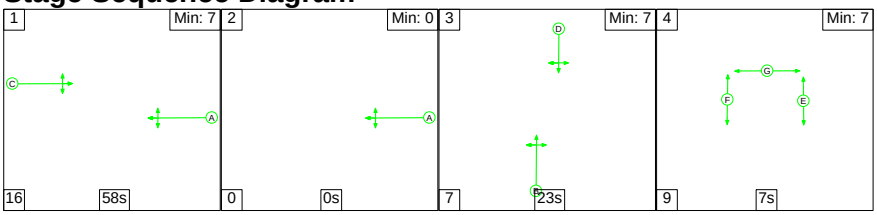
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

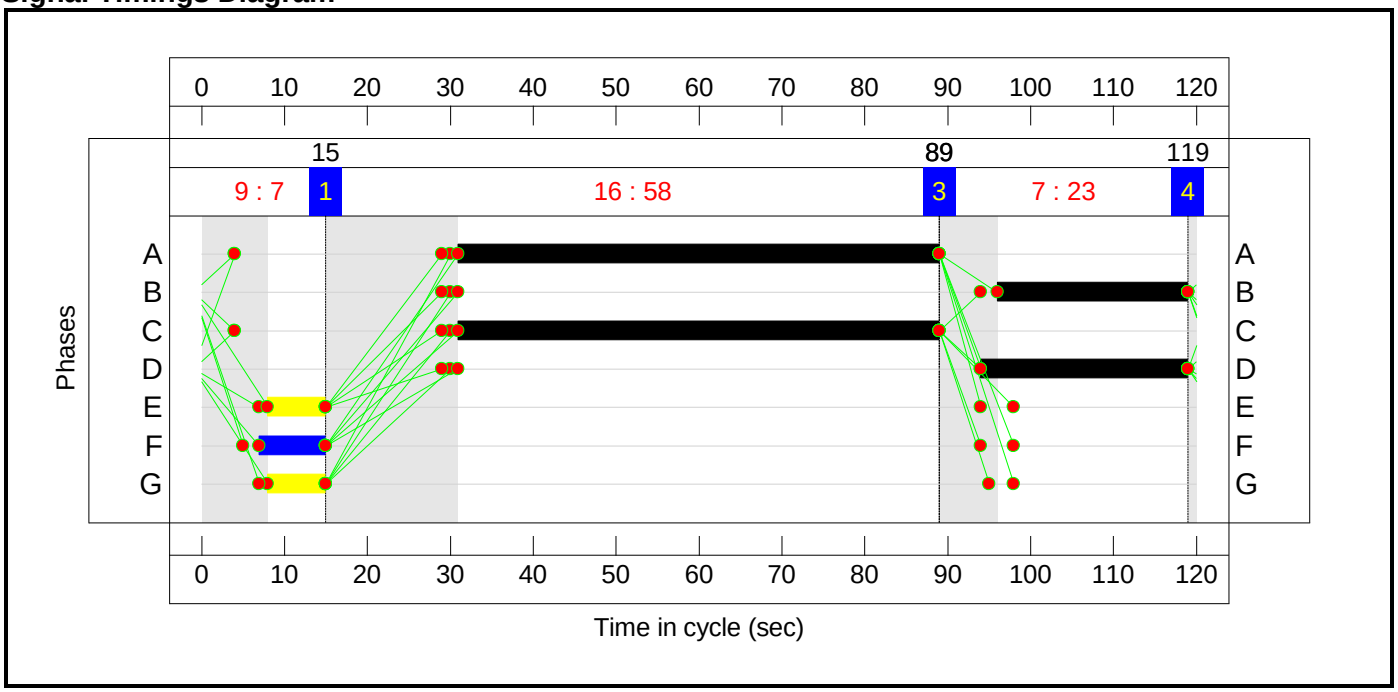


Stage Timings

Stage	1	2	3	4
Duration	58	0	23	7
Change Point	15	89	89	119

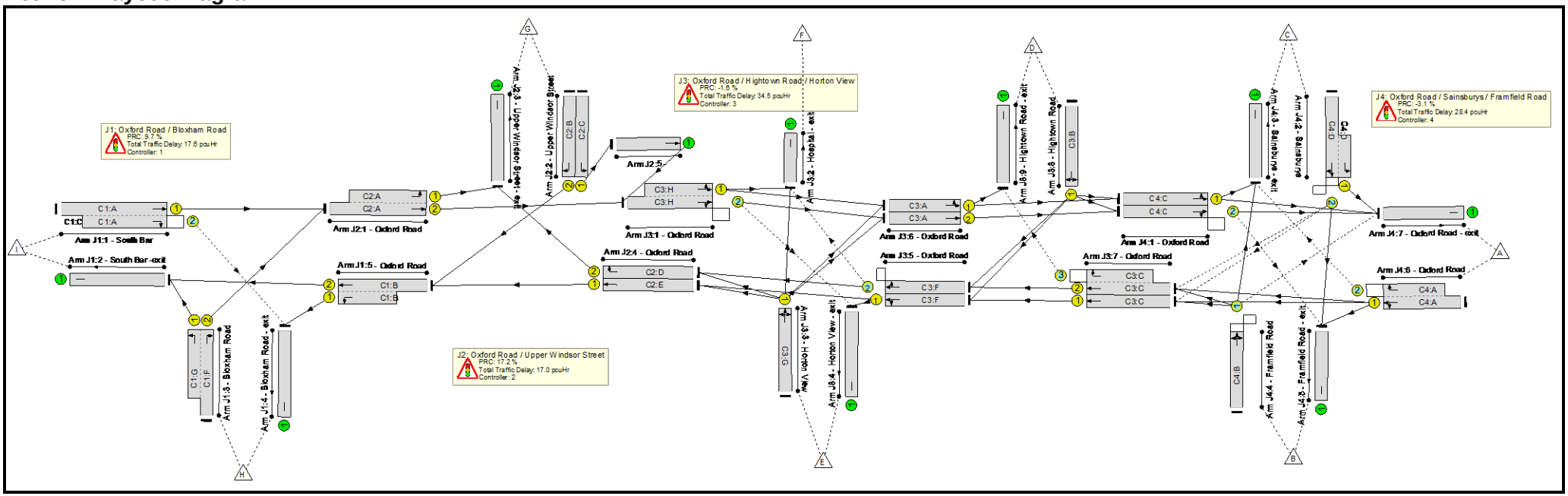
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
J1: Oxford Road / Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	73	71	854	1663:1568	770+393	69.9 : 80.5%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	25:30	-	519	1733:1877	375+257	82.0 : 82.0%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	65	-	790	2005:1724	782+368	68.7 : 68.7%
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.8%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	57	-	846	2055:1751	865+237	76.8 : 76.8%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	43	-	320	1965	721	44.4%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	15	-	157	1984	265	59.3%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	92	-	633	1915	1484	42.7%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	26	-	256	1772	399	64.2%
5/1	Ahead	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.4%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	66	-	984	2007:1915	560+725	76.6 : 76.6%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	22	-	119	1828	350	34.0%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	66	-	714	1882	1051	67.9%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	66	-	256	1915	1069	23.9%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	66	-	631	1852	1034	61.0%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	66	-	307	2055	1147	26.8%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	66	-	618	1915	1069	57.8%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	66	-	381	2035:1791	247+171	91.0 : 91.0%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	22	-	286	1632	313	91.4%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	58	-	613	1795	883	69.5%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	58	-	370	2047	1006	36.8%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	25	-	479	1759:1760	275+241	92.8 : 92.8%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	23	-	73	1935	387	18.9%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	58	-	911	1915:1940	917+134	86.7 : 86.7%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**839**	**30**	**78**	**62.8**	**31.3**	**3.3**	**97.5**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**280**	**30**	**5**	**12.0**	**4.7**	**0.9**	**17.6**	**-**	**-**	**-**	**-**
1/1+1/2	854	854	280	30	5	4.5	1.4	0.9	6.8	28.6	10.0	1.4	11.4
2/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	519	519	-	-	-	6.0	2.2	-	8.2	56.9	9.8	2.2	12.0
4/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	790	790	-	-	-	1.5	1.1	-	2.6	11.7	7.0	1.1	8.1
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**13.0**	**4.0**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/2+1/1	846	846	-	-	-	4.5	1.6	-	6.1	26.0	21.0	1.6	22.6
2/1	320	320	-	-	-	2.6	0.4	-	3.0	33.2	8.0	0.4	8.4
2/2	157	157	-	-	-	2.1	0.7	-	2.9	65.5	4.9	0.7	5.6
3/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	633	633	-	-	-	0.0	0.4	-	0.4	2.1	0.0	0.4	0.4
4/2	256	256	-	-	-	3.8	0.9	-	4.7	66.1	8.5	0.9	9.4
5/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**274**	**0**	**47**	**20.3**	**13.0**	**1.3**	**34.5**	**-**	**-**	**-**	**-**
1/2+1/1	984	984	162	0	3	2.8	1.6	0.6	5.0	18.4	32.0	1.6	33.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	1.4	0.3	-	1.6	49.7	3.4	0.3	3.7
4/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	714	714	-	-	-	2.7	1.1	-	3.7	18.7	20.8	1.1	21.8
5/2	256	256	0	0	0	0.8	0.2	0.0	0.9	13.0	2.3	0.2	2.5
6/1	631	631	-	-	-	1.2	0.8	-	2.0	11.6	3.7	0.8	4.4
6/2	307	307	-	-	-	0.7	0.2	-	0.9	10.7	2.2	0.2	2.4

Full Input Data And Results

7/1	618	618	-	-	-	4.5	0.7	-	5.2	30.3	14.7	0.7	15.4
7/2+7/3	381	381	111	0	45	2.4	4.2	0.7	7.2	68.1	4.6	4.2	8.8
8/1	286	286	-	-	-	3.8	4.1	-	7.9	99.0	9.3	4.1	13.4
9/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**285**	**0**	**25**	**17.6**	**9.7**	**1.1**	**28.4**	**-**	**-**	**-**	**-**
1/1	613	613	-	-	-	2.8	1.1	-	4.0	23.3	16.7	1.1	17.8
1/2	370	370	11	0	0	1.4	0.3	0.1	1.8	17.2	6.5	0.3	6.8
2/2+2/1	479	479	181	0	2	5.9	5.0	0.1	11.1	83.4	11.0	5.0	16.1
3/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	73	73	0	0	0	0.8	0.1	0.0	0.9	45.7	2.0	0.1	2.1
5/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	911	911	92	0	24	6.6	3.1	0.9	10.6	41.9	23.0	3.1	26.1
7/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

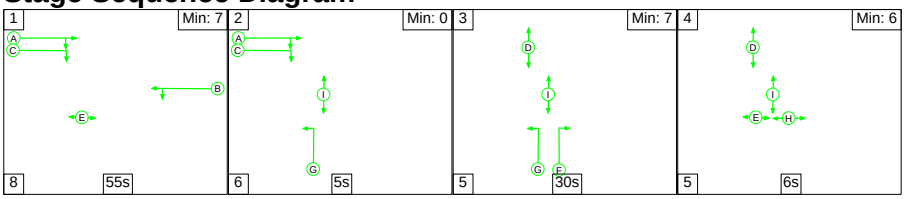
C1	PRC for Signalled Lanes (%):	9.7	Total Delay for Signalled Lanes (pcuHr):	17.57	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	17.2	Total Delay for Signalled Lanes (pcuHr):	17.00	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-1.6	Total Delay for Signalled Lanes (pcuHr):	34.53	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	28.36	Cycle Time (s): 120
	PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	97.45	

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 Phase two AM', Plan 1: 'Network Control Plan 1')

C1

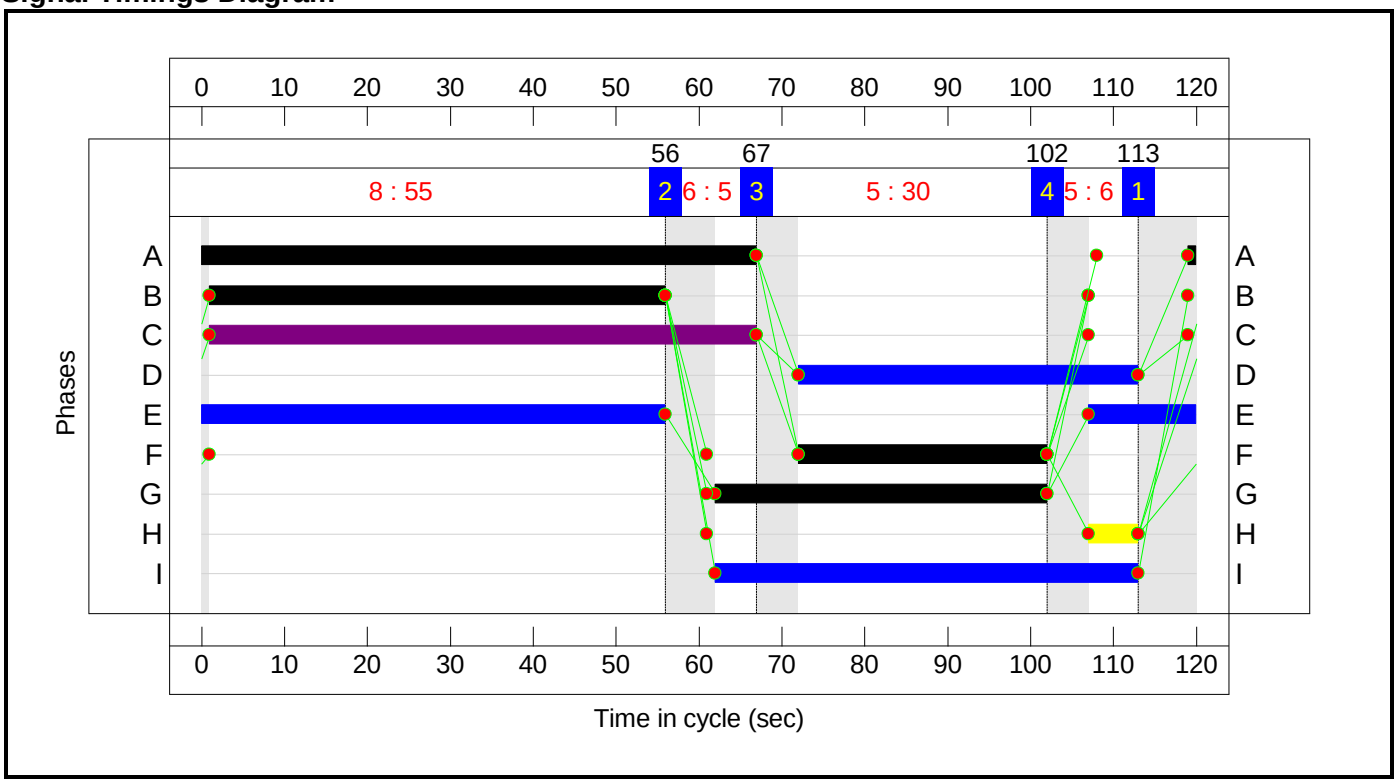
Stage Sequence Diagram



Stage Timings

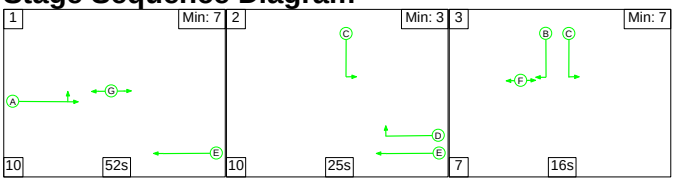
Stage	1	2	3	4
Duration	55	5	30	6
Change Point	113	56	67	102

Signal Timings Diagram



C2

Stage Sequence Diagram

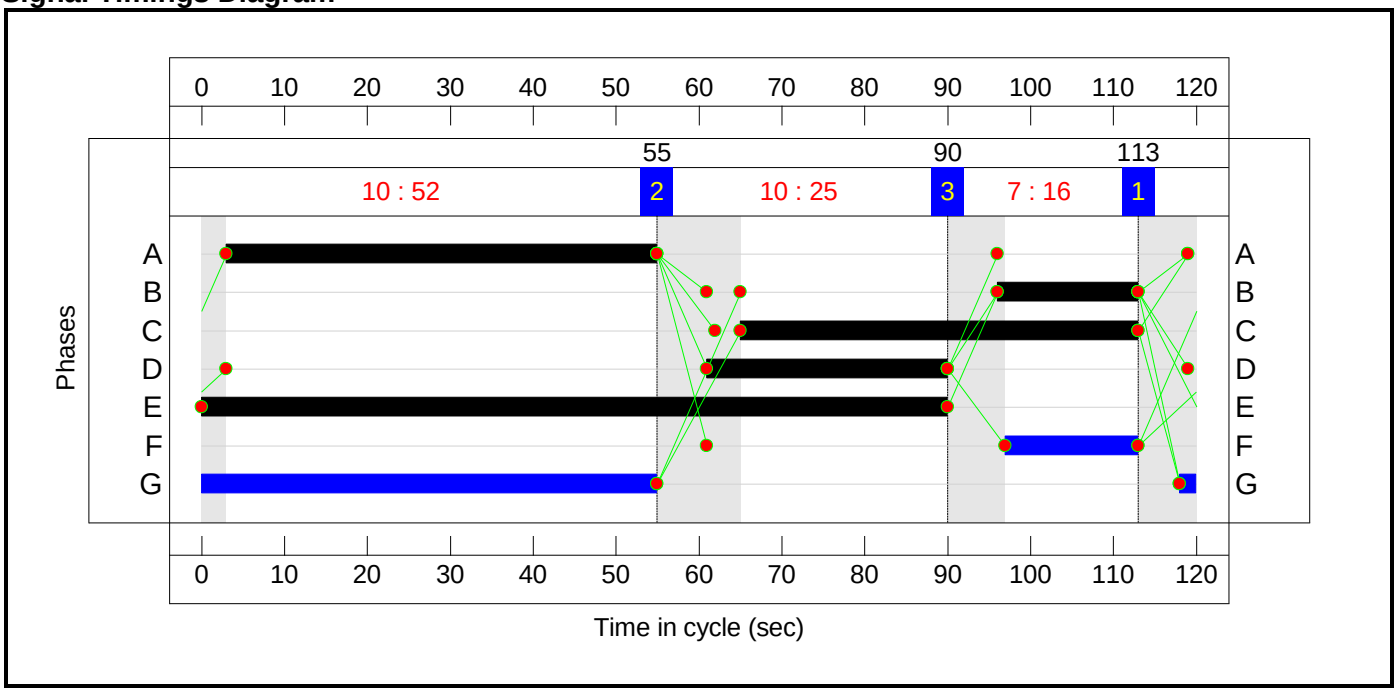


Stage Timings

Stage	1	2	3
Duration	52	25	16
Change Point	113	55	90

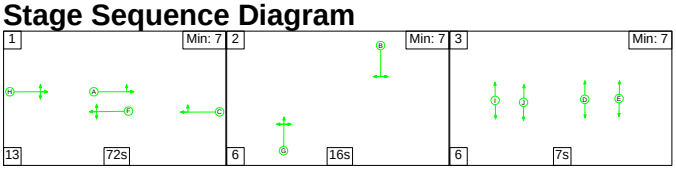
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

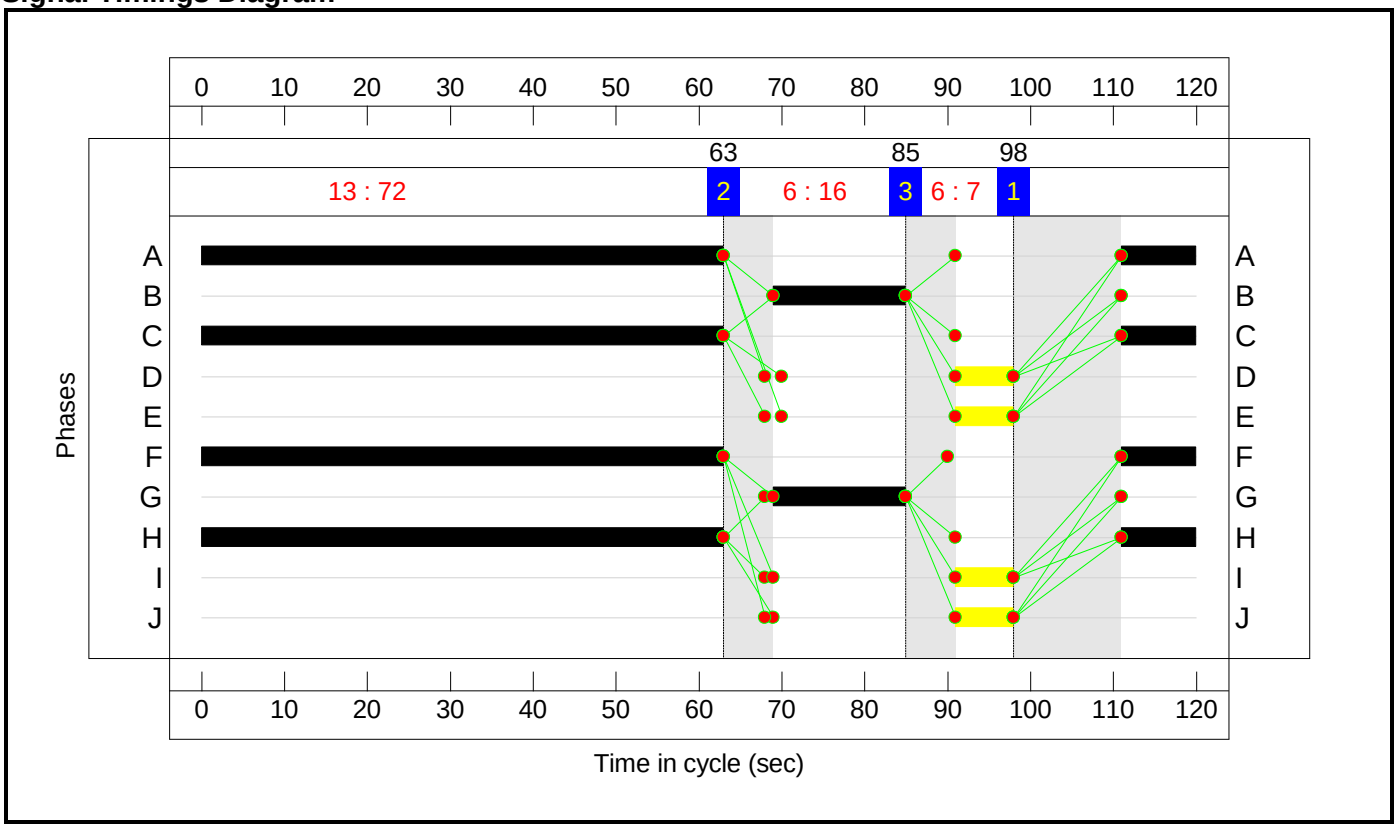


Stage Timings

Stage	1	2	3
Duration	72	16	7
Change Point	98	63	85

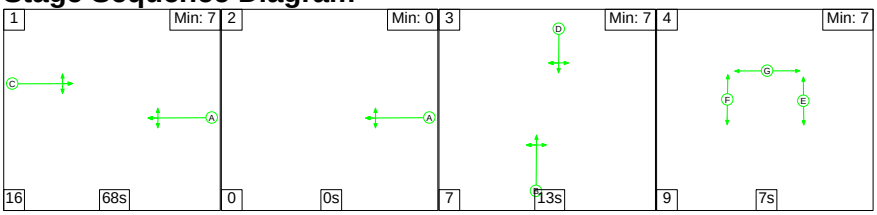
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

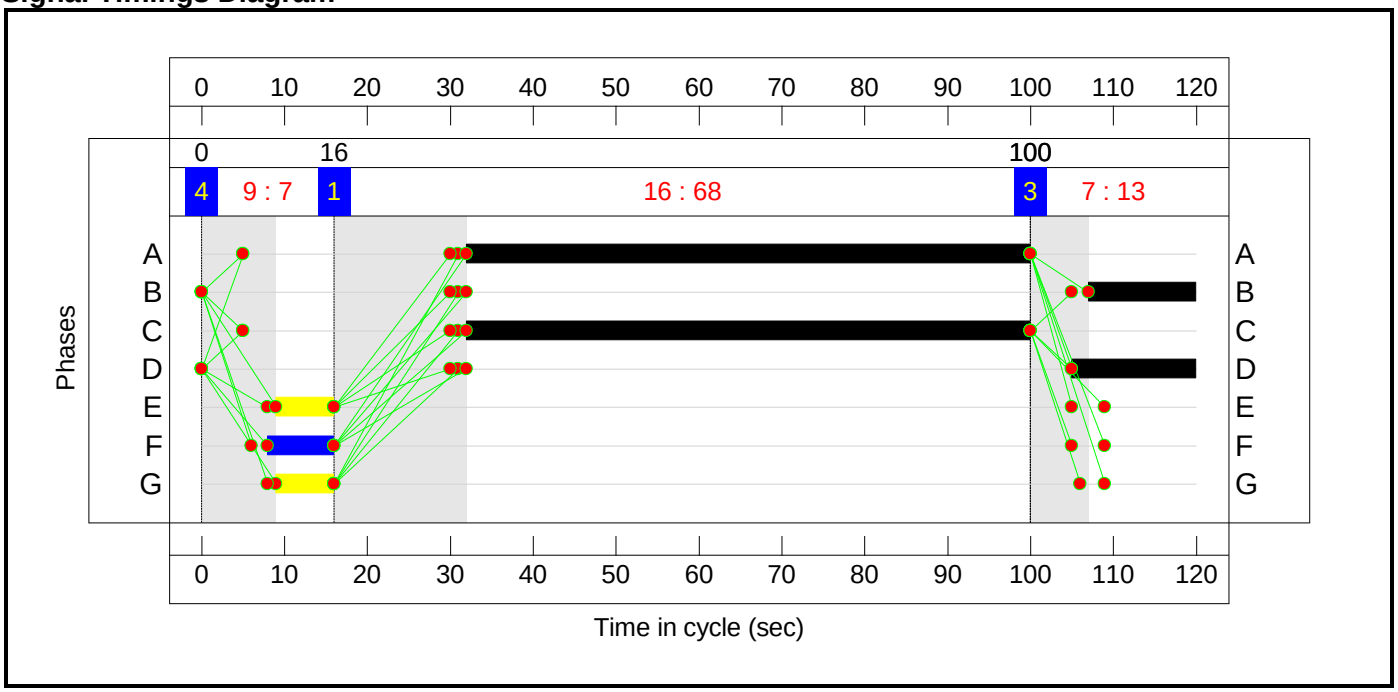


Stage Timings

Stage	1	2	3	4
Duration	68	0	13	7
Change Point	16	100	100	0

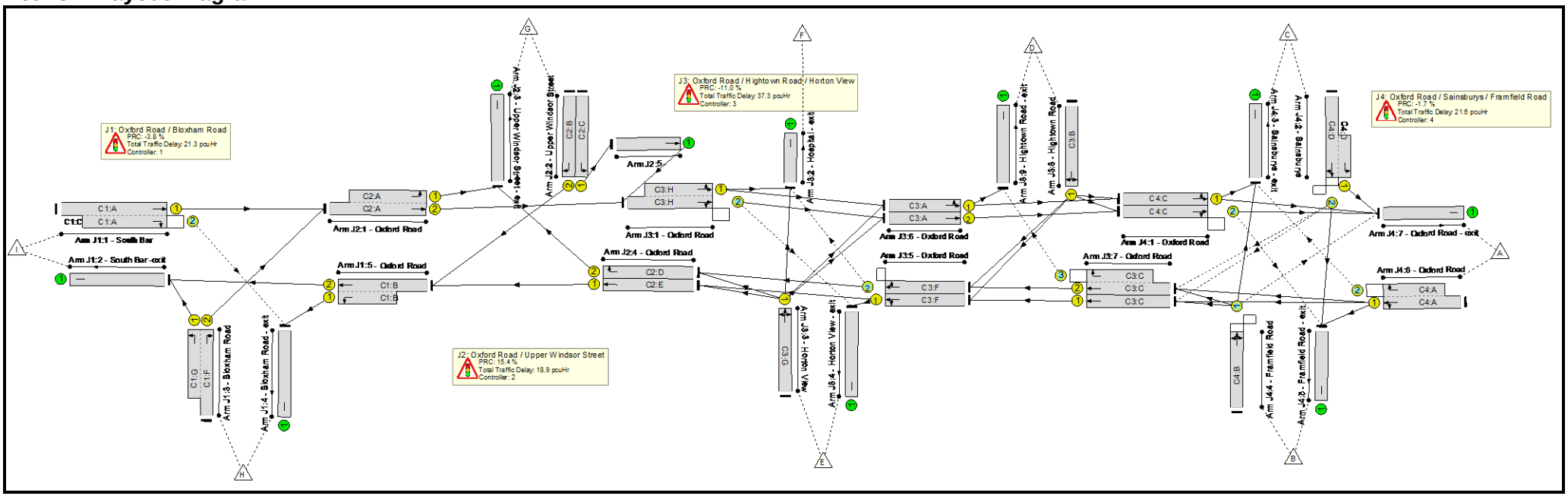
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**99.9%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.4%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	68	66	904	1663:1568	728+357	78.4 : 93.4%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	941	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	30:40	-	701	1733:1877	414+591	69.8 : 69.8%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	55	-	779	2005:1724	674+318	78.5 : 78.5%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.0%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	52	-	860	2055:1751	746+356	78.0 : 78.0%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	498	1965	802	62.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	167	1984	298	56.1%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	612	1915	1452	42.1%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	29	-	272	1772	443	61.4%
5/1	Ahead	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.9%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	72	-	1080	1993:1915	638+542	91.5 : 91.5%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	16	-	179	1778	252	71.1%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	72	-	678	1873	1139	59.5%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	72	-	263	1915	1165	22.6%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	72	-	576	1830	1113	51.7%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	72	-	361	2055	1250	28.9%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	72	-	603	1915	1165	51.8%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	72	-	339	2035:1791	479+209	49.3 : 49.3%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	16	-	231	1632	231	99.9%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	68	-	501	1857	1068	46.9%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	68	-	422	2044	1175	35.9%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	15	-	207	1745:1760	160+114	75.8 : 75.8%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	13	-	190	1866	208	91.6%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	68	-	885	1915:1940	1060+141	73.7 : 73.7%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**741**	**118**	**139**	**62.6**	**33.4**	**3.1**	**99.1**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**179**	**118**	**36**	**15.0**	**5.4**	**0.9**	**21.3**	**-**	**-**	**-**	**-**
1/1+1/2	904	904	179	118	36	5.9	2.4	0.9	9.2	36.8	12.8	2.4	15.2
2/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	701	701	-	-	-	7.0	1.1	-	8.1	41.8	11.6	1.1	12.7
4/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	779	779	-	-	-	2.2	1.8	-	4.0	18.4	11.4	1.8	13.2
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**14.6**	**4.3**	**0.0**	**18.9**	**-**	**-**	**-**	**-**
1/2+1/1	860	860	-	-	-	5.0	1.7	-	6.8	28.3	15.0	1.7	16.7
2/1	498	498	-	-	-	3.9	0.8	-	4.7	34.0	13.1	0.8	14.0
2/2	167	167	-	-	-	2.2	0.6	-	2.8	61.0	5.1	0.6	5.8
3/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	612	612	-	-	-	0.0	0.4	-	0.4	2.3	0.3	0.4	0.6
4/2	272	272	-	-	-	3.5	0.8	-	4.2	56.1	8.8	0.8	9.6
5/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**323**	**0**	**61**	**19.9**	**16.3**	**1.2**	**37.3**	**-**	**-**	**-**	**-**
1/2+1/1	1080	1080	254	0	27	5.0	4.9	0.7	10.6	35.5	31.5	4.9	36.4
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	179	179	-	-	-	2.4	1.2	-	3.6	73.1	5.7	1.2	6.9
4/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	678	678	-	-	-	2.1	0.7	-	2.9	15.2	18.3	0.7	19.0
5/2	263	263	0	0	0	0.7	0.1	0.0	0.8	11.6	2.3	0.1	2.5
6/1	576	576	-	-	-	1.1	0.5	-	1.6	10.1	3.8	0.5	4.3
6/2	361	361	-	-	-	0.8	0.2	-	1.0	9.8	2.8	0.2	3.0

Full Input Data And Results

7/1	603	603	-	-	-	3.0	0.5	-	3.5	21.1	12.6	0.5	13.1
7/2+7/3	339	339	69	0	34	1.4	0.5	0.5	2.3	24.9	3.7	0.5	4.2
8/1	231	231	-	-	-	3.3	7.5	-	10.9	169.1	7.6	7.5	15.2
9/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**239**	**0**	**42**	**13.2**	**7.4**	**1.0**	**21.6**	**-**	**-**	**-**	**-**
1/1	501	501	-	-	-	2.1	0.4	-	2.6	18.3	12.5	0.4	13.0
1/2	422	422	16	0	0	1.1	0.3	0.1	1.5	12.8	5.1	0.3	5.4
2/2+2/1	207	207	72	0	23	2.8	1.5	0.1	4.4	77.1	3.9	1.5	5.4
3/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	190	190	47	0	19	2.8	3.8	0.1	6.6	125.1	6.2	3.8	10.0
5/1	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	885	885	104	0	0	4.4	1.4	0.7	6.5	26.3	18.7	1.4	20.0
7/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

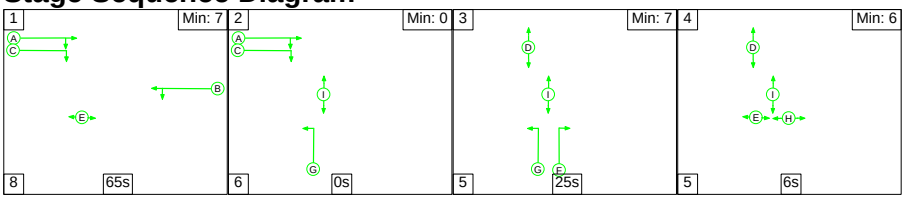
C1	PRC for Signalled Lanes (%):	-3.8	Total Delay for Signalled Lanes (pcuHr):	21.34	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	15.4	Total Delay for Signalled Lanes (pcuHr):	18.92	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-11.0	Total Delay for Signalled Lanes (pcuHr):	37.31	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-1.7	Total Delay for Signalled Lanes (pcuHr):	21.56	Cycle Time (s): 120
	PRC Over All Lanes (%):	-11.0	Total Delay Over All Lanes(pcuHr):	99.14	

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 Phase two PM', Plan 1: 'Network Control Plan 1')

C1

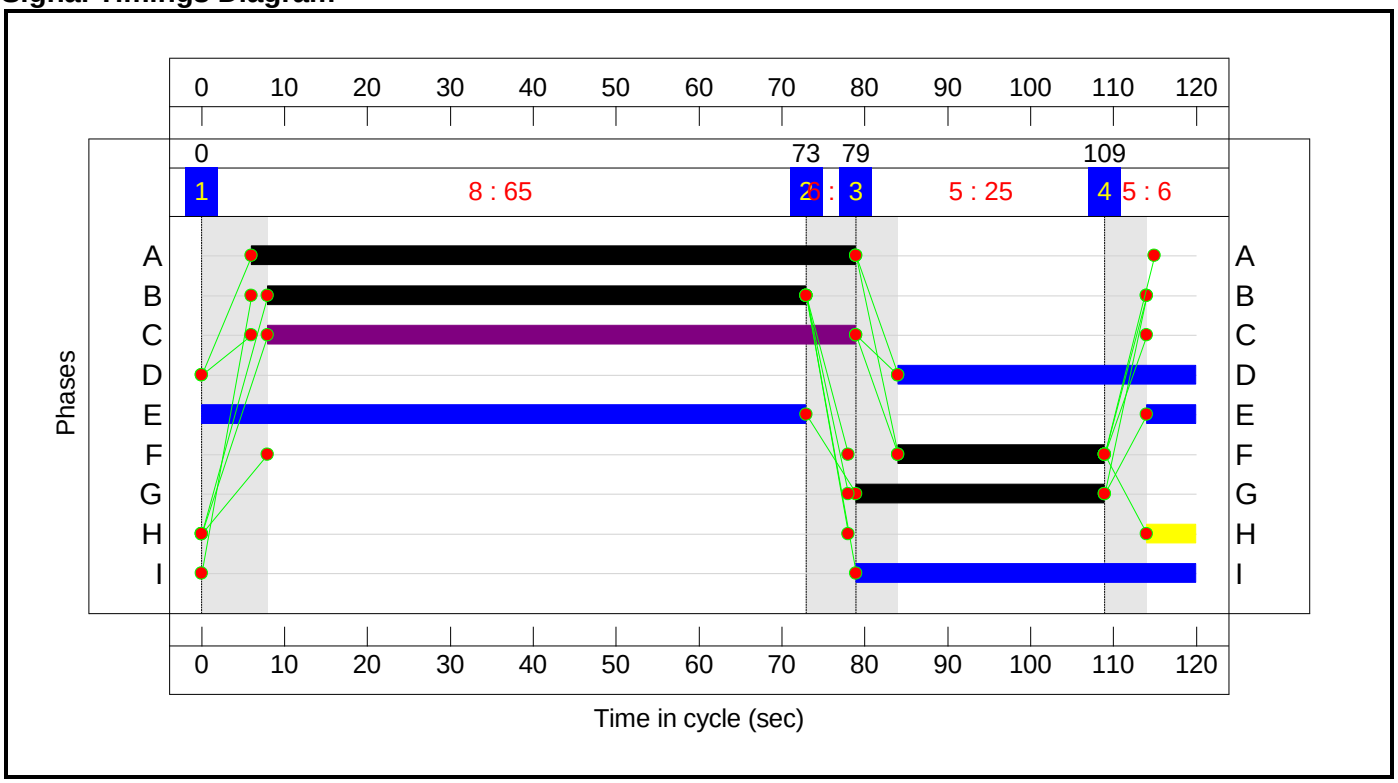
Stage Sequence Diagram



Stage Timings

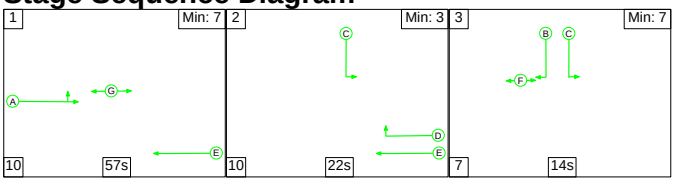
Stage	1	2	3	4
Duration	65	0	25	6
Change Point	0	73	79	109

Signal Timings Diagram



C2

Stage Sequence Diagram

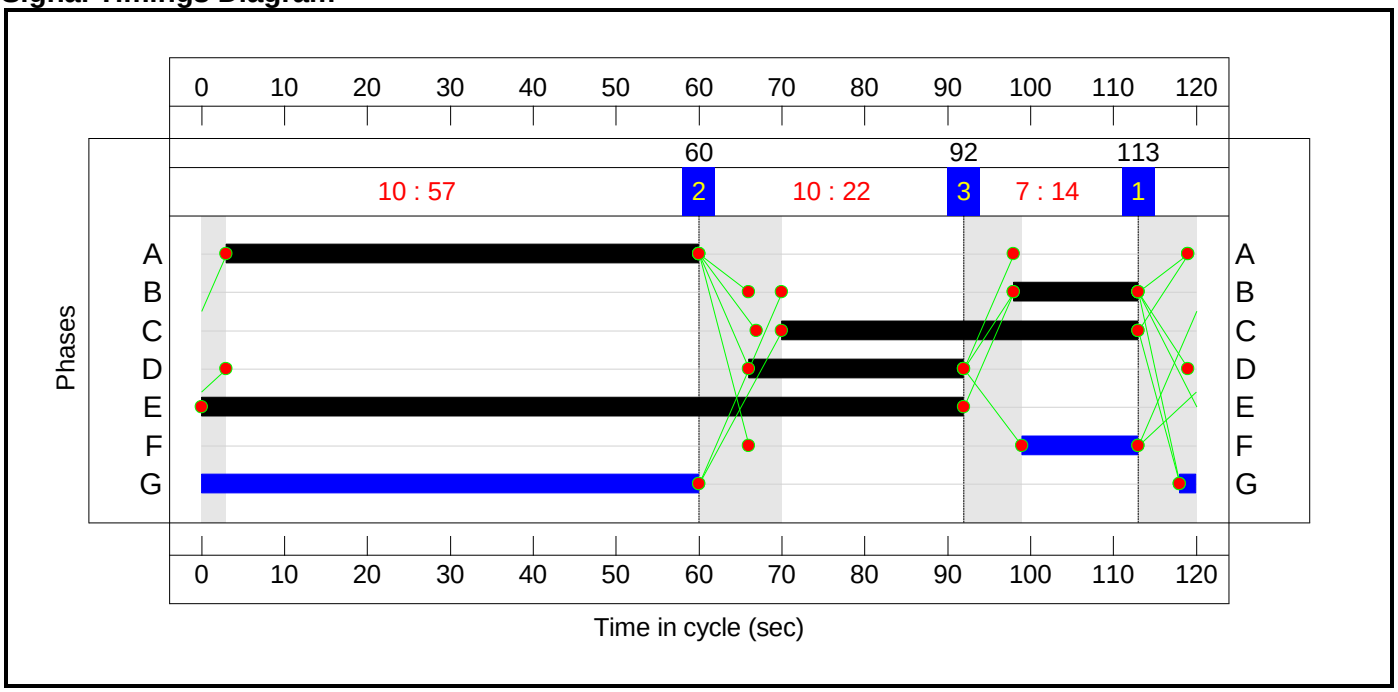


Stage Timings

Stage	1	2	3
Duration	57	22	14
Change Point	113	60	92

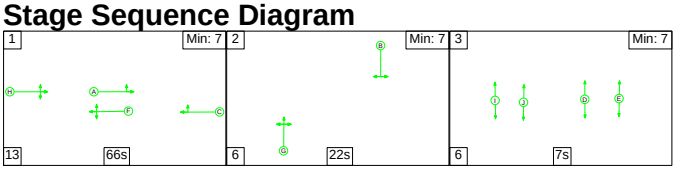
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

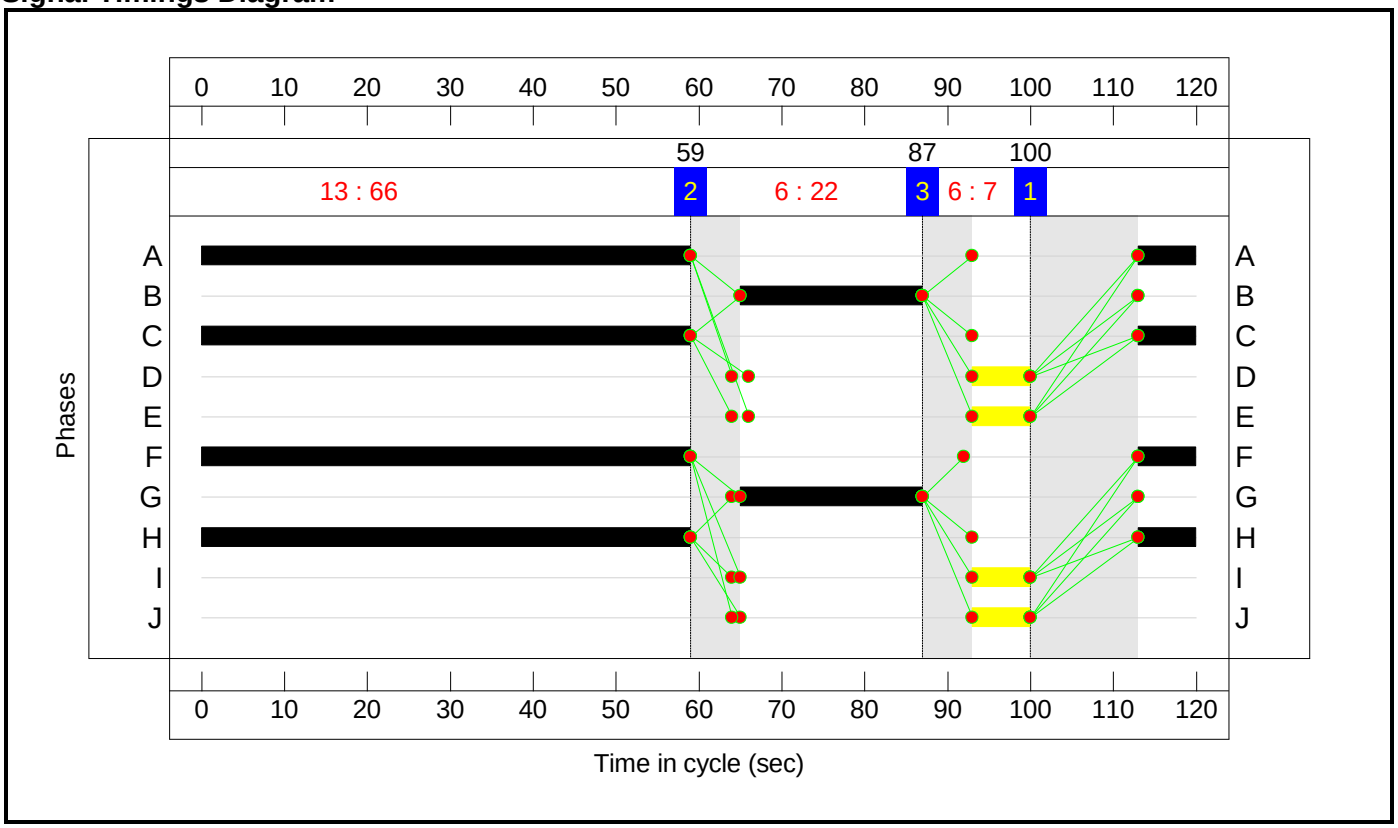


Stage Timings

Stage	1	2	3
Duration	66	22	7
Change Point	100	59	87

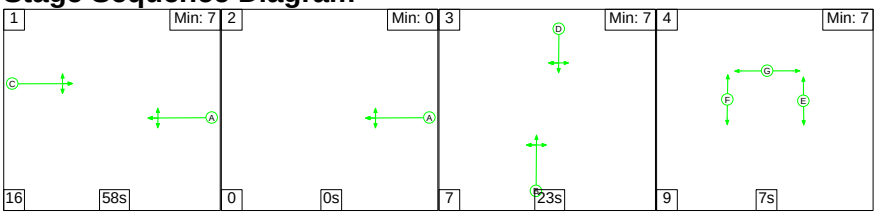
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

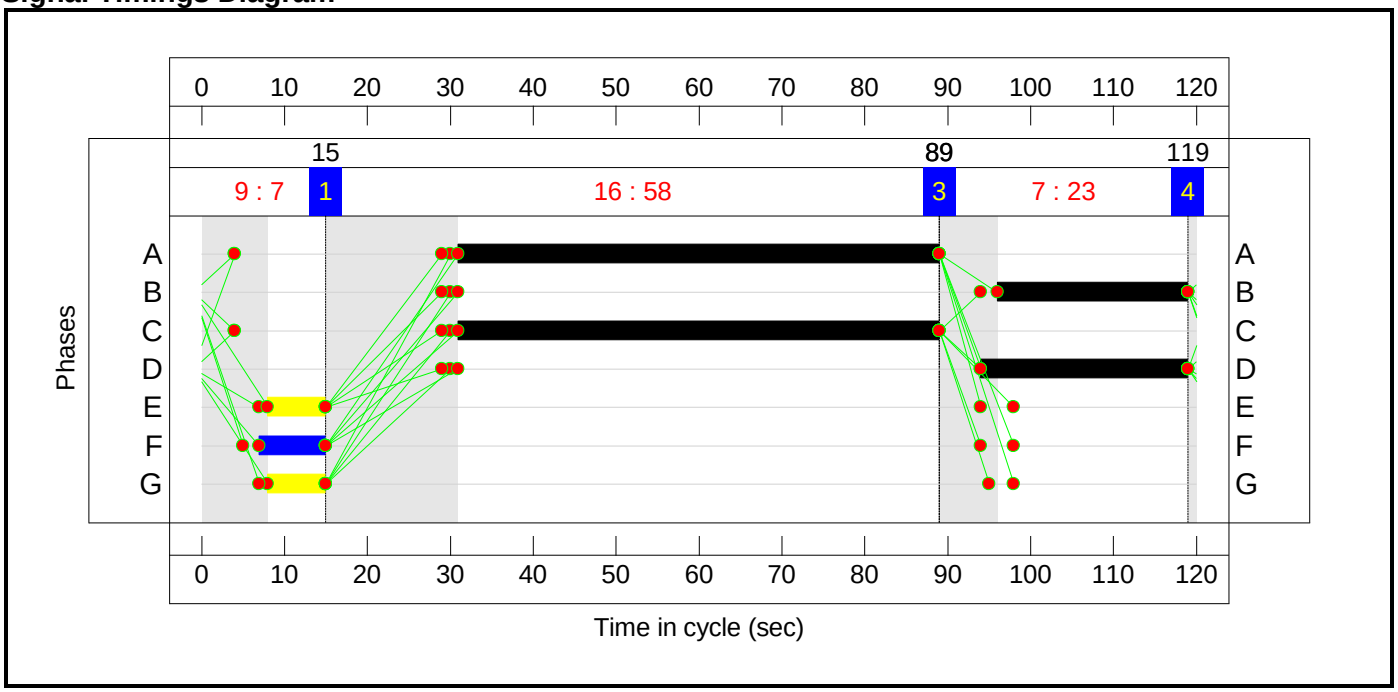


Stage Timings

Stage	1	2	3	4
Duration	58	0	23	7
Change Point	15	89	89	119

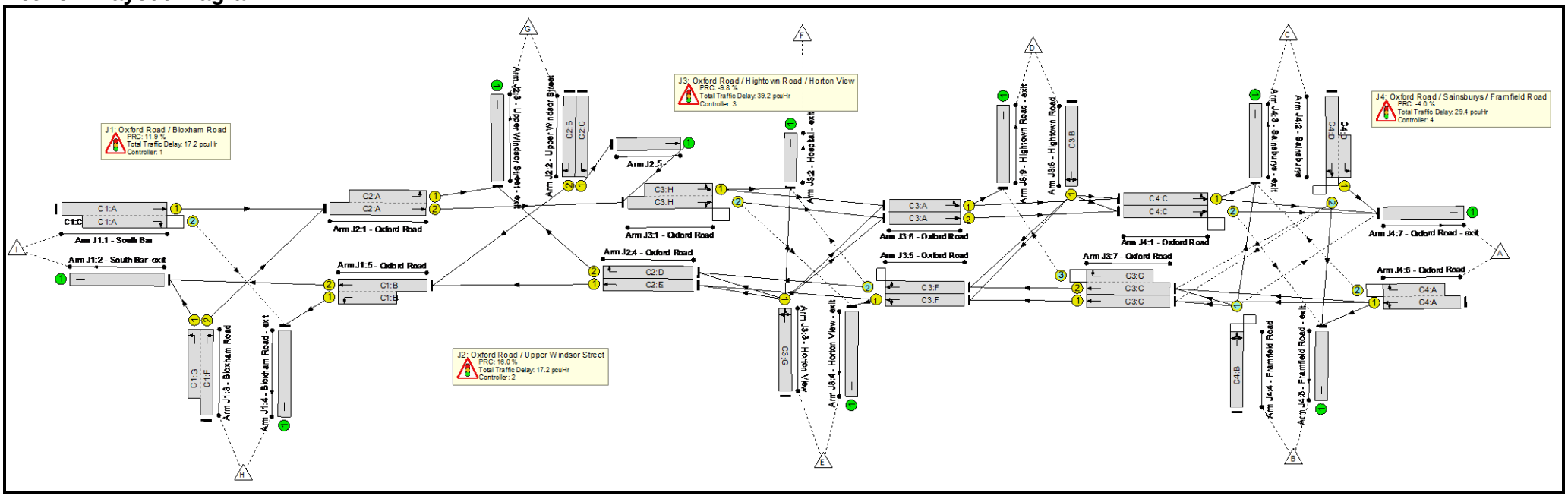
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**98.8%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	73	71	870	1663:1568	779+385	71.9 : 80.5%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	25:30	-	507	1733:1877	375+268	78.8 : 78.8%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	65	-	799	2005:1724	782+369	69.4 : 69.4%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	57	-	856	2055:1751	863+241	77.6 : 77.6%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	43	-	333	1965	721	46.2%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	15	-	156	1984	265	59.0%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	92	-	643	1915	1484	43.3%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	26	-	258	1772	399	64.7%
5/1	Ahead	U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.8%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	66	-	1002	2010:1915	561+747	76.6 : 76.6%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	22	-	119	1828	350	34.0%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	66	-	724	1882	1051	68.9%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	66	-	258	1915	1069	24.1%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	66	-	649	1855	1036	62.7%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	66	-	315	2055	1147	27.5%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	66	-	626	1915	1069	58.5%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	66	-	381	2035:1791	229+157	98.8 : 98.8%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	22	-	282	1635	313	90.0%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**93.6%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	58	-	629	1794	882	71.3%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	58	-	375	2047	1006	37.3%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	25	-	493	1759:1760	270+256	93.6 : 93.6%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	23	-	73	1935	387	18.9%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	58	-	908	1915:1940	920+119	87.4 : 87.4%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**809**	**32**	**78**	**63.4**	**36.2**	**3.4**	**103.0**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**273**	**32**	**5**	**11.9**	**4.4**	**0.9**	**17.2**	**-**	**-**	**-**	**-**
1/1+1/2	870	870	273	32	5	4.5	1.5	0.9	7.0	28.8	10.7	1.5	12.2
2/1	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	507	507	-	-	-	5.8	1.8	-	7.6	54.3	9.3	1.8	11.1
4/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	799	799	-	-	-	1.5	1.1	-	2.6	11.8	7.0	1.1	8.2
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**13.1**	**4.1**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/2+1/1	856	856	-	-	-	4.5	1.7	-	6.2	25.9	21.0	1.7	22.7
2/1	333	333	-	-	-	2.7	0.4	-	3.1	33.6	8.4	0.4	8.8
2/2	156	156	-	-	-	2.1	0.7	-	2.8	65.3	4.9	0.7	5.6
3/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	643	643	-	-	-	0.0	0.4	-	0.4	2.1	0.0	0.4	0.4
4/2	258	258	-	-	-	3.9	0.9	-	4.8	66.4	8.6	0.9	9.5
5/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**251**	**0**	**61**	**20.6**	**17.2**	**1.5**	**39.2**	**-**	**-**	**-**	**-**
1/2+1/1	1002	1002	154	0	3	2.9	1.6	0.6	5.1	18.4	32.0	1.6	33.6
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	1.4	0.3	-	1.6	49.7	3.4	0.3	3.7
4/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	724	724	-	-	-	2.7	1.1	-	3.8	19.0	21.2	1.1	22.3
5/2	258	258	0	0	0	0.8	0.2	0.0	0.9	13.1	2.3	0.2	2.5
6/1	649	649	-	-	-	1.3	0.8	-	2.1	11.8	3.8	0.8	4.6
6/2	315	315	-	-	-	0.8	0.2	-	1.0	11.0	2.3	0.2	2.5

Full Input Data And Results

7/1	626	626	-	-	-	4.6	0.7	-	5.3	30.7	14.9	0.7	15.6
7/2+7/3	381	381	97	0	58	2.4	8.7	0.8	11.9	112.6	4.7	8.7	13.3
8/1	282	282	-	-	-	3.7	3.6	-	7.4	93.9	9.2	3.6	12.8
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**285**	**0**	**12**	**17.9**	**10.4**	**1.0**	**29.4**	**-**	**-**	**-**	**-**
1/1	629	629	-	-	-	3.0	1.2	-	4.2	24.0	18.0	1.2	19.2
1/2	375	375	11	0	0	1.4	0.3	0.1	1.8	17.3	6.8	0.3	7.1
2/2+2/1	493	493	180	0	2	6.1	5.5	0.1	11.7	85.7	11.1	5.5	16.6
3/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	73	73	0	0	0	0.8	0.1	0.0	0.9	45.7	2.0	0.1	2.1
5/1	82	82	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	908	908	93	0	11	6.6	3.3	0.8	10.7	42.5	23.4	3.3	26.8
7/1	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

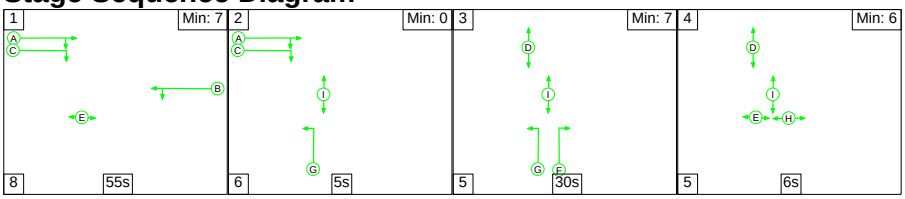
C1	PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	17.21	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	16.0	Total Delay for Signalled Lanes (pcuHr):	17.24	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	39.21	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-4.0	Total Delay for Signalled Lanes (pcuHr):	29.37	Cycle Time (s): 120
	PRC Over All Lanes (%):	-9.8	Total Delay Over All Lanes(pcuHr):	103.04	

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2031 Baseline AM', Plan 1: 'Network Control Plan 1')

C1

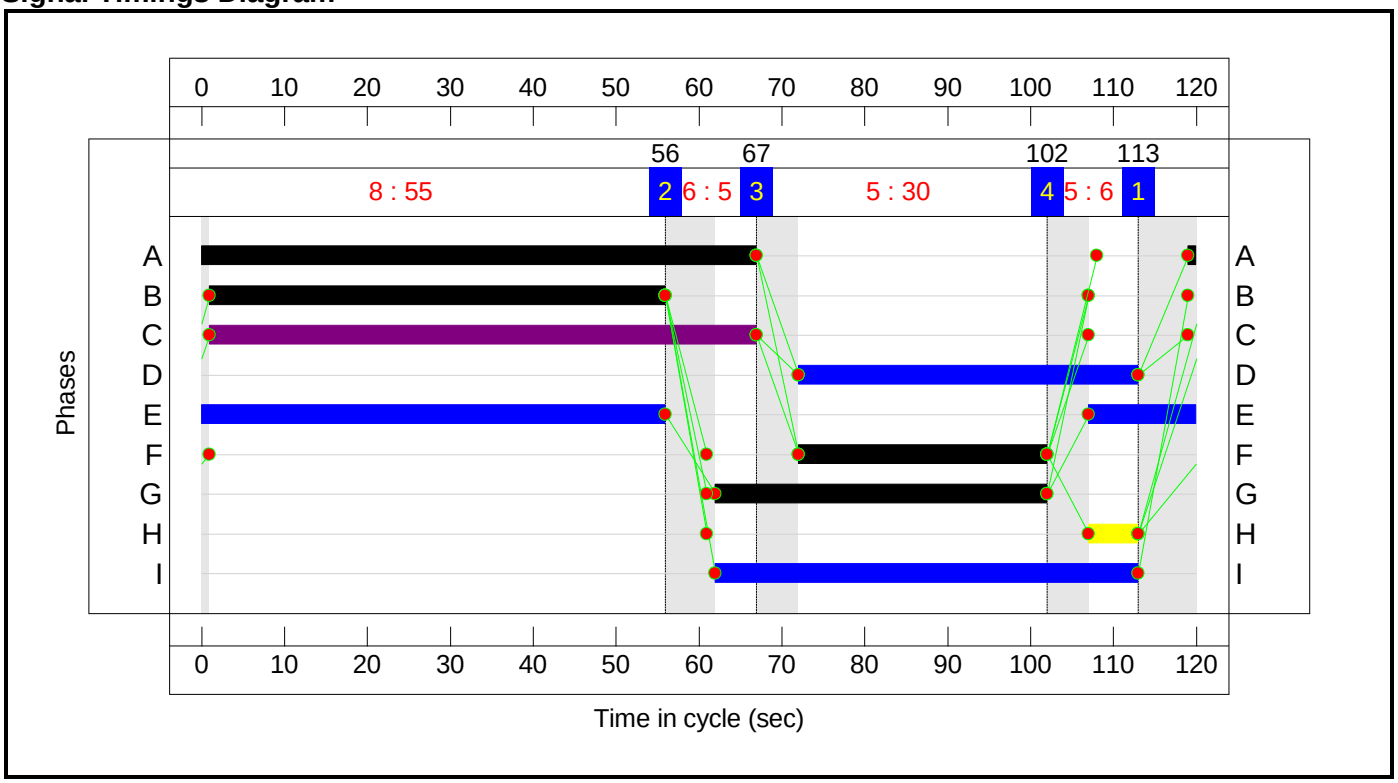
Stage Sequence Diagram



Stage Timings

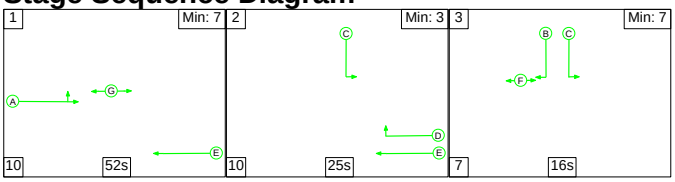
Stage	1	2	3	4
Duration	55	5	30	6
Change Point	113	56	67	102

Signal Timings Diagram



C2

Stage Sequence Diagram

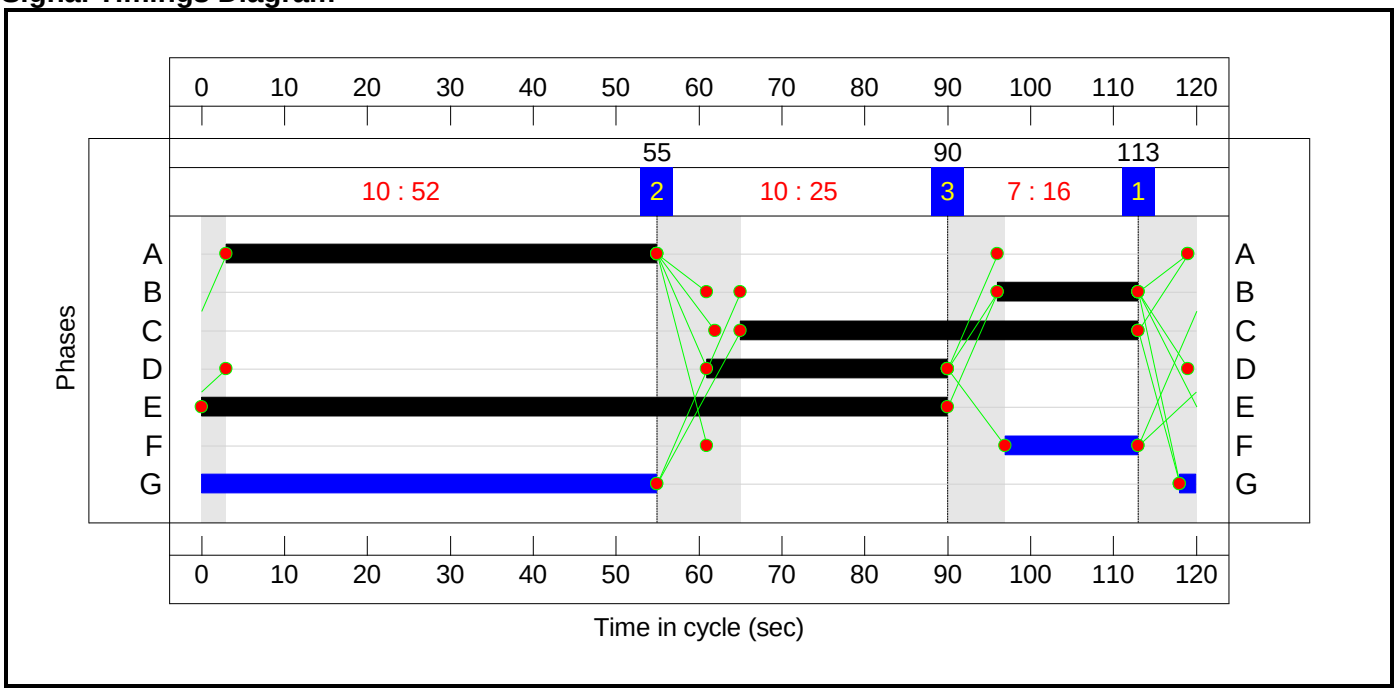


Stage Timings

Stage	1	2	3
Duration	52	25	16
Change Point	113	55	90

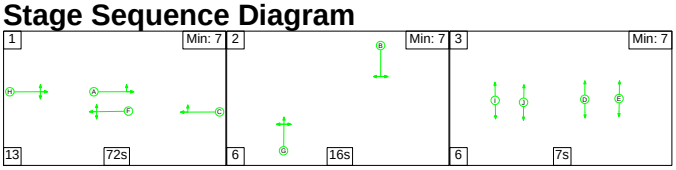
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

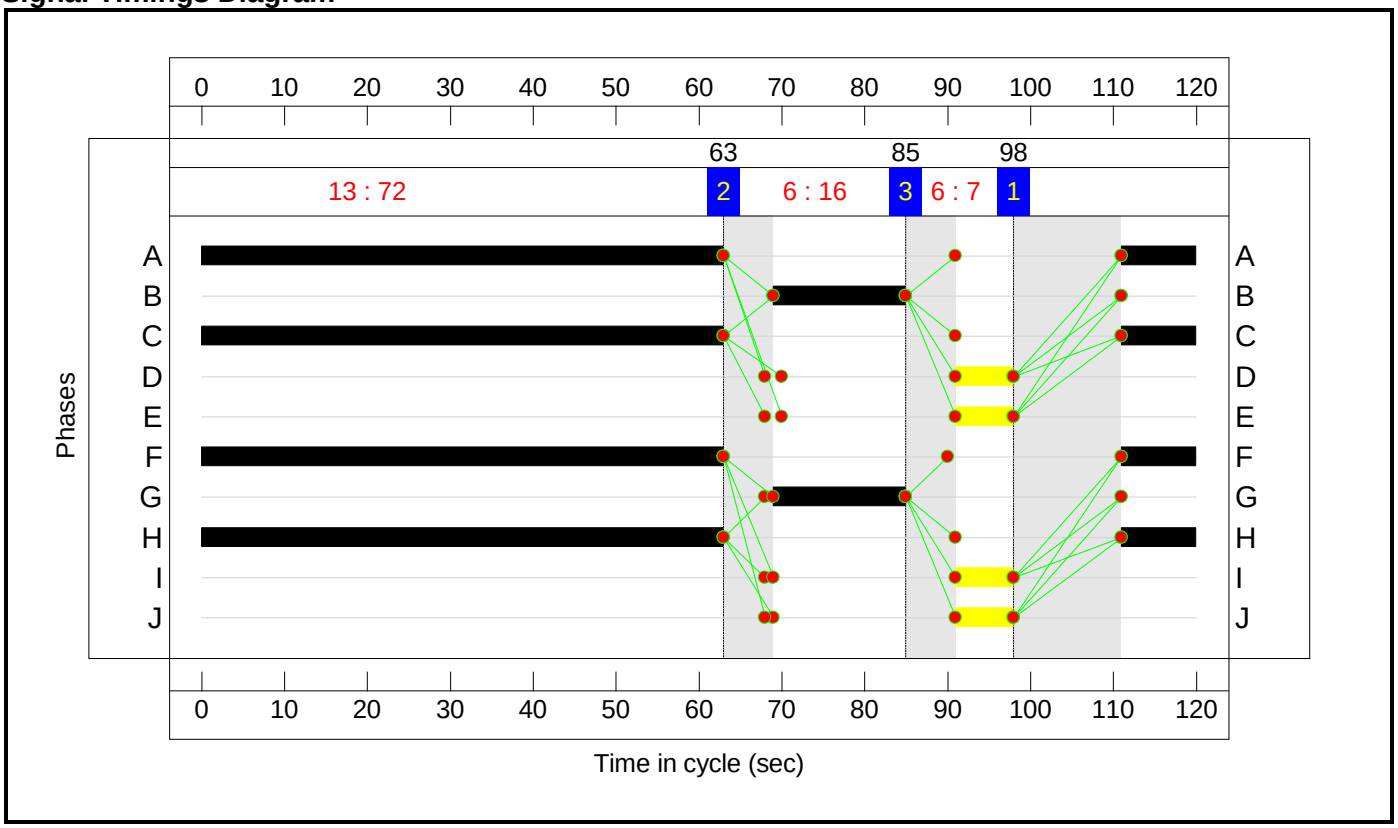


Stage Timings

Stage	1	2	3
Duration	72	16	7
Change Point	98	63	85

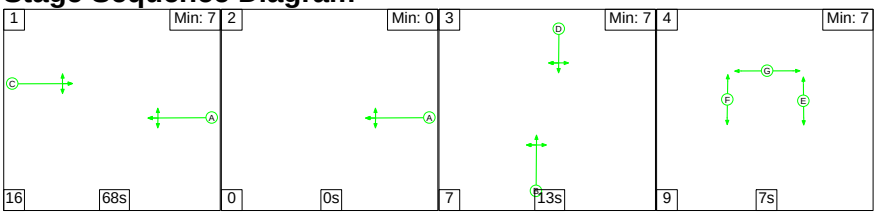
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

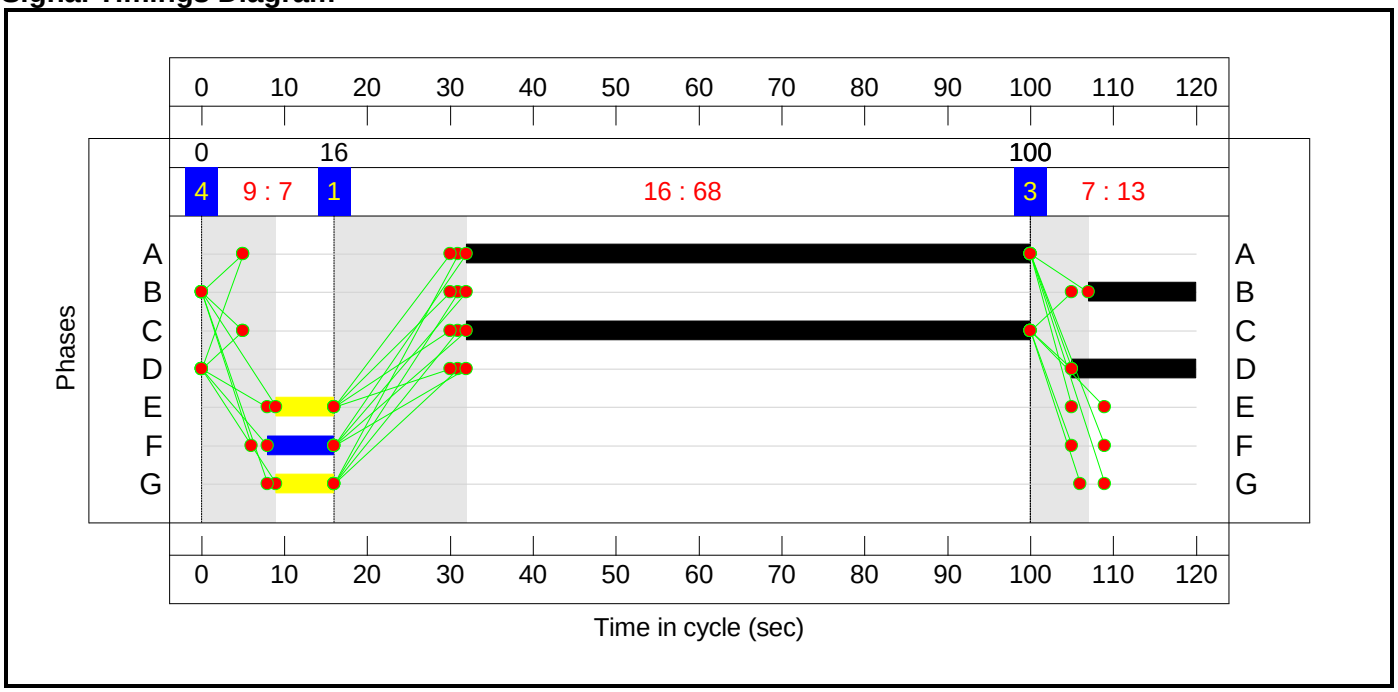


Stage Timings

Stage	1	2	3	4
Duration	68	0	13	7
Change Point	16	100	100	0

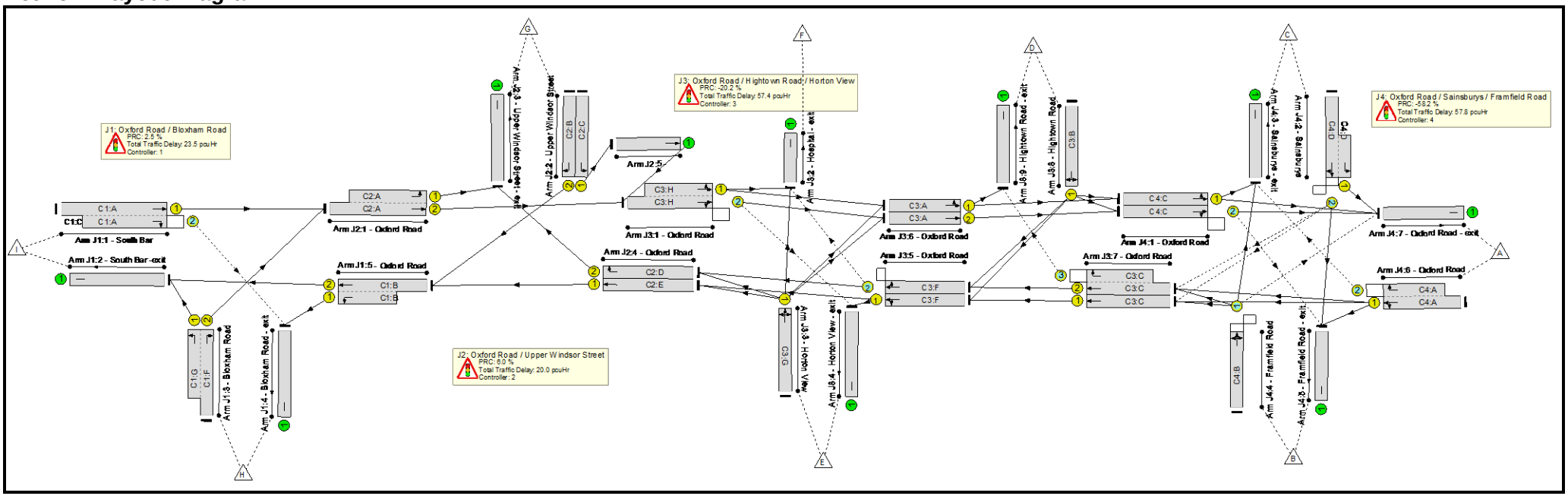
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**142.4%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.8%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	68	66	928	1663:1568	732+383	80.9 : 87.8%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	992	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	30:40	-	831	1733:1877	419+590	82.3 : 82.3%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	55	-	784	2005:1724	648+356	76.3 : 76.3%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.9%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	52	-	937	2055:1751	746+358	84.9 : 84.9%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	48	-	455	1965	802	56.7%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	167	1984	298	56.1%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	617	1915	1452	41.3%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	29	-	272	1772	443	59.8%
5/1	Ahead	U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.2%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	72	-	1088	2007:1915	654+436	99.8 : 99.8%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	16	-	157	1801	255	61.5%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	72	-	719	1868	1136	61.5%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	72	-	268	1915	1165	22.4%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	72	-	504	1828	1112	45.3%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	72	-	471	2055	1250	37.7%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	72	-	637	1915	1165	53.5%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	72	-	382	2035:1791	401+237	58.6 : 59.1%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	16	-	250	1631	231	108.2%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**142.4%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	68	-	441	1896	1090	40.0%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	68	-	546	1989	641	84.3%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	15	-	217	1748:1760	194+140	64.8 : 64.8%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	13	-	196	1846	138	142.4%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	161	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	68	-	951	1915:1940	1065+122	80.1 : 80.1%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1007	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**842**	**118**	**156**	**73.5**	**81.5**	**3.7**	**158.7**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**205**	**118**	**13**	**16.3**	**6.3**	**0.9**	**23.5**	**-**	**-**	**-**	**-**
1/1+1/2	928	928	205	118	13	5.7	2.4	0.9	9.0	34.9	14.6	2.4	17.0
2/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	831	831	-	-	-	8.7	2.3	-	11.0	47.5	14.3	2.3	16.6
4/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	766	766	-	-	-	1.9	1.6	-	3.5	16.6	7.1	1.6	8.7
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**14.9**	**5.1**	**0.0**	**20.0**	**-**	**-**	**-**	**-**
1/2+1/1	937	937	-	-	-	5.8	2.7	-	8.5	32.8	22.0	2.7	24.7
2/1	455	455	-	-	-	3.5	0.7	-	4.1	32.5	11.6	0.7	12.3
2/2	167	167	-	-	-	2.2	0.6	-	2.8	61.0	5.1	0.6	5.8
3/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	599	599	-	-	-	0.0	0.4	-	0.4	2.2	0.2	0.4	0.5
4/2	265	265	-	-	-	3.4	0.7	-	4.2	56.7	8.7	0.7	9.4
5/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**299**	**0**	**92**	**22.5**	**33.6**	**1.3**	**57.4**	**-**	**-**	**-**	**-**
1/2+1/1	1088	1088	209	0	42	5.1	15.9	0.7	21.7	71.7	33.9	15.9	49.8
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	157	157	-	-	-	2.1	0.8	-	2.9	66.5	4.9	0.8	5.7
4/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	699	699	-	-	-	2.1	0.8	-	2.9	15.0	19.2	0.8	20.0
5/2	261	261	0	0	0	0.7	0.1	0.0	0.8	11.1	2.2	0.1	2.3
6/1	504	504	-	-	-	1.3	0.4	-	1.7	12.4	4.3	0.4	4.7
6/2	471	471	-	-	-	1.4	0.3	-	1.7	13.2	4.6	0.3	4.9

Full Input Data And Results

7/1	623	623	-	-	-	3.5	0.6	-	4.1	23.7	13.7	0.6	14.3
7/2+7/3	375	375	90	0	50	1.8	0.7	0.6	3.1	30.2	4.0	0.7	4.7
8/1	250	231	-	-	-	4.4	14.0	-	18.4	264.6	9.0	14.0	22.9
9/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**338**	**0**	**50**	**19.8**	**36.5**	**1.5**	**57.8**	**-**	**-**	**-**	**-**
1/1	436	436	-	-	-	1.9	0.3	-	2.2	18.2	10.4	0.3	10.7
1/2	540	540	119	0	12	3.3	2.6	0.9	6.8	45.1	9.7	2.6	12.3
2/2+2/1	217	217	95	0	2	2.9	0.9	0.1	3.9	65.2	4.0	0.9	4.9
3/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	196	138	25	0	36	6.8	30.8	0.1	37.6	691.3	10.3	30.8	41.0
5/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	951	951	98	0	0	4.9	2.0	0.4	7.3	27.7	21.6	2.0	23.5
7/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

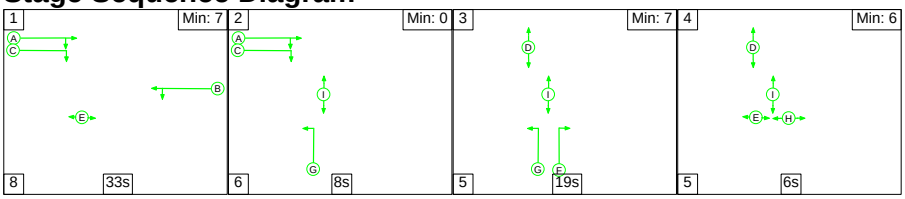
C1	PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	23.48	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	6.0	Total Delay for Signalled Lanes (pcuHr):	20.02	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-20.2	Total Delay for Signalled Lanes (pcuHr):	57.37	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	-58.2	Total Delay for Signalled Lanes (pcuHr):	57.85	Cycle Time (s): 120
	PRC Over All Lanes (%):	-58.2	Total Delay Over All Lanes(pcuHr):	158.72	

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2031 Baseline PM', Plan 1: 'Network Control Plan 1')

C1

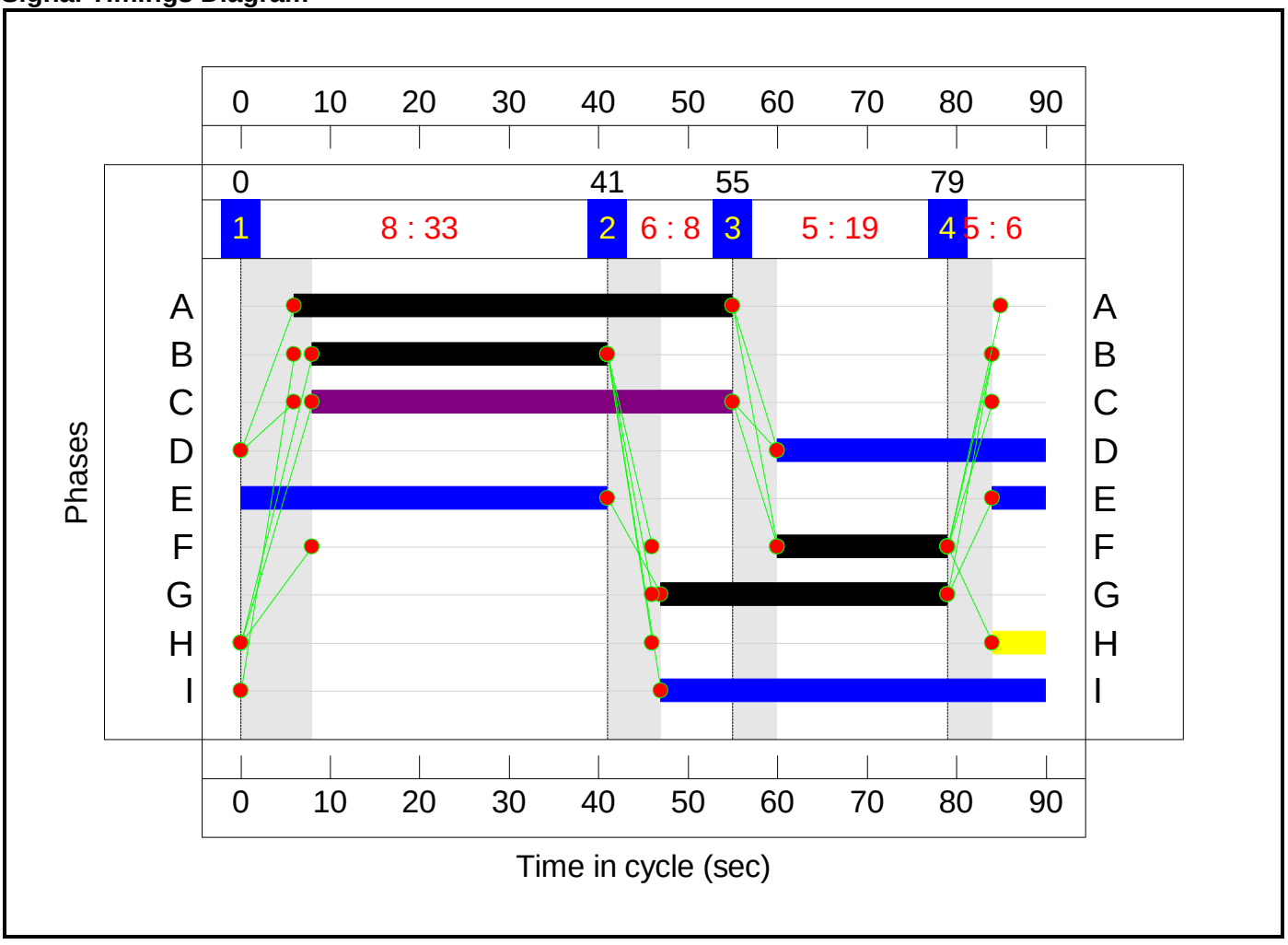
Stage Sequence Diagram



Stage Timings

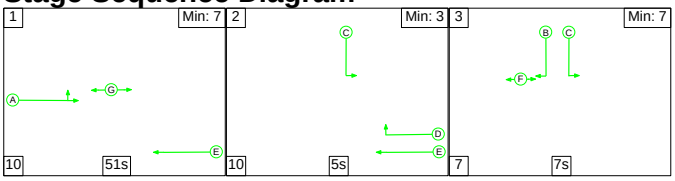
Stage	1	2	3	4
Duration	33	8	19	6
Change Point	0	41	55	79

Signal Timings Diagram



C2

Stage Sequence Diagram

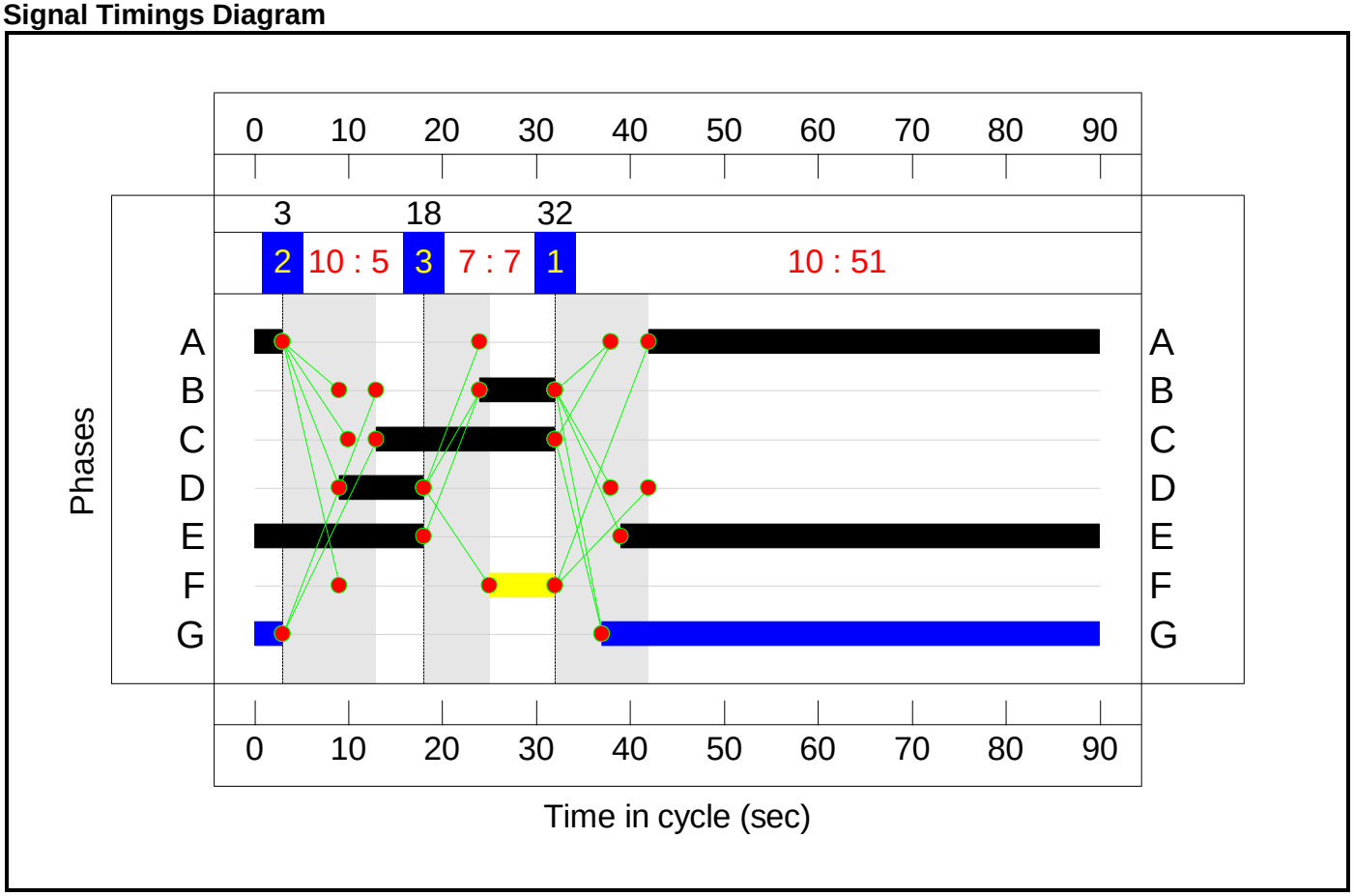


Full Input Data And Results

Stage Timings

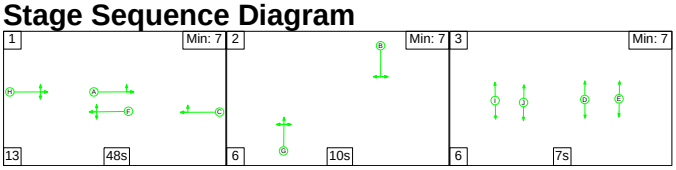
Stage	1	2	3
Duration	51	5	7
Change Point	32	3	18

Signal Timings Diagram



C3

Stage Sequence Diagram

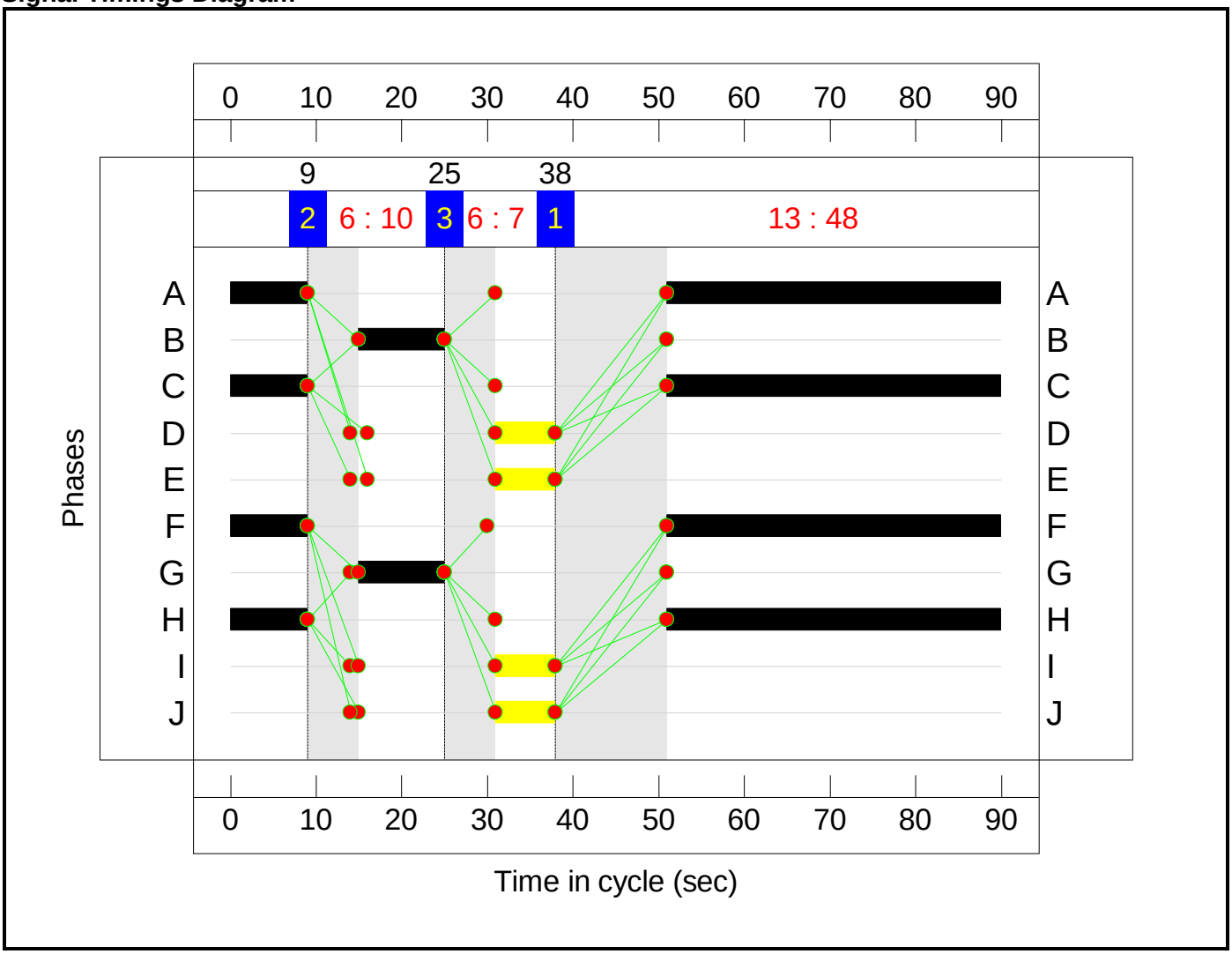


Stage Timings

Stage	1	2	3
Duration	48	10	7
Change Point	38	9	25

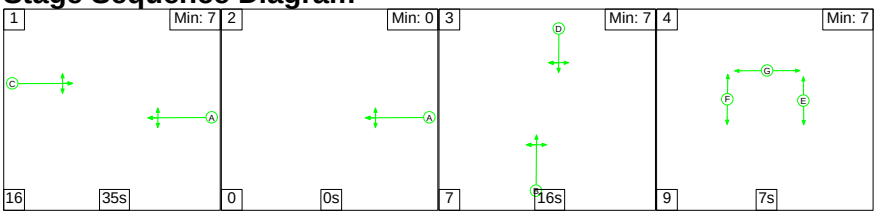
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

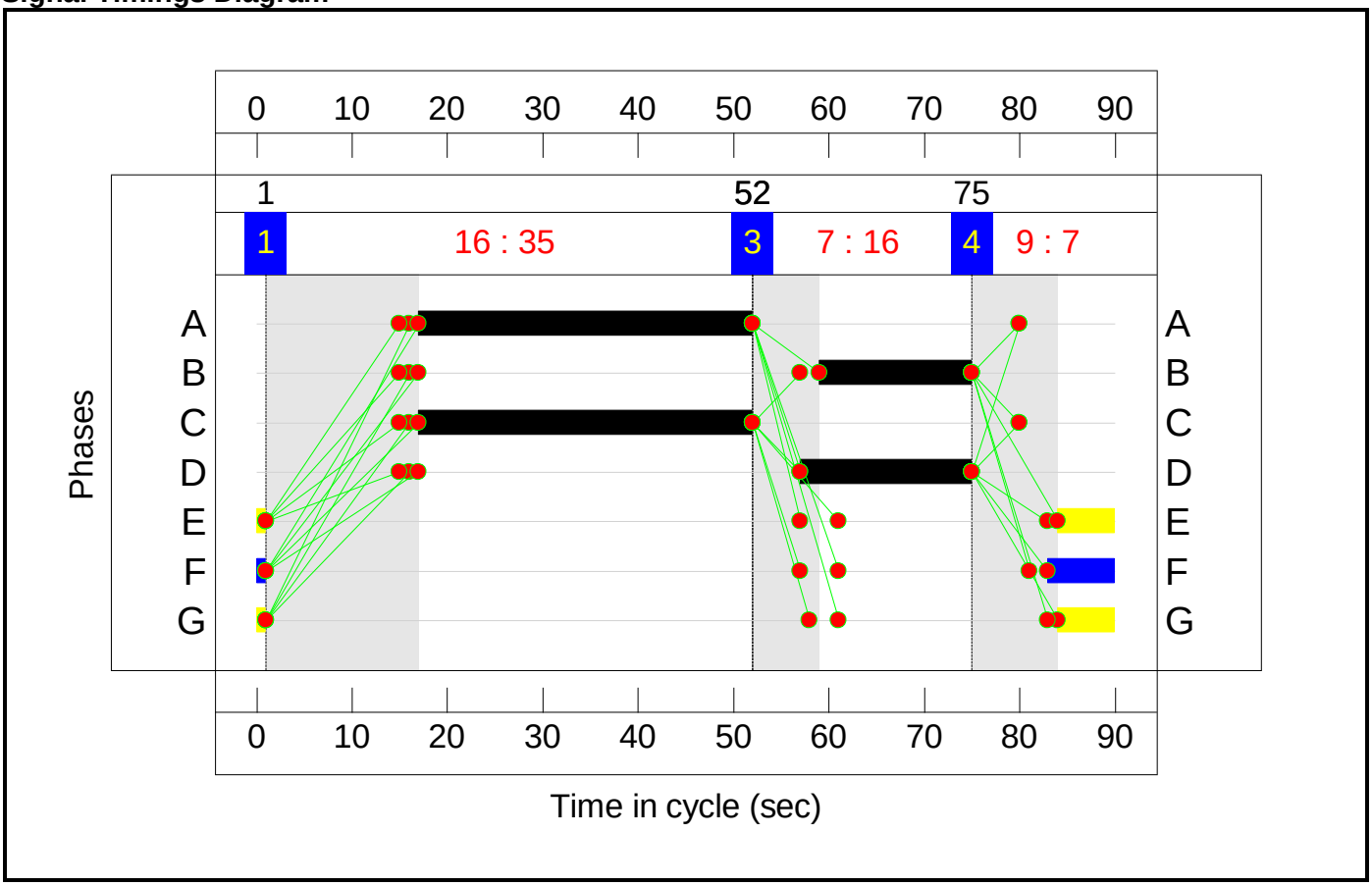


Stage Timings

Stage	1	2	3	4
Duration	35	0	16	7
Change Point	1	52	52	75

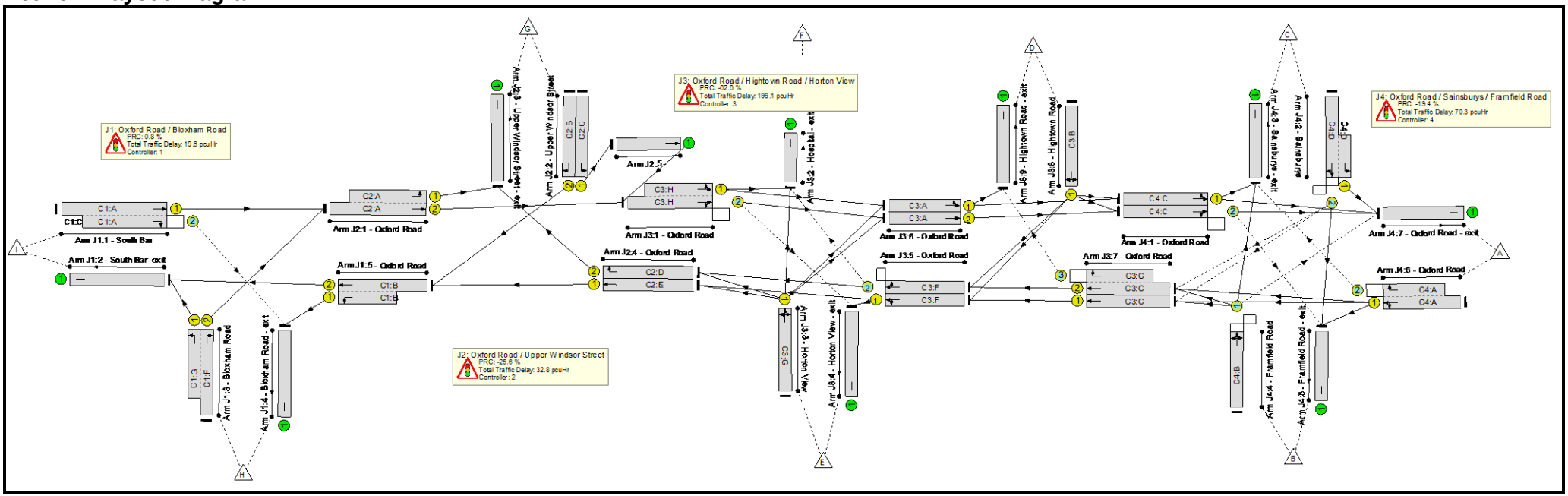
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**146.4%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.3%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	49	47	917	1663:1568	791+317	82.8 : 82.8%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	19:32	-	491	1733:1877	385+221	81.0 : 81.0%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	33	-	849	2005:1724	566+309	89.3 : 89.3%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.0%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	51	-	967	2055:1751	1038+315	71.5 : 71.5%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	19	-	371	1965	437	85.0%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	8	-	157	1984	198	79.1%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	470	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	69	-	692	1915	1489	41.9%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	9	-	245	1772	197	113.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**146.4%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	48	-	1113	1995:1915	411+466	126.9 : 126.9%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	10	-	126	1828	223	56.4%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	48	-	777	1883	1025	68.6%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	48	-	245	1915	1043	21.3%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	48	-	672	1852	1008	65.6%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	48	-	324	2055	1119	23.4%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	48	-	655	1915	1043	59.4%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	48	-	385	2035:1791	251+209	79.1 : 78.8%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	10	-	295	1649	202	146.4%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**107.4%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	35	-	634	1794	718	83.5%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	35	-	379	2046	818	36.6%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	506	1755:1760	292+266	90.7 : 90.7%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	16	-	66	1929	364	18.1%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	82	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	35	-	954	1915:1940	766+123	107.4 : 106.4%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	978	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**673**	**164**	**113**	**68.1**	**250.2**	**3.5**	**321.8**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**93**	**164**	**6**	**10.6**	**8.3**	**0.8**	**19.6**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	93	164	6	4.2	2.3	0.8	7.3	28.6	11.8	2.3	14.2
2/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	491	491	-	-	-	3.9	2.1	-	5.9	43.5	7.4	2.1	9.4
4/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	782	782	-	-	-	2.5	3.9	-	6.4	29.5	11.6	3.9	15.5
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**10.6**	**22.2**	**0.0**	**32.8**	**-**	**-**	**-**	**-**
1/2+1/1	967	967	-	-	-	2.6	1.2	-	3.8	14.3	11.8	1.2	13.0
2/1	371	371	-	-	-	3.5	2.6	-	6.1	59.0	8.9	2.6	11.5
2/2	157	157	-	-	-	1.7	1.7	-	3.5	79.7	3.8	1.7	5.5
3/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	625	625	-	-	-	0.0	0.4	-	0.4	2.4	0.3	0.4	0.6
4/2	222	197	-	-	-	2.8	16.2	-	19.0	307.3	6.2	16.2	22.4
5/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**291**	**0**	**66**	**23.2**	**174.1**	**1.8**	**199.1**	**-**	**-**	**-**	**-**
1/2+1/1	1113	991	148	0	45	8.2	120.3	0.9	129.4	418.5	23.7	120.3	144.1
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	126	126	-	-	-	1.3	0.6	-	1.9	55.5	2.9	0.6	3.6
4/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	703	703	-	-	-	0.6	1.1	-	1.7	8.8	5.8	1.1	6.9
5/2	222	222	0	0	0	0.2	0.1	0.0	0.3	4.8	0.7	0.1	0.8
6/1	662	662	-	-	-	1.4	1.0	-	2.3	12.7	3.9	1.0	4.8
6/2	262	262	-	-	-	0.8	0.2	-	1.0	13.6	2.5	0.2	2.6

Full Input Data And Results

7/1	620	620	-	-	-	2.2	0.7	-	2.9	16.9	12.4	0.7	13.1
7/2+7/3	363	363	143	0	21	1.2	1.8	0.9	3.9	38.7	4.1	1.8	5.9
8/1	295	202	-	-	-	7.3	48.3	-	55.6	678.4	9.8	48.3	58.0
9/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**289**	**0**	**41**	**23.7**	**45.7**	**0.9**	**70.3**	**-**	**-**	**-**	**-**
1/1	599	599	-	-	-	6.0	2.4	-	8.4	50.5	15.0	2.4	17.4
1/2	300	300	0	0	10	2.9	0.3	0.1	3.2	38.7	6.9	0.3	7.2
2/2+2/1	506	506	193	0	2	4.7	4.2	0.2	9.1	64.8	7.5	4.2	11.8
3/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	66	66	2	0	0	0.6	0.1	0.0	0.7	36.9	1.4	0.1	1.5
5/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	954	889	94	0	29	9.6	38.6	0.7	48.9	184.5	22.0	38.6	60.6
7/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

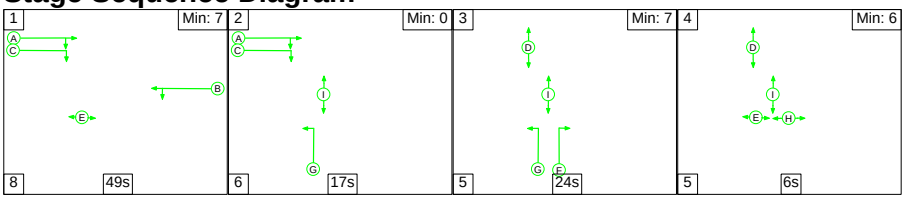
C1	PRC for Signalled Lanes (%):	0.8	Total Delay for Signalled Lanes (pcuHr):	19.61	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	-25.6	Total Delay for Signalled Lanes (pcuHr):	32.79	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-62.6	Total Delay for Signalled Lanes (pcuHr):	199.09	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	70.31	Cycle Time (s): 90
	PRC Over All Lanes (%):	-62.6	Total Delay Over All Lanes(pcuHr):	321.81	

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2031 Phase two AM', Plan 1: 'Network Control Plan 1')

C1

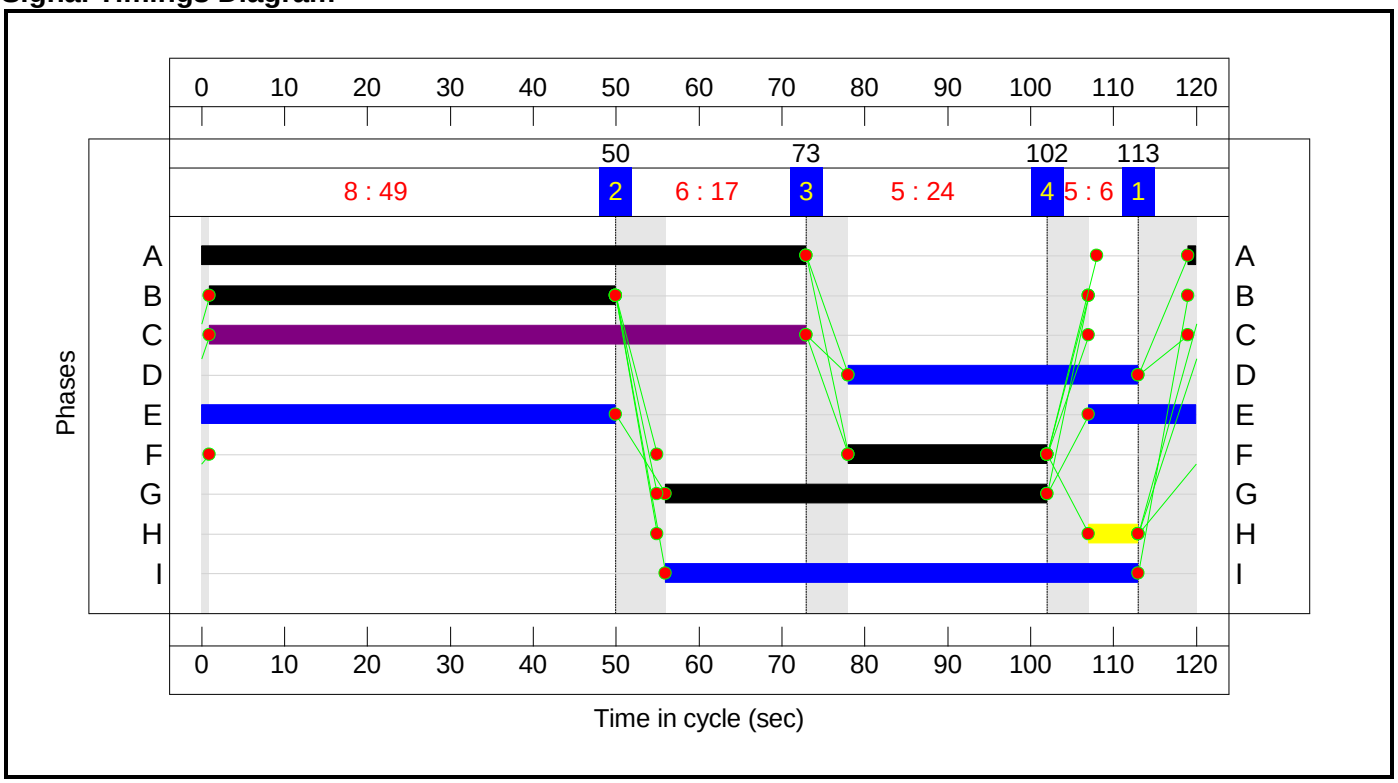
Stage Sequence Diagram



Stage Timings

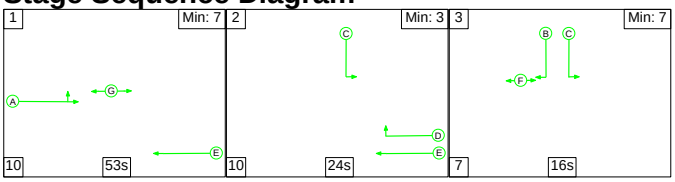
Stage	1	2	3	4
Duration	49	17	24	6
Change Point	113	50	73	102

Signal Timings Diagram



C2

Stage Sequence Diagram

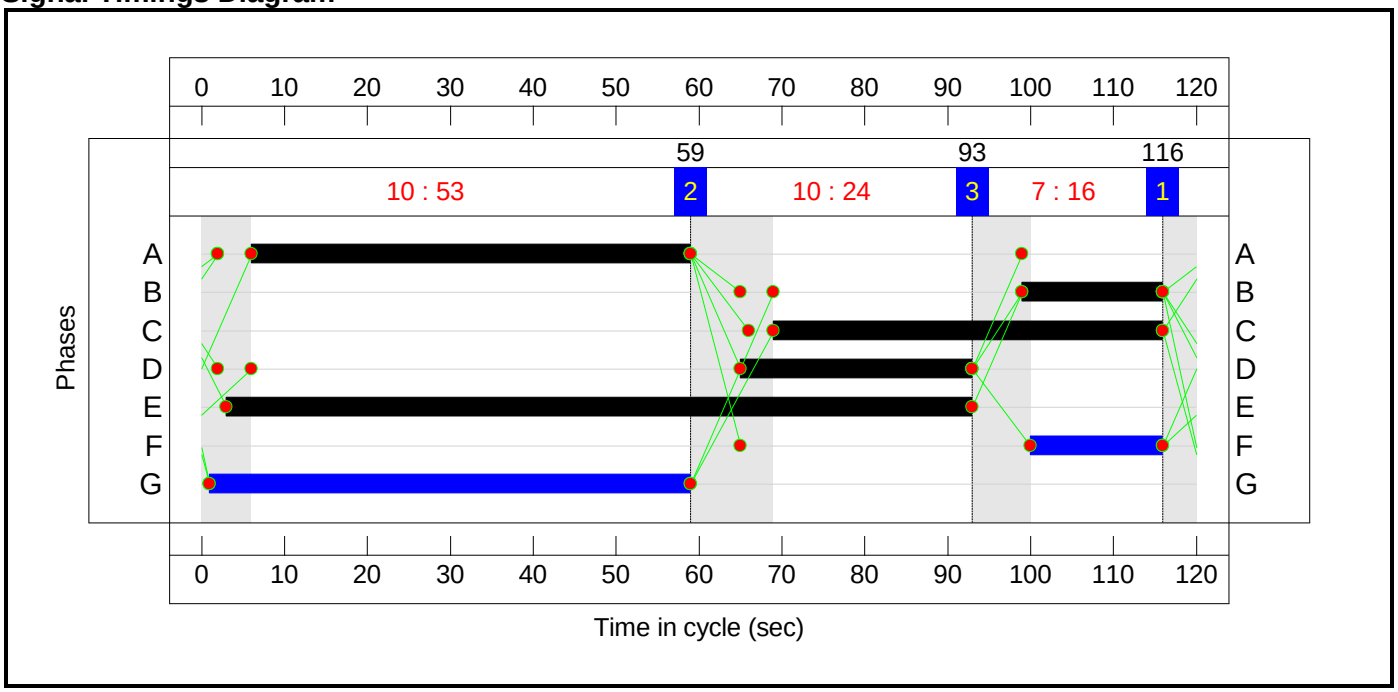


Stage Timings

Stage	1	2	3
Duration	53	24	16
Change Point	116	59	93

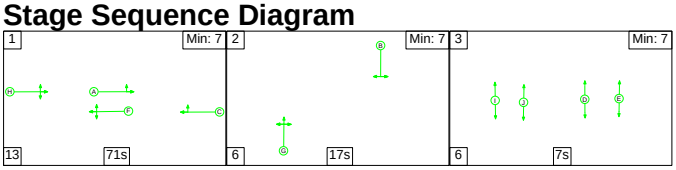
Full Input Data And Results

Signal Timings Diagram



C3

Stage Sequence Diagram

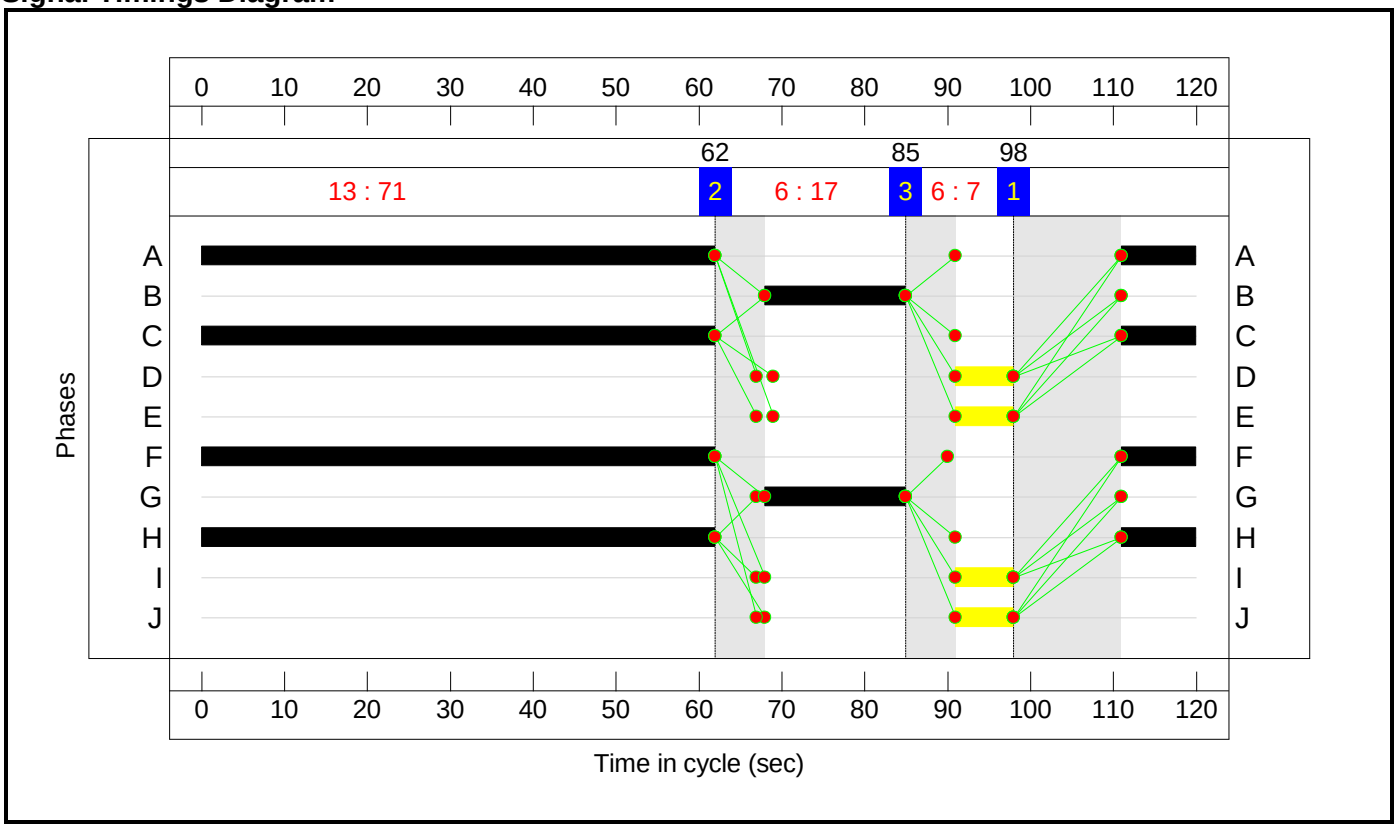


Stage Timings

Stage	1	2	3
Duration	71	17	7
Change Point	98	62	85

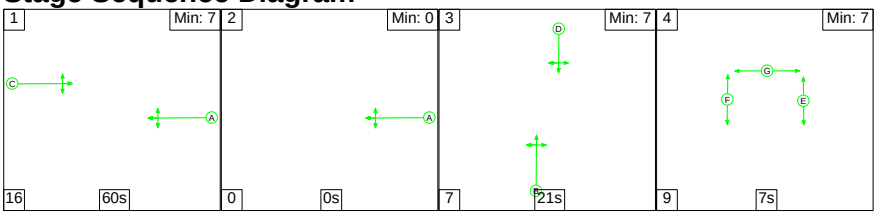
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

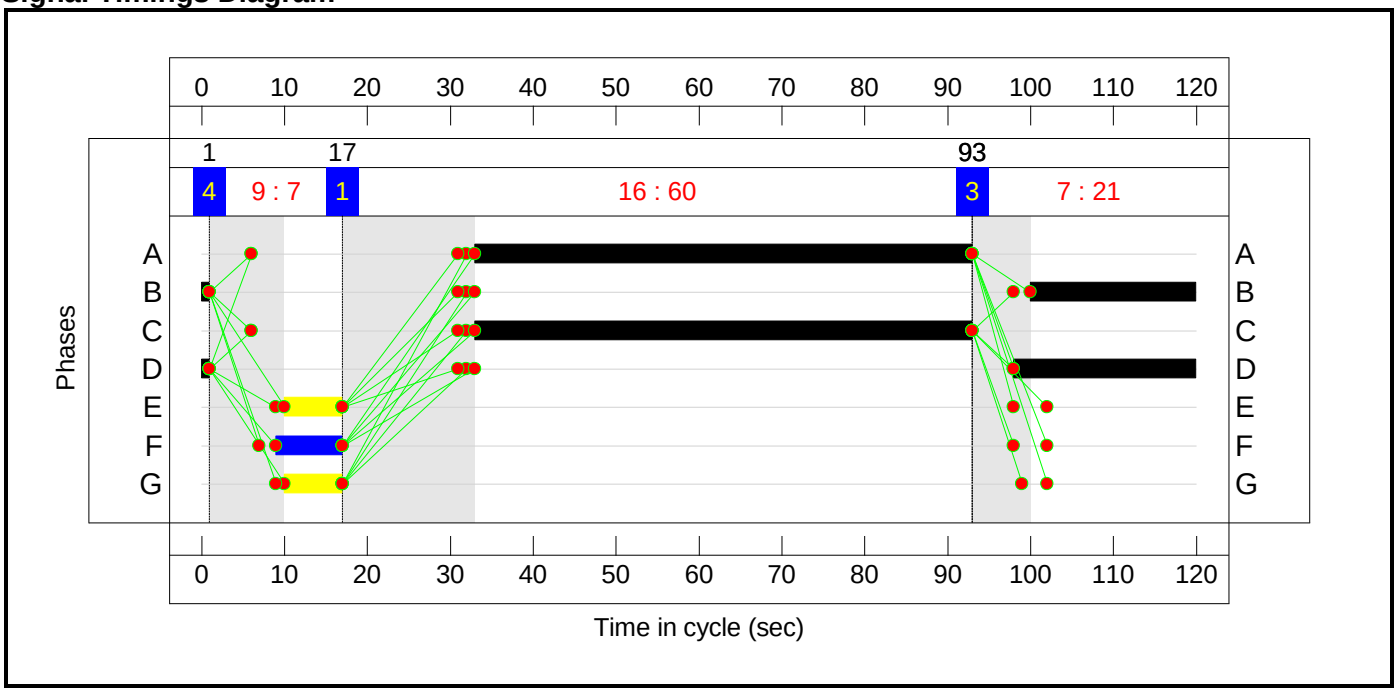


Stage Timings

Stage	1	2	3	4
Duration	60	0	21	7
Change Point	17	93	93	1

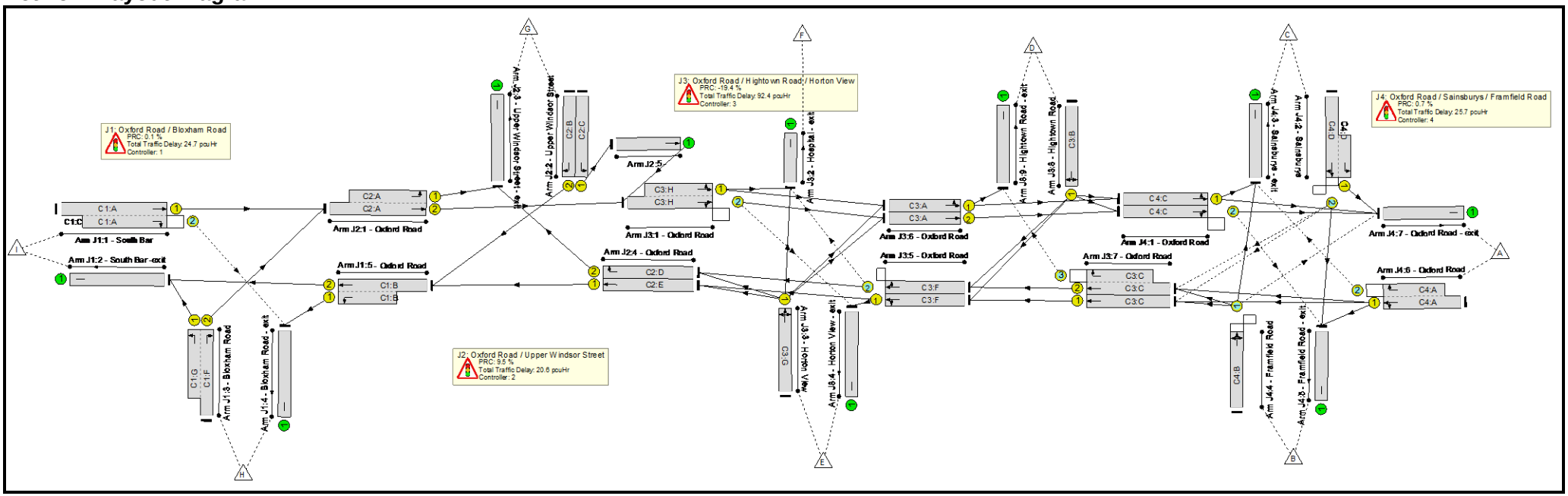
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**107.5%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.9%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	74	72	907	1663:1568	786+412	74.0 : 78.9%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	24:46	-	831	1733:1877	361+652	86.1 : 79.7%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	49	-	812	2005:1724	609+287	89.9 : 89.9%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.2%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	53	-	893	2055:1751	776+310	82.2 : 82.2%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	47	-	483	1965	786	61.5%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	17	-	168	1984	298	56.5%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	90	-	644	1915	1452	43.9%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	28	-	272	1772	428	63.0%
5/1	Ahead	U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.5%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	71	-	1121	1993:1915	565+478	107.5 : 107.5%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	17	-	172	1791	269	64.0%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	419	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	71	-	749	1865	1119	66.3%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	71	-	266	1915	1149	23.0%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	71	-	598	1835	1101	50.9%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	71	-	375	2055	1233	28.5%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	71	-	653	1915	1149	56.8%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	71	-	356	2035:1791	459+236	51.2 : 51.2%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	17	-	264	1639	246	107.4%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.4%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	60	-	532	1848	939	53.0%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	60	-	439	2037	1000	41.1%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	23	-	212	1747:1760	188+136	65.6 : 65.6%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	21	-	203	1846	238	85.2%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	57	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	60	-	955	1915:1940	949+120	89.4 : 89.4%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**707**	**242**	**86**	**76.0**	**84.0**	**3.5**	**163.4**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**77**	**242**	**5**	**15.9**	**7.9**	**0.9**	**24.7**	**-**	**-**	**-**	**-**
1/1+1/2	907	907	77	242	5	4.8	1.5	0.9	7.3	29.0	11.2	1.5	12.7
2/1	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	831	831	-	-	-	8.4	2.2	-	10.6	46.0	14.4	2.2	16.7
4/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	806	806	-	-	-	2.6	4.1	-	6.7	30.0	13.4	4.1	17.5
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**15.7**	**4.9**	**0.0**	**20.6**	**-**	**-**	**-**	**-**
1/2+1/1	893	893	-	-	-	5.7	2.3	-	8.0	32.1	21.6	2.3	23.9
2/1	483	483	-	-	-	3.8	0.8	-	4.6	34.6	12.7	0.8	13.5
2/2	168	168	-	-	-	2.2	0.6	-	2.9	61.1	5.2	0.6	5.8
3/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	638	638	-	-	-	0.0	0.4	-	0.4	2.4	2.7	0.4	3.1
4/2	270	270	-	-	-	3.9	0.8	-	4.8	63.6	8.9	0.8	9.7
5/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**313**	**0**	**77**	**28.2**	**62.9**	**1.4**	**92.4**	**-**	**-**	**-**	**-**
1/2+1/1	1121	1038	210	0	60	9.1	45.1	0.8	55.1	177.0	34.5	45.1	79.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	172	172	-	-	-	2.3	0.9	-	3.2	66.3	5.4	0.9	6.2
4/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	742	742	-	-	-	2.5	1.0	-	3.5	16.8	21.4	1.0	22.4
5/2	264	264	0	0	0	0.7	0.1	0.0	0.8	11.4	2.3	0.1	2.4
6/1	560	560	-	-	-	1.2	0.5	-	1.7	10.8	4.0	0.5	4.6
6/2	351	351	-	-	-	1.5	0.2	-	1.7	17.6	4.6	0.2	4.8

Full Input Data And Results

7/1	653	653	-	-	-	4.4	0.7	-	5.1	27.9	15.2	0.7	15.9
7/2+7/3	356	356	103	0	18	1.9	0.5	0.6	3.0	30.5	4.7	0.5	5.2
8/1	264	246	-	-	-	4.6	13.8	-	18.4	250.9	9.4	13.8	23.2
9/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**317**	**0**	**4**	**16.3**	**8.3**	**1.1**	**25.7**	**-**	**-**	**-**	**-**
1/1	498	498	-	-	-	2.7	0.6	-	3.3	23.6	14.2	0.6	14.7
1/2	411	411	27	0	0	1.8	0.3	0.2	2.4	21.1	7.0	0.3	7.3
2/2+2/1	212	212	92	0	3	2.4	0.9	0.1	3.5	58.8	3.6	0.9	4.5
3/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	203	203	90	0	1	2.6	2.5	0.1	5.3	93.4	6.6	2.5	9.1
5/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	955	955	107	0	0	6.7	3.9	0.7	11.3	42.6	24.7	3.9	28.7
7/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

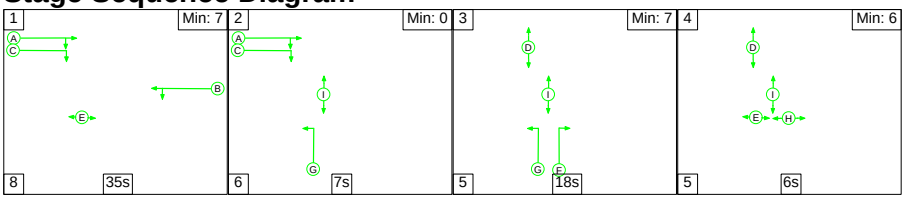
C1	PRC for Signalled Lanes (%):	0.1	Total Delay for Signalled Lanes (pcuHr):	24.66	Cycle Time (s): 120
C2	PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	20.64	Cycle Time (s): 120
C3	PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	92.45	Cycle Time (s): 120
C4	PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	25.70	Cycle Time (s): 120
	PRC Over All Lanes (%):	-19.4	Total Delay Over All Lanes(pcuHr):	163.44	

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2031 Phase two PM', Plan 1: 'Network Control Plan 1')

C1

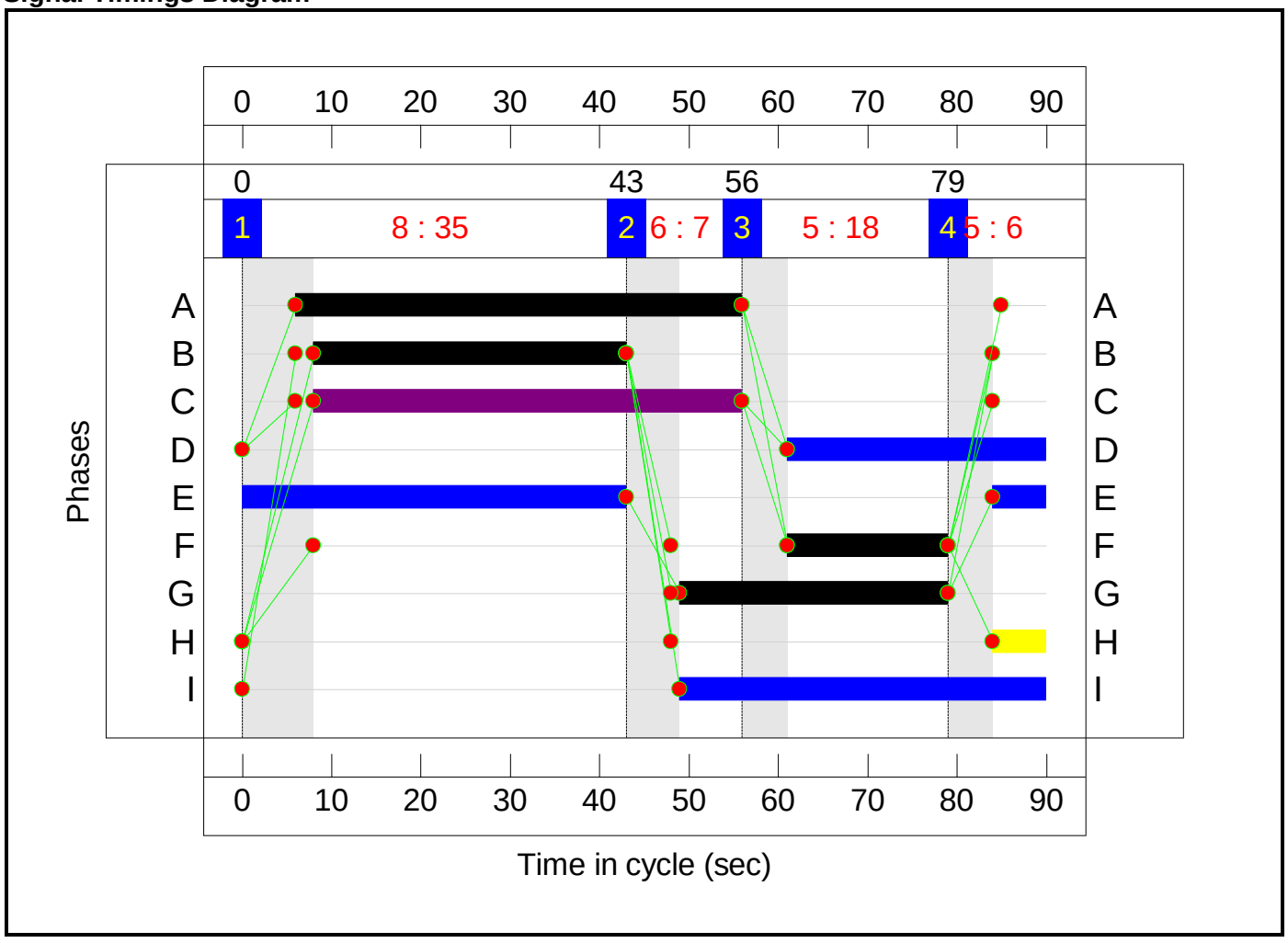
Stage Sequence Diagram



Stage Timings

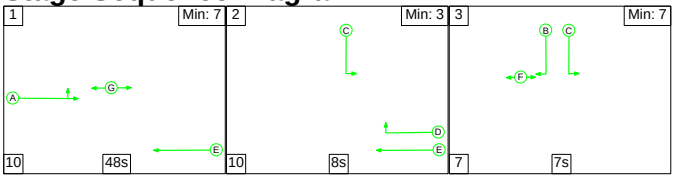
Stage	1	2	3	4
Duration	35	7	18	6
Change Point	0	43	56	79

Signal Timings Diagram



C2

Stage Sequence Diagram

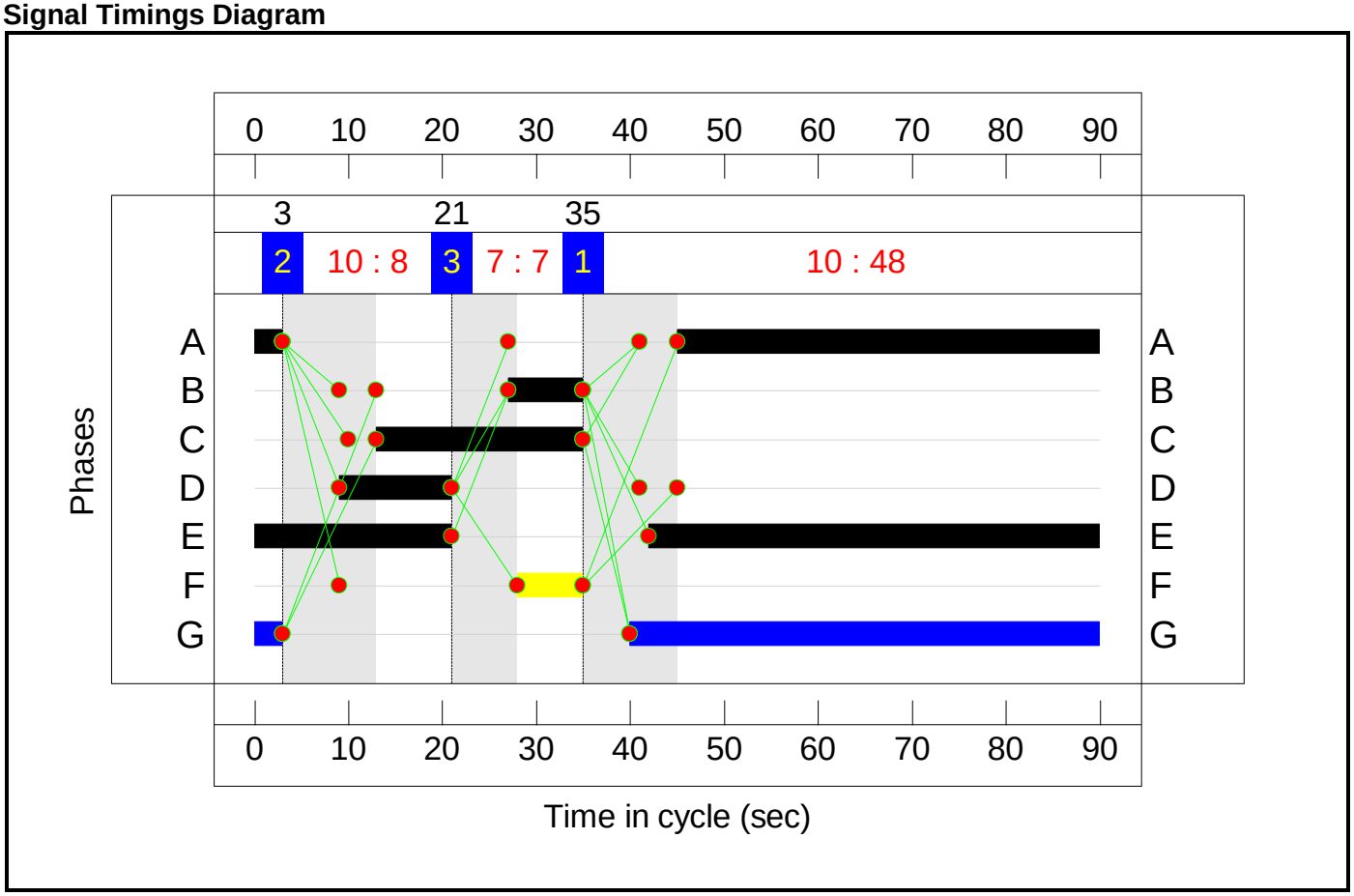


Full Input Data And Results

Stage Timings

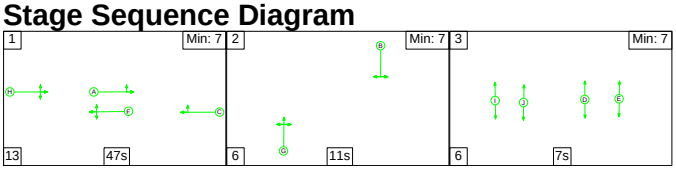
Stage	1	2	3
Duration	48	8	7
Change Point	35	3	21

Signal Timings Diagram



C3

Stage Sequence Diagram

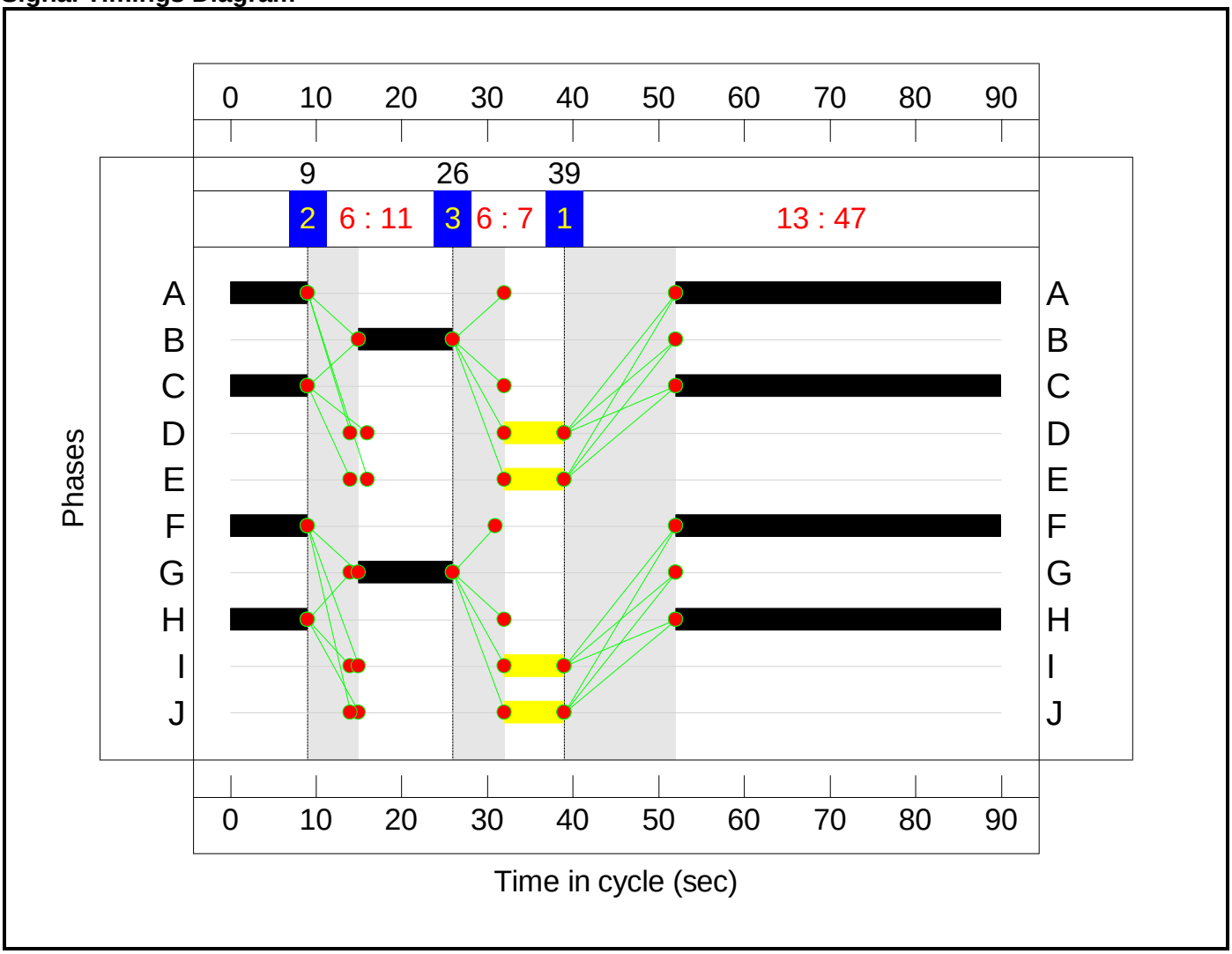


Stage Timings

Stage	1	2	3
Duration	47	11	7
Change Point	39	9	26

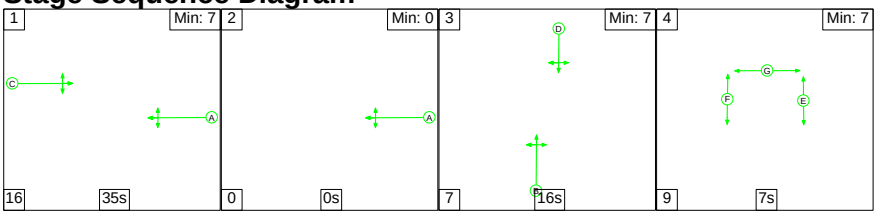
Full Input Data And Results

Signal Timings Diagram



C4

Stage Sequence Diagram

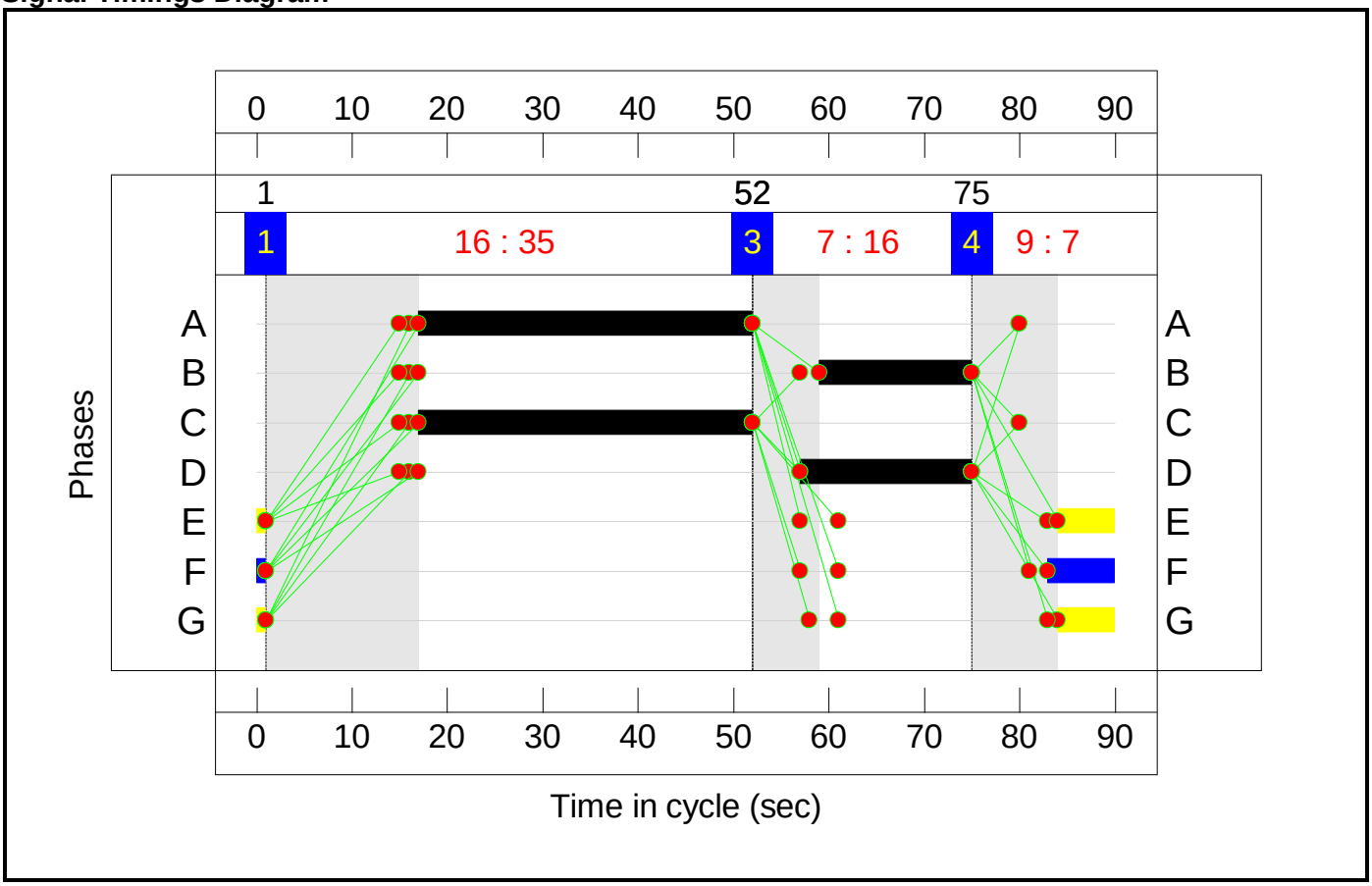


Stage Timings

Stage	1	2	3	4
Duration	35	0	16	7
Change Point	1	52	52	75

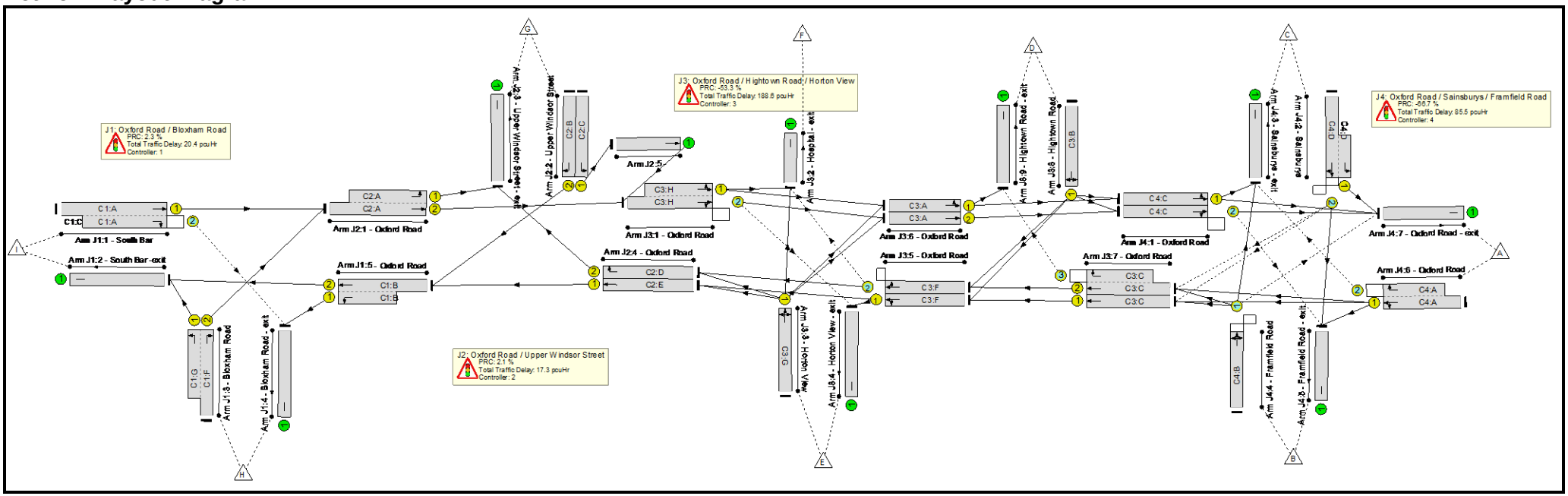
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

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**	-	-		-	-	-	-	-	-	**150.0%**
J1: Oxford Road / Bloxham Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.0%**
1/1+1/2	South Bar Right Ahead	U+O	N/A	N/A	C1:A	C1:C	1	50	48	917	1663:1568	803+325	81.3 : 81.3%
2/1	South Bar -exit	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
3/2+3/1	Bloxham Road Left Right	U	N/A	N/A	C1:F C1:G		1	18:30	-	506	1733:1877	366+209	88.0 : 88.0%
4/1	Bloxham Road - exit	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
5/2+5/1	Oxford Road Ahead Left	U	N/A	N/A	C1:B		1	35	-	857	2005:1724	601+308	87.5 : 87.5%
J2: Oxford Road / Upper Windsor Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
1/2+1/1	Oxford Road Left Ahead	U	N/A	N/A	C2:A		1	48	-	975	2055:1751	995+278	76.5 : 76.5%
2/1	Upper Windsor Street Left	U	N/A	N/A	C2:C		1	22	-	352	1965	502	70.1%
2/2	Upper Windsor Street Right	U	N/A	N/A	C2:B		1	8	-	156	1984	198	78.6%
3/1	Upper Windsor Street - exit	U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
4/1	Oxford Road Ahead	U	N/A	N/A	C2:E		1	69	-	701	1915	1489	42.9%
4/2	Oxford Road Right	U	N/A	N/A	C2:D		1	12	-	246	1772	256	88.1%
5/1	Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
J3: Oxford Road / Hightown Road / Horton View	-	-	**N/A**	-	-		-	-	-	-	-	-	**137.9%**
1/2+1/1	Oxford Road Left Right Ahead	O+U	N/A	N/A	C3:H		1	47	-	1114	1999:1915	405+489	124.6 : 124.6%

Full Input Data And Results

2/1	Hospital - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
3/1	Horton View Left Ahead Right	U	N/A	N/A	C3:G		1	11	-	131	1828	244	53.7%
4/1	Horton View - exit	U	N/A	N/A	-		-	-	-	304	Inf	Inf	0.0%
5/1	Oxford Road Ahead Left	U	N/A	N/A	C3:F		1	47	-	785	1884	1005	71.4%
5/2	Oxford Road Ahead Right	O	N/A	N/A	C3:F		1	47	-	246	1915	1021	22.1%
6/1	Oxford Road Left Ahead	U	N/A	N/A	C3:A		1	47	-	694	1854	989	70.2%
6/2	Oxford Road Ahead	U	N/A	N/A	C3:A		1	47	-	331	2055	1096	25.2%
7/1	Oxford Road Ahead	U	N/A	N/A	C3:C		1	47	-	655	1915	1021	61.0%
7/2+7/3	Oxford Road Ahead Right	U+O	N/A	N/A	C3:C		1	47	-	377	2035:1791	217+174	91.6 : 91.3%
8/1	Hightown Road Right Left	U	N/A	N/A	C3:B		1	11	-	304	1653	220	137.9%
9/1	HIghtown Road - exit	U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**150.0%**
1/1	Oxford Road Left Ahead	U	N/A	N/A	C4:C		1	35	-	655	1791	716	88.2%
1/2	Oxford Road Right Ahead	O	N/A	N/A	C4:C		1	35	-	385	2046	818	38.5%
2/2+2/1	Sainsburys Right Ahead Left	O+U	N/A	N/A	C4:D		1	18	-	532	1759:1760	288+286	92.6 : 92.6%
3/1	Sainsburys - exit	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
4/1	Framfield Road Left Ahead Right	O	N/A	N/A	C4:B		1	16	-	77	1893	232	33.1%
5/1	Framfield Road - exit	U	N/A	N/A	-		-	-	-	87	Inf	Inf	0.0%

Full Input Data And Results

6/1+6/2	Oxford Road Ahead Right Left	U+O	N/A	N/A	C4:A		1	35	-	937	1915:1940	766+80	106.7 : 150.0%
7/1	Oxford Road - exit	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**598**	**155**	**145**	**67.8**	**240.4**	**3.7**	**311.9**	**-**	**-**	**-**	**-**
J1: Oxford Road / Bloxham Road	**-**	**-**	**103**	**155**	**6**	**10.8**	**8.8**	**0.8**	**20.4**	**-**	**-**	**-**	**-**
1/1+1/2	917	917	103	155	6	4.0	2.1	0.8	6.9	27.2	11.6	2.1	13.7
2/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/1	506	506	-	-	-	4.2	3.3	-	7.5	53.5	7.8	3.3	11.1
4/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	795	795	-	-	-	2.6	3.3	-	5.9	26.8	12.4	3.3	15.7
J2: Oxford Road / Upper Windsor Street	**-**	**-**	**0**	**0**	**0**	**9.4**	**7.9**	**0.0**	**17.3**	**-**	**-**	**-**	**-**
1/2+1/1	975	975	-	-	-	3.1	1.6	-	4.7	17.4	12.4	1.6	14.0
2/1	352	352	-	-	-	3.0	1.2	-	4.1	42.2	7.9	1.2	9.1
2/2	156	156	-	-	-	1.7	1.7	-	3.4	78.9	3.8	1.7	5.5
3/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	639	639	-	-	-	0.0	0.4	-	0.4	2.2	0.1	0.4	0.5
4/2	226	226	-	-	-	1.6	3.1	-	4.7	74.5	5.6	3.1	8.7
5/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Oxford Road / Hightown Road / Horton View	**-**	**-**	**241**	**0**	**95**	**22.3**	**164.4**	**1.9**	**188.6**	**-**	**-**	**-**	**-**
1/2+1/1	1114	1017	133	0	44	6.9	112.5	0.9	120.3	388.9	22.1	112.5	134.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	131	131	-	-	-	1.3	0.6	-	1.9	52.2	3.1	0.6	3.6
4/1	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	717	717	-	-	-	0.7	1.2	-	2.0	9.9	5.8	1.2	7.1
5/2	226	226	0	0	0	0.2	0.1	0.0	0.3	5.2	0.7	0.1	0.9
6/1	694	694	-	-	-	1.6	1.2	-	2.8	14.3	4.2	1.2	5.4
6/2	276	276	-	-	-	0.9	0.2	-	1.0	13.4	2.5	0.2	2.7

Full Input Data And Results

7/1	623	623	-	-	-	2.3	0.8	-	3.1	18.0	12.8	0.8	13.6
7/2+7/3	358	358	108	0	51	1.4	4.3	1.0	6.7	67.0	4.0	4.3	8.2
8/1	304	220	-	-	-	7.0	43.5	-	50.5	598.0	9.7	43.5	53.2
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Oxford Road / Sainsburys / Framfield Road	**-**	**-**	**254**	**0**	**44**	**25.3**	**59.3**	**1.0**	**85.5**	**-**	**-**	**-**	**-**
1/1	632	632	-	-	-	6.4	3.5	-	9.8	56.0	15.8	3.5	19.3
1/2	315	315	0	0	10	2.9	0.3	0.1	3.3	37.9	7.2	0.3	7.5
2/2+2/1	532	532	190	0	2	5.0	5.1	0.2	10.2	69.3	7.7	5.1	12.8
3/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	77	77	0	0	16	0.7	0.2	0.1	1.0	45.5	1.6	0.2	1.9
5/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	937	846	64	0	16	10.3	50.2	0.7	61.2	235.1	21.7	50.2	71.9
7/1	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	20.38	Cycle Time (s): 90
C2	PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	17.32	Cycle Time (s): 90
C3	PRC for Signalled Lanes (%):	-53.3	Total Delay for Signalled Lanes (pcuHr):	188.60	Cycle Time (s): 90
C4	PRC for Signalled Lanes (%):	-66.7	Total Delay for Signalled Lanes (pcuHr):	85.55	Cycle Time (s): 90
	PRC Over All Lanes (%):	-66.7	Total Delay Over All Lanes(pcuHr):	311.85	

APPENDIX V