

OXFORDSHIRE RAILFREIGHT INTERCHANGE LIMITED



TECHNICAL NOTE 9: M40 JUNCTION 10 OPTION 25

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1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd and BWB Consulting Ltd are appointed by Oxfordshire Railfreight Ltd (the Applicant) to assess and design the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange in Oxfordshire, to be known as Oxfordshire Strategic Rail Freight Interchange (OxSRFI).
- 1.2 Ensuring good access to the Strategic Road Network (SRN) is a prerequisite for the proposed OxSRFI development. Initial investigations into this, and consultation with Oxfordshire County Council (OCC) and National Highways (formerly Highways England), advanced the access strategy such that it is centred on provision of significant improvements to Junction 10 of the M40 motorway, in combination with a provision of a new bypass for the village of Ardley, a new relief road around the north-east quadrant of the village of Middleton Stoney and a Heyford Park link.
- 1.3 The objectives of this approach are to ensure adequate capacity at M40 Junction 10 to accommodate the required access to the SRN, whilst delivering appropriate new site access infrastructure, along with aiding the delivery of planned growth and development across the wider area. Technical Note 5¹ (TN5) identified and assessed a long list of potential interventions at M40 Junction 10 that could be implemented by the OxSRFI scheme to mitigate the impact of the OxSRFI development at the junction. A short list of four options (Options 11, 13, 18 and 19) was identified to be taken forward for further consideration. All four options included provision of a southbound free-flow link between the A43 and the M40, removing traffic on this route from the Padbury and Cherwell roundabout complex at M40 Junction 10.
- 1.4 Following a meeting on the 23 of July 2021, National Highways requested that the option for a large single grade-separated gyratory (Option 3) be given further consideration to examine whether identified capacity constraints could be overcome. Hence, ADC Infrastructure and BWB Consulting jointly prepared and issued Technical Note 8² (TN8) which considers in greater detail the opportunity to provide a large single grade-separated gyratory at M40 Junction 10. TN8 concluded that the proposed OxSRFI Options 11, 13, 18 and 19 presented in TN5 offer long-term benefit over a large complex signal controlled roundabout.
- 1.5 National Highways provided initial feedback on the preferred options (Option 11, 13, 18 and 19) presented in TN5 via email on 21 September 2021, including DMRB compliance checks and audits of the LinSig modelling which supports TN5. It was agreed at the Transport Working Group meeting held on 24 September 2021 that to assist National Highways with their ongoing review of TN5, along with TN8, the Applicant would prepare a response to the feedback provided by email on 21 September 2021. Hence, ADC Infrastructure and BWB Consulting jointly prepared and issued a Technical Note 5 Addendum Report³ (TN5 Addendum) which provided that response.
- 1.6 Following a Transport Working Group meeting on 17 November 2021, work was undertaken to prepare network models in LinSig such that an analysis of journey times through M40 Junction 10 could be undertaken. Network LinSig models for the reference case, Option 18, Option 19 and Option 3c (a further development of Option 3) arrangements for M40 Junction 10 were submitted to the Transport Working Group via email on 21 November 2021 with an analysis of

¹ Technical Note 5 – M40 Junction 10 Options Report, report reference ADC1794-RP-M-V3, 14 June 2021.

² Technical Note 8 – M40 Junction 10 Options 3A and 3B, report reference ADC1794-RP-Q-V4, 06 October 2021.

³ Technical Note 5 Addendum – M40 Junction 10 Options Report Addendum: Response to National Highways Initial Comments on Options 11, 13, 18 and 19, report reference ADC1794-RP-M1, 08 October 2021.

journey times. This showed that all three mitigation options would provide betterment when compared to the reference case, particularly in the morning peak hour. The journey time analysis results also showed that Options 18 and 19 would provide benefit over Option 3c, with little difference between Options 18 and 19.

- 1.7 Following additional feedback from National Highways via emails on 15 and 19 November 2021, the network models were refined, and the journey time analysis was updated and expanded to include off-peak and inter-peak hour periods. A high-level assessment of the options with regards to conflicts points (relating to road safety) was also undertaken. The refined network models and analysis was submitted to the Transport Working Group via email on 8 December 2021.
- 1.8 A scoring system for the junction options was proposed by National Highways, which was developed and agreed with OCC and the Applicant. Options 3c, 11, 13, 18 and 19 were appraised by National Highways in consultation with OCC using the scoring system. The conclusion of the scoring assessment was that the additional off-peak and inter-peak journey time assessment and conflict assessment work further supports the conclusion that either Option 18 or 19 are the preferred option to take forwards.
- 1.9 In an email dated 17 January 2022, National Highways confirmed that Options 18/19 are the preferred options to be taken forward. OCC confirmed that they had no objection to Options 18/19 being taken forward in an email dated 19 January 2022.
- 1.10 Both Option 18 and Option 19 include a new free-flow link between the A43 south of the Baynard's Green roundabout and the M40 southbound. The key difference between Options 18 and 19 was the relocation of the M40 northbound on-slip at Ardley roundabout. Under Option 18, the M40 northbound on-slip at Ardley roundabout would be moved to the north of the junction.
- 1.11 As part of the further assessment work required for Options 18 and 19, National Highways requested that analysis was undertaken to see whether a M40 to A43 northbound free-flow link road could be reasonably achieved in the future in terms of geometrical compliance with DMRB, formation of appropriate junctions, and environmental impact.
- 1.12 ADC Infrastructure Ltd and BWB Consulting Ltd have jointly investigated how the northbound free-flow link between the M40 northbound and the A43 northbound could be achieved. This technical note has therefore been prepared by ADC Infrastructure Ltd working jointly with BWB Consulting Ltd to present the options considered and how the OxSRFI proposals for M40 J10 could be changed.
- 1.13 It is concluded that:
 - Providing a northbound M40 to A43 free-flow link is feasible within the scale of the OxSRFI improvements to M40 Junction 10.
 - Providing a northbound M40 to A43 free-flow link enables the previously proposed Ardley East junction and proposed new south facing slip roads to be removed from the scheme, with reduced potential for environmental impacts.
 - A new option, Option 25, is developed, that overall performs better than previous options with regards to headroom, journey times, has a similar new of conflict points, and would offer buildability advantages.
- 1.14 Therefore, it is proposed that Option 25 it taken forward as the preferred option instead of Options 18 and 19.

2.0 M40 TO A43 NORTHBOUND FREE-FLOW LINK OPTIONEERING

M40 Junction 10 – OxSRFI mitigation current status

- 2.1 Following extensive option testing and review, National Highways and OCC have confirmed that the proposed mitigation Options 18 and 19 are preferred and can be taken forward for further development.
- 2.2 Options 18 and Option 19 include a new southbound free-flow link between the A43, south of the Baynard’s Green roundabout, and the M40. As shown on **Figure 1** below, the key difference between Options 18 and 19 is the relocation of the M40 northbound on-slip at Ardley roundabout. Under Option 18, the M40 northbound on-slip would be relocated to the north of the roundabout.

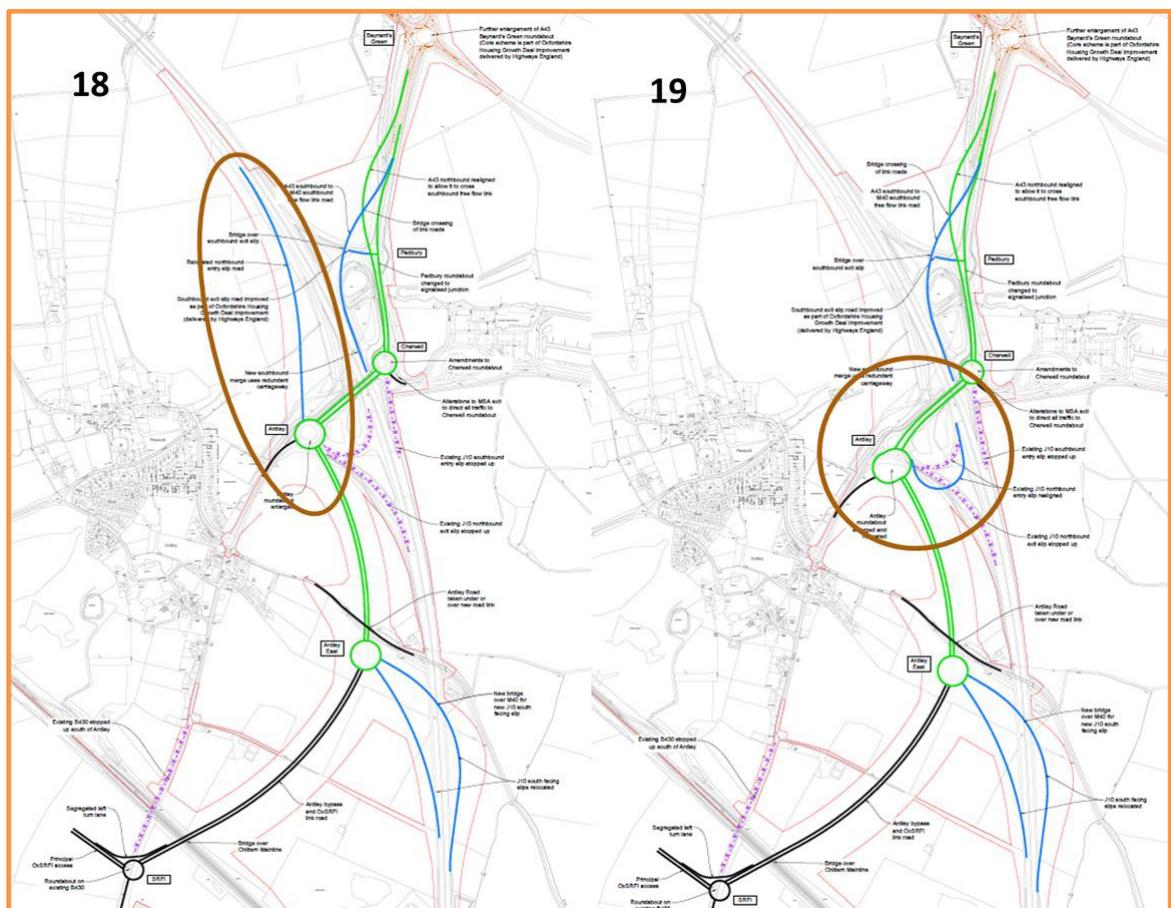


Figure 1: Key strategic difference between Options 18 and 19 (relocated M40 NB merge)

M40 to A43 northbound link Options 20 to 23

- 2.3 National Highways acknowledge the strategic advantages and the additional headroom that a northbound M40-A43 free-flow link could provide, and they have asked that the Applicant undertake an assessment to review if such a facility could be implemented at some point in the future, and advise on how this affects the selection of Options 18 or 19.
- 2.4 For this assessment BWB and ADC have considered several further options which are described below. For all free-flow options the start of the free-flow link road is to the immediate north of the existing J10 bridges, as commencing the free-flow link road south of the bridges would significantly increase the length of the link road, require complex engineering to take the link

over or under the existing Ardley roundabout, would adversely impact the delivery of the Ardley Bypass and would be likely to result in negative environmental impacts.

Option 20

2.5 The first northbound free-flow link option considered would provide an at grade-roundabout with the M40 southbound off-slip and the realigned A43 northbound, as shown at **Figure 2** below. Under this arrangement, the Padbury roundabout would be replaced by a traffic signal controlled junction.

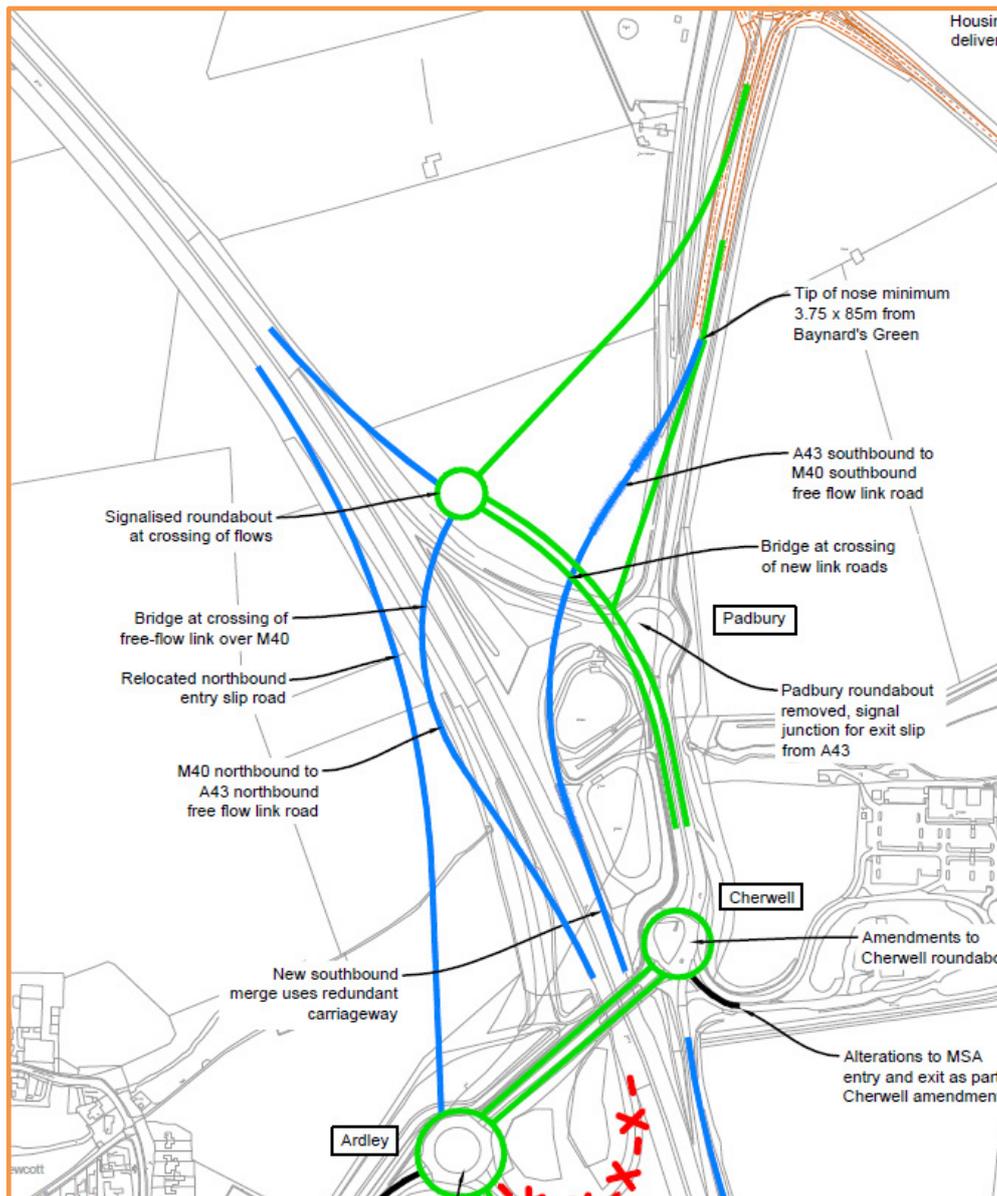


Figure 2: Option 20

2.6 The following issues were identified with Option 20:

- The overall footprint of the M40 Junction 10 complex is increased, as is the required land take, which could lead to environmental impacts.
- This option does not provide a full northbound free-flow link between the M40 and A43, and hence improvements to journey times on this route would be limited.
- The balance of traffic flows at the new M40 southbound exit roundabout mean that it would not be possible to provide a reasonable junction arrangement and therefore, the new roundabout could become a potential “bottleneck”. There would be a risk of traffic

2.9 The following issues were identified with Option 21:

- The overall footprint of the M40 Junction 10 complex is increased, as is the required land take. This could lead to environmental impacts.
- A new roundabout junction would be required at the M40 southbound exit. Due to the alignment of the full northbound free-flow link, the length of the M40 southbound exit slip road would be further reduced, increasing the risk that queuing traffic could reach the end of the slip road and queue back to the mainline which would be present road safety concerns.
- The A43 northbound weaving length on the approach to the Baynard's Green roundabout would be very short and could result in road safety concerns.
- The bridge over the M40 mainline is on a significant skew, making it more challenging to construct.

2.10 Hence, this option was not considered suitable for further consideration.

Option 22

2.11 Option 22 is shown at **Figure 4** below.

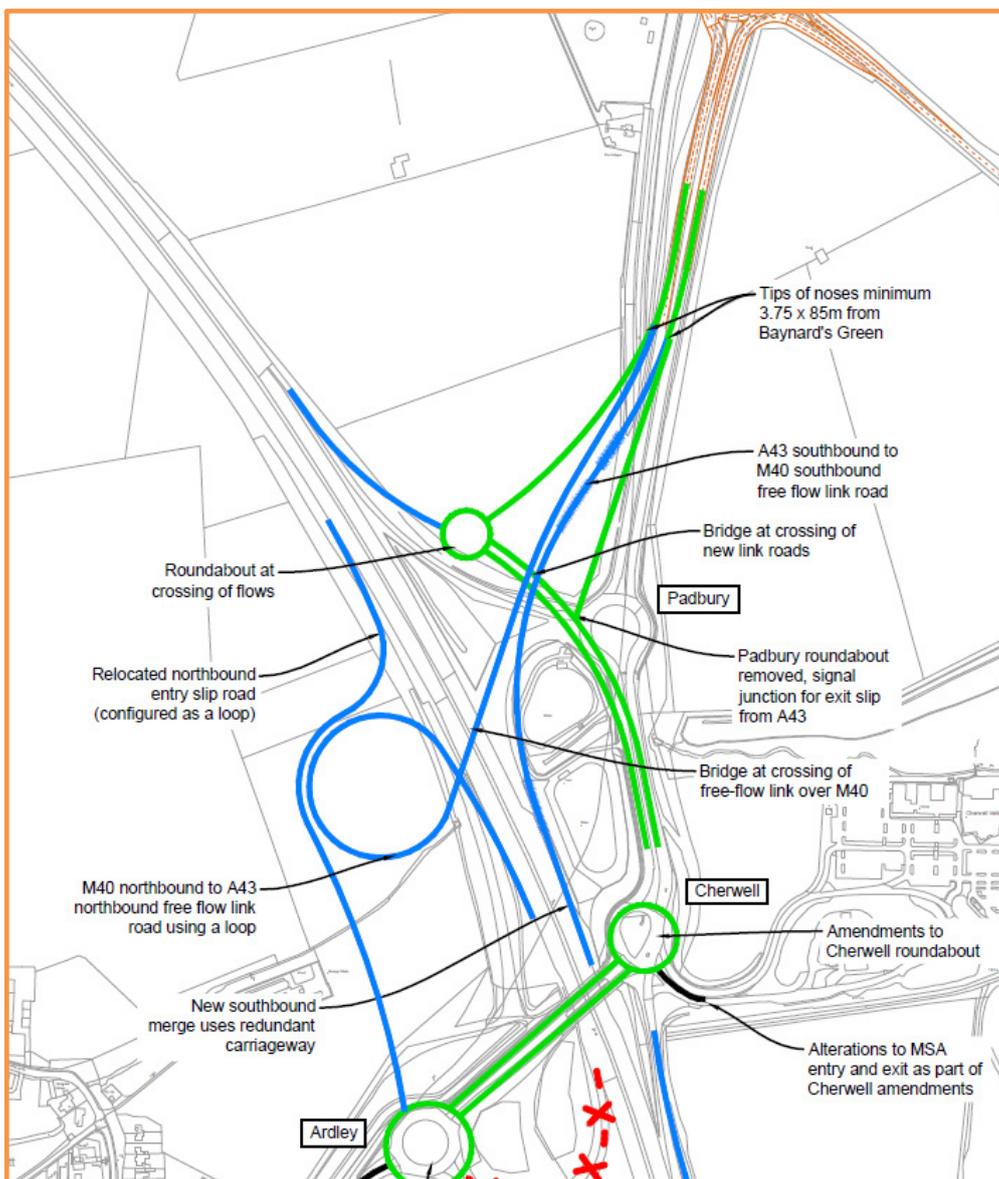


Figure 4: Option 22

and also the requirement for the compromised merge and short weaving section on the approach to Baynard's Green roundabout.

- 2.16 Hence, Option 23 was found to be the most appropriate long-term solution for delivering the northbound free-flow link. Option 18 could be designed and delivered by OxSRFI such that the future upgrade of the junction complex to Option 23 would not be compromised.

3.0 M40 JUNCTION 10 – CHANGE OF STRATEGY AND PREFERRED OPTION

Option 23 – further analysis

- 3.1 Section 2 of this report identified Option 23 as the most appropriate long-term solution for delivering a M40 to A43 northbound free-flow link. Option 18 could be designed and delivered by OxSRFI such that the future upgrade to Option 23 would not be compromised.
- 3.2 However, delivering Option 18 and then amending to Option 23 in the future would result in redundant infrastructure being implemented by OxSRFI. This would include the A43 northbound link road bridge across the A43 southbound free-flow link. Further, Option 18 requires enlargements to Cherwell and Ardley roundabouts which would no longer be appropriate under Option 23. These pieces of redundant infrastructure are identified on **Figure 6** below.

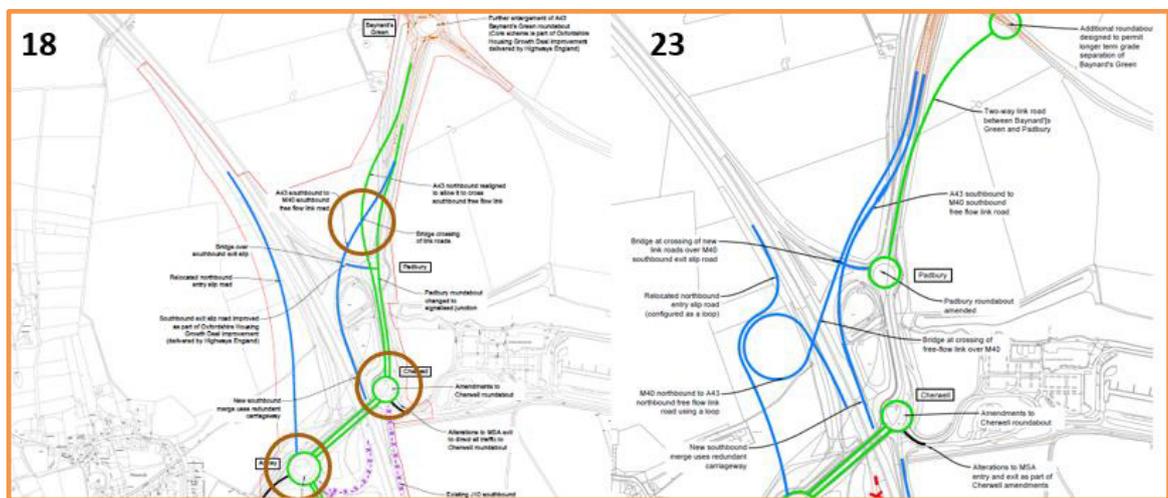


Figure 6: redundant infrastructure between options 18 and 23

- 3.3 Further to the above, with the northbound M40 to A43 traffic removed from the M40 Junction 10 complex, along with the southbound A43 to M40 traffic, congestion issues at the Ardley, Cherwell and Padbury roundabouts would be significantly eased. The requirement to remove further traffic from the M40 Junction 10 complex, and in particular the Cherwell roundabout that was identified as being required under Options 18 and 19 to accommodate the OxSRFI development traffic, by providing a traffic signal controlled roundabout (known as Ardley East) on the proposed Ardley Bypass to accommodate new M40 south-facing slip roads would be eliminated. Therefore, the Ardley East roundabout would no longer be required. With the northbound M40 to A43 traffic and southbound A43 to M40 traffic removed from the Ardley and Cherwell roundabouts, it would be possible to amend these junctions so that they would be able to accommodate the additional demand from the OxSRFI development.
- 3.4 Not providing the Ardley East roundabout is considered to lessen or remove some of the potential environmental impacts associated with the Ardley Bypass. The complex 3D interface created by the new bridge over M40 for the new southbound on-slip was likely to require the Ardley Bypass to be elevated and taken over Ardley Road which could have significant adverse noise and visual impacts on Ardley village.
- 3.5 Given the above, the options 20 to 23 were reviewed further to see how they could be adapted if the Ardley East roundabout and associated new M40 south facing slip roads were removed.

- 3.6 This change of strategy for the overall M40 Junction 10 and Ardley Bypass solution was undertaken to see what further options could be developed, with the following objectives:
- maximise the benefits of the northbound and southbound M40-A43 free-flow links;
 - minimise the environmental impact of the Ardley Bypass and M40 Junction 10 complex;
 - minimise the construction of redundant infrastructure;
 - minimise the overall land-take requirements; and minimise the impact on scale and construction cost when compared to Options 18/19.

- 3.7 Two further options were investigated:

Option 24

- 3.8 A further iteration of the M40 Junction 10 mitigation proposals was considered, Option 24, which would retain the proposals for the looped M40 to A43 northbound link and omit the Ardley East roundabout. This option would not provide the new link between the B4100 east of Baynard's Green and Padbury roundabout and would instead merge the full northbound free-flow link with the A43 northbound traffic from Padbury roundabout, as per Options 21 and 22. However, the issues identified for Options 21 and 22 would remain and therefore, Option 24 was also not considered suitable for further consideration.

Option 25 – preferred option

- 3.9 Option 25 builds on the benefits identified with Option 23 and meets the above objectives. The strategic layout of Option 25, including the site access roundabout and the Ardley Bypass, is shown on BWB Consulting drawing **OxSRFI-BWB-GEN-ZZ-SK-CH-SK031** and an extract is shown at **Figure 7**.
- 3.10 The key elements of the Option 25 arrangement shown at **Figure 7** have been designed to achieve the identified objectives as follows:
- The scheme eliminates the requirement for the Ardley East roundabout and the new south facing M40 slip roads.
 - The Ardley Bypass would therefore be at or below the existing levels, passing under Ardley Road, eliminating the complex engineering works required to achieve the 3D layout and thereby minimising environmental impacts on Ardley village.
 - The northbound and southbound M40-A43 free-flow links significantly reduce traffic flows through the M40 Junction 10 complex and materially improve journey times on the SRN.
 - The required number of new structures over the M40 is the same as Options 18 and 19, therefore minimising the impact on scheme cost.
 - The number of new junctions required remains the same as Options 18 and 19, therefore minimising the impact on scheme cost.
 - The Cherwell roundabout can, with minor improvements, accommodate the OxSRFI traffic due to the removal of northbound and southbound traffic between the M40 and the A43.
 - No changes to the Padbury roundabout are envisaged as the capacity is increased by the committed OCC Housing Growth deal improvement scheme.
 - The overall scheme footprint is minimised, and Option 25 would mean that significant infrastructure is not built that could become redundant if the northbound free-flow link were built in the future.

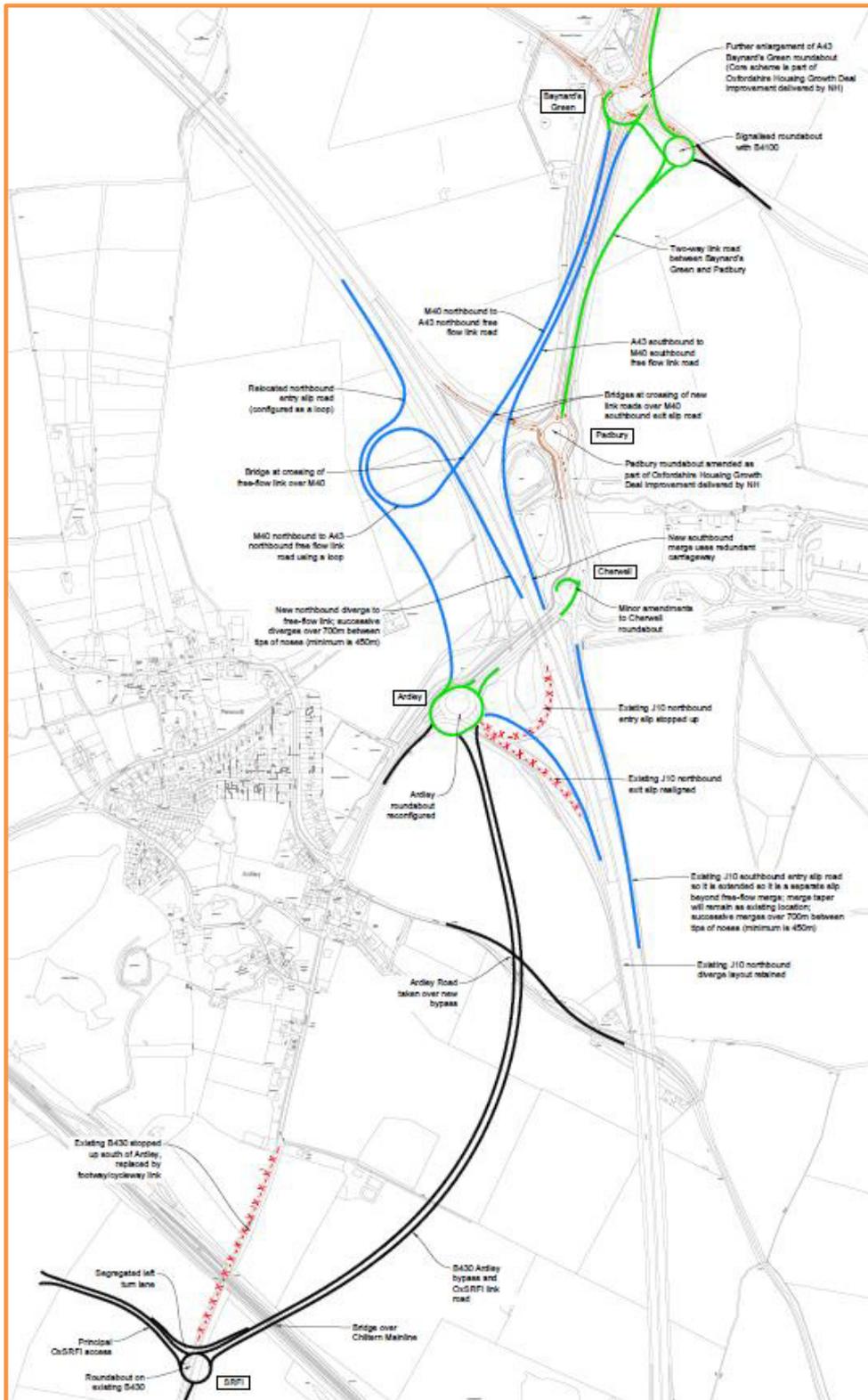


Figure 7: Option 25 - M40 Junction 10, Baynard's Green and Ardley Bypass

Design methodology

3.11 As discussed in Section 2, provision of the A43 to M40 southbound free-flow link together with the M40 to A43 northbound free-flow link removes as significant volume of traffic from the M40

Junction 10 complex (approximately 32% of total traffic at the junction in the morning and evening peak hour periods⁴).

- 3.12 The Option 18 LinSig network model has been amended to represent the Option 25 layout. This network model has then been used as the design tool to inform the required arrangement at each of the junctions within the modelled network, including junction type, method of control, scale and number of approach/exit lanes. This has followed an iterative process with geometrical design input from BWB Consulting Ltd.
- 3.13 The following sections discuss the design decisions taken at each location and presents the preferred layout.

Baynard's Green and the new B4100/link road junction

- 3.14 A major driver of the design of the B4100/new link road junction, alongside provision of a junction which operates efficiently within capacity, is the requirement to minimise the required land-take, and hence the distance between the new junction and the Baynard's Green roundabout must be minimised whilst also providing sufficient distance for queueing vehicles. Two options for the new B4100/new link road junction have been considered; a traffic signal controlled T-junction and a traffic signal controlled roundabout.

B4100/new link road T-junction option

- 3.15 Option testing using the LinSig network model was undertaken for a traffic signal controlled T-junction option. The option testing identified that a large junction would be required, as shown on **Figure 8** below. The T-junction would require two ahead lanes for both the eastbound and westbound movements on the B4100. A flared left-turn lane from the B4100 east to the new link road would be required, along with two right-turn lanes from the B4100 west. On the new link road approach, two left-turn lanes would be required along with a right-turn lane.

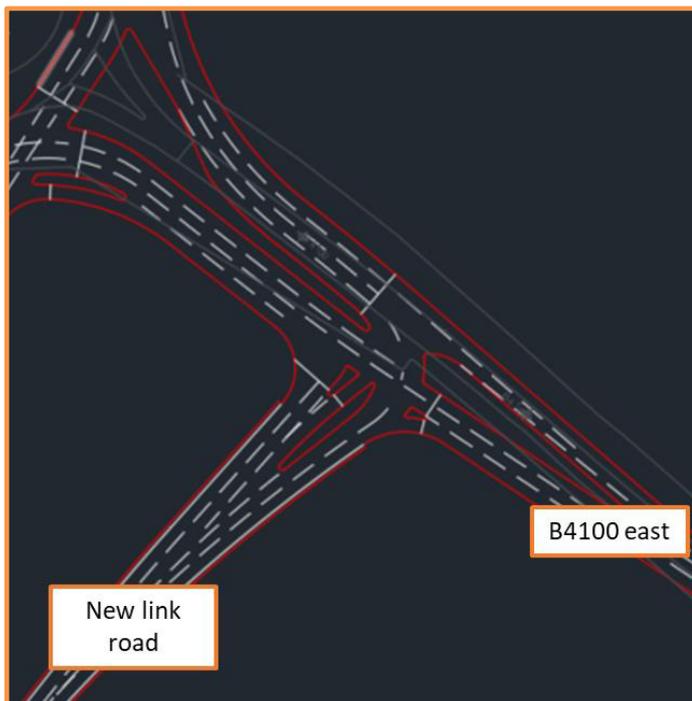


Figure 8: B4100/new link road -T-junction option

⁴ Based on 2031 Reference Case traffic flows, Technical Note 6 – M40 Junction 10 Options Report Traffic Flow Derivation, report reference ADC1794-RP-N-V2, 11 June 2021

3.16 The T-junction would operate in three stages as shown on **Figure 9**. The B4100 eastbound and westbound movements would run in stage 1. The right-turn from the B4100 to the new link road would run in stage 2, which would also have the left-turn from the new link road to the B4100 running under a filter arrow to improve efficiency.

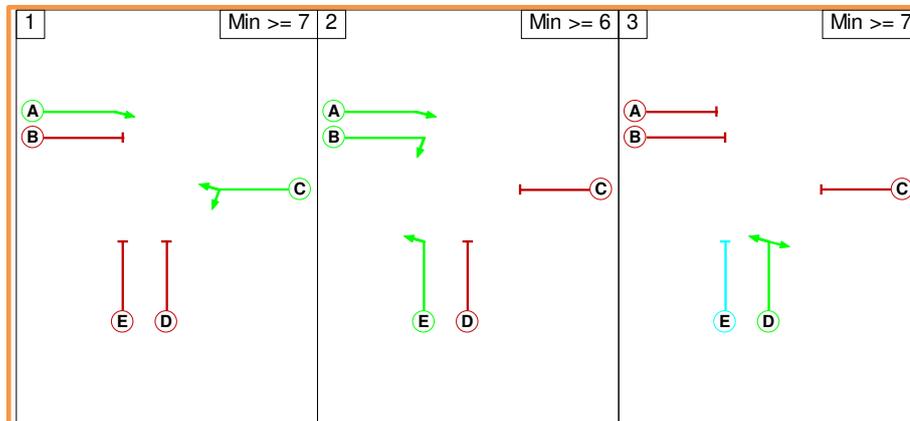


Figure 9: B4100/new link road -T-junction option phase/stage arrangement

3.17 The LinSig modelling showed that the B4100/new link road T-junction option would operate acceptably in the 2031 morning and evening peak hour scenarios with the OxSRFI development in place. The LinSig model network results are provided in **Appendix A** and the results for the B4100/new link road T-junction are summarised in the table below, which shows that the practical reserve capacity (PRC) would be positive in both peak hours, indicating that all links at the T-junction would operate less than 90% saturated, which is acceptable.

Scenario	PRC (%)	Total delay (pcuhr)	Longest east-bound queue (m)	Longest west-bound queue (m)
2031 AM peak hour	5.6%	20.1	72	30
2031 PM peak hour	7.8%	15.4	30	50

3.18 The T-junction has been designed such that the central reservoir between the T-junction and Baynard’s Green roundabout could accommodate 100m of queueing vehicles on the B4100 eastbound and 80m of queuing vehicles on the B4100 westbound. The results in the table above show that the internal queueing could be accommodated within the available space.

3.19 Therefore, the T-junction option for the B4100/new link road junction would acceptably accommodate the forecast traffic demand.

B4100/new link road - roundabout option

3.20 Notwithstanding the above, a roundabout option for the B4100/new link road junction was considered to determine if it would be a better option than the T-junction.

3.21 Option testing using the LinSig network model was undertaken for a traffic signal controlled roundabout option. The option testing identified that a large junction would be required, as shown on **Figure 10**. The roundabout would require two ahead lanes for both the eastbound and westbound movements on the B4100. A flared left-turn lane from the B4100 east to the new link road would be required, along with two right-turn lanes from the B4100 west. On the new link road approach, two left-turn lanes would be required along with a right-turn lane.

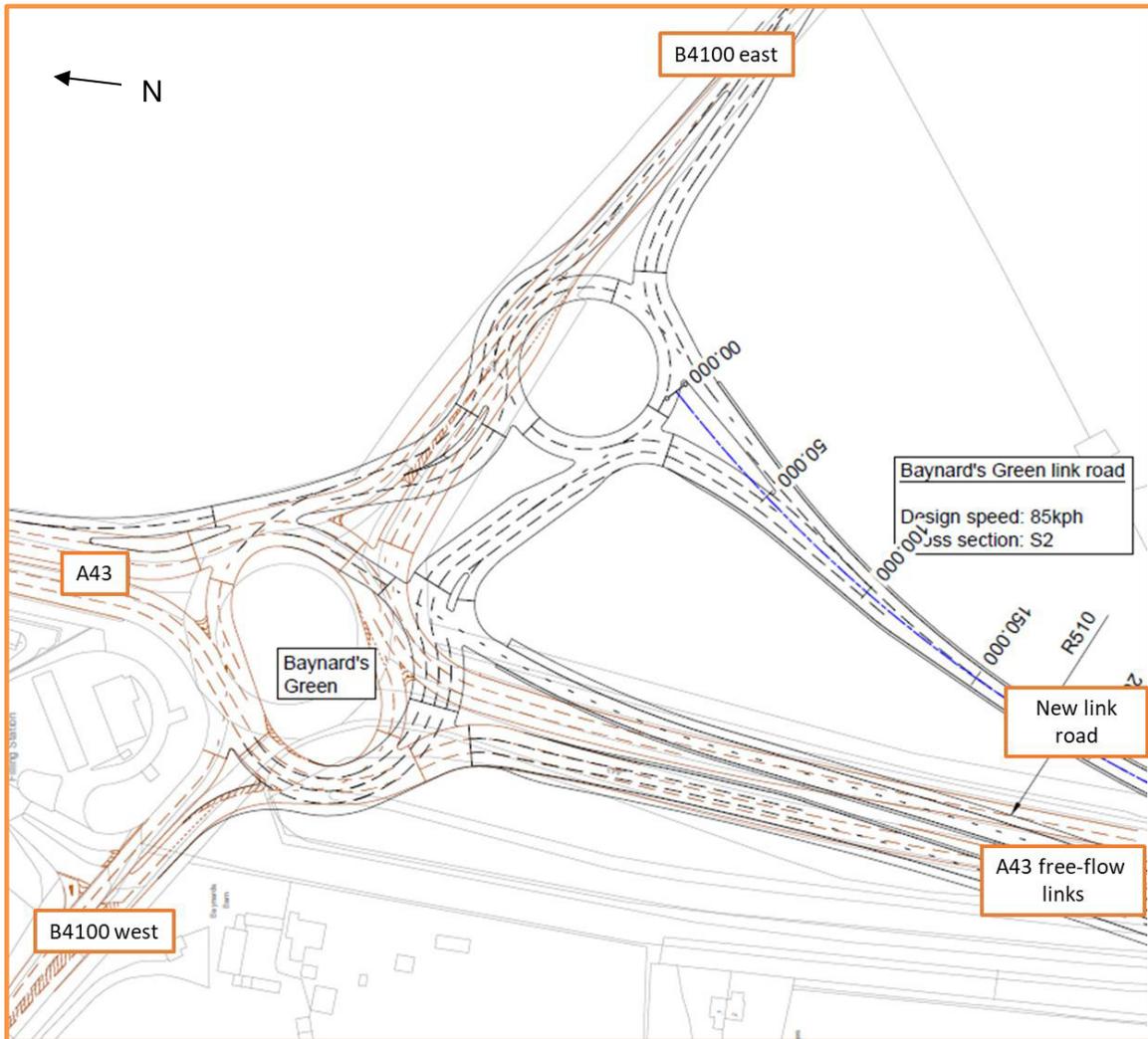


Figure 10: Option 25 Baynard's Green and new B4100/link road roundabout option

3.22 The LinSig modelling showed that the B4100/new link road roundabout option would operate acceptably in the 2031 morning and evening peak hour scenarios with the OxSRFI development in place. The results for the junction are summarised in the table below, which shows that the practical reserve capacity (PRC) would be positive in both peak hours, indicating that all links at the roundabout would operate less than 90% saturated, which is acceptable.

Scenario	PRC (%)	Total delay (pcuhr)	Longest east-bound queue (m)	Longest west-bound queue (m)
2031 AM peak hour	15.9%	16.0	42	30
2031 PM peak hour	15.5%	19.4	42	42

3.23 The roundabout has been designed such that the central reservoir between the roundabout and Baynard's Green roundabout could accommodate the queueing vehicles on the B4100 eastbound and westbound. The results in the table above show that the internal queueing could be accommodated within the available space.

3.24 Therefore, the roundabout option for the B4100/new link road junction would acceptably accommodate the forecast traffic demand. Further, the results show that the roundabout would operate with more reserve capacity than the T-junction option in both the morning and evening peak hours. The roundabout option also allows the distance between the B4100/new link road junction and the Baynard's Green roundabout to be reduced to 70m, reducing the required land-take.

- 3.25 Therefore, as the roundabout provides the greater capacity and since it is easier to coordinate two traffic signal controlled roundabouts than it is to coordinate a traffic signal controlled roundabout with a T-junction (two stages at the roundabout, three stages at the T-junction), it is the preferred option. The roundabout option could also more easily facilitate a fourth arm to the north if required in the future.
- 3.26 The proposed preliminary layout of the Baynard's Green roundabout and the B4100/new link road roundabout is shown on BWB Consulting drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK042**.

Padbury roundabout

- 3.27 Provision of the northbound and southbound M40-A43 free-flow links would remove circa. 2,750 two-way pcus from Padbury roundabout in the morning peak hour, and circa. 2,650 two-way pcus in the evening peak hour. This significant reduction in traffic flow means that no further junction improvements would be required to accommodate the OxSRFI traffic flows beyond those provided by the committed OCC Housing Growth Deal scheme. The committed Growth Deal improvement scheme at the Padbury Roundabout is shown at **Figure 11**.

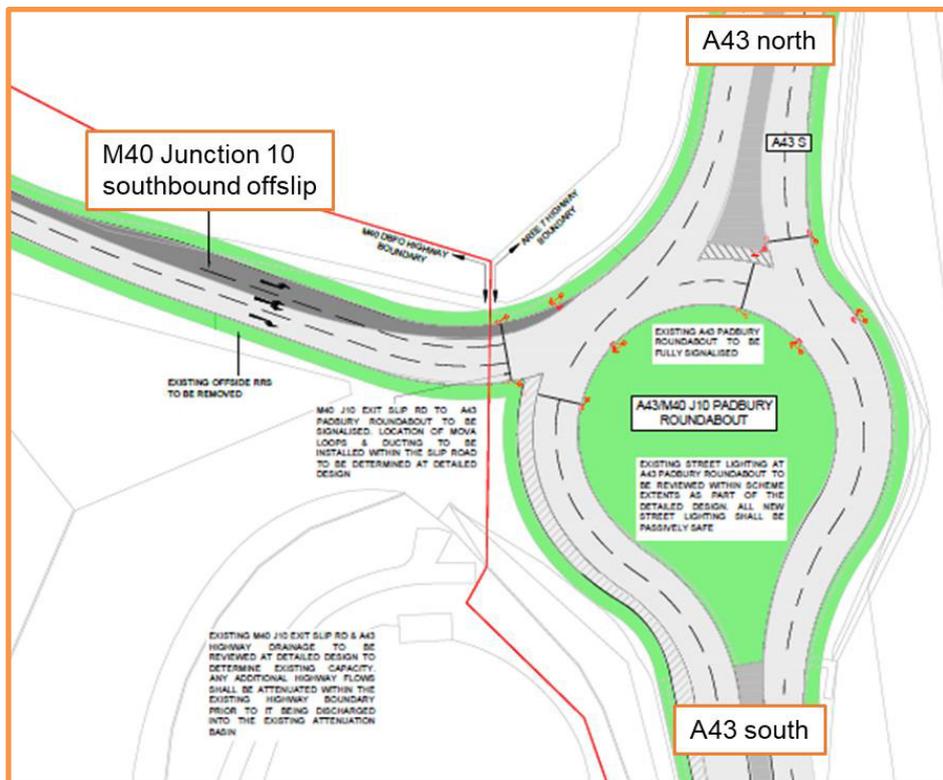


Figure 11: Padbury roundabout OCC Housing Growth Deal committed improvement scheme

- 3.28 The committed Growth Deal improvements would upgrade the junction to full traffic signal control. Under the committed improvements, the M40 Junction 10 southbound off-slip approach would be widened to provide an additional flared lane.
- 3.29 Under Option 25, the A43 (north) arm would be realigned to the east to allow for the free-flow links. Due to the significant reduction in traffic flows on this section of the network, the link between Padbury roundabout and the new junction with the B4100 could be provided as single carriageway, with the two-lane northbound exit merging down to a single lane 50m to the north of the roundabout. The southbound approach would be provided one full lane and one flared lane 85m long.

3.30 The proposed preliminary layout of the Padbury roundabout is shown on BWB Consulting drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK042** and an extract is shown on **Figure 12** below.

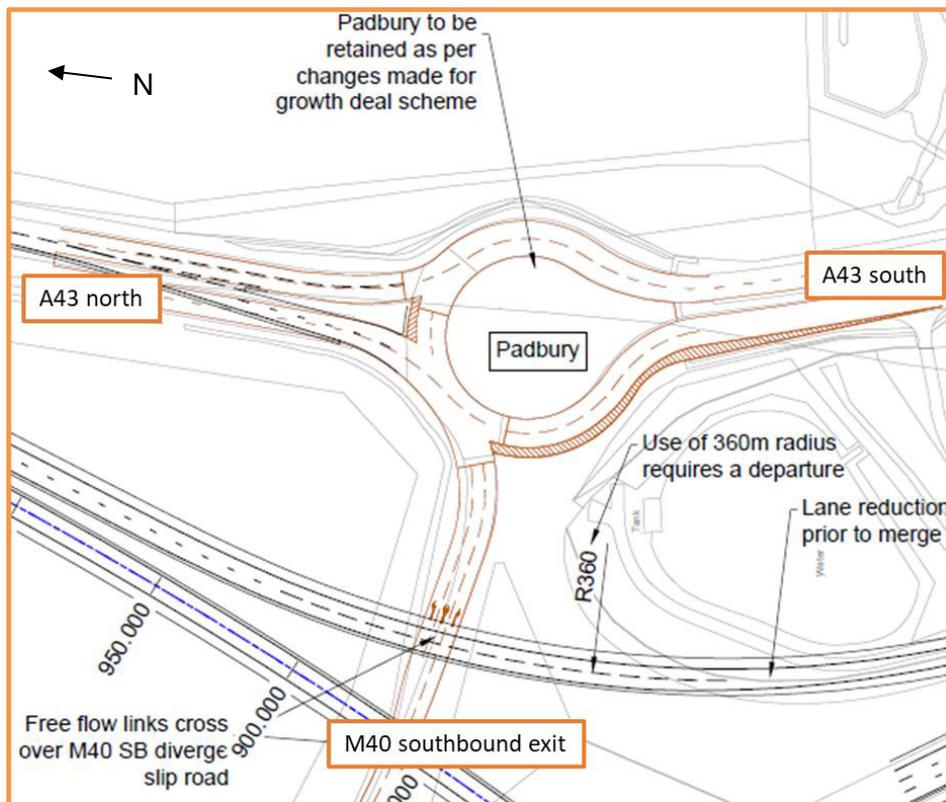


Figure 12: Option 25 Padbury roundabout arrangement

3.31 The LinSig model network results are provided in **Appendix A** and the results for the Padbury roundabout are summarised in the table below, which shows that the practical reserve capacity (PRC) would be positive in both peak hours, indicating that all links at the junction would operate less than 90% saturated, which is acceptable.

Scenario	PRC (%)	Total delay (pcuhr)
2031 AM peak hour	10.8%	10.6
2031 PM peak hour	59.5%	8.6

Cherwell roundabout

3.32 As discussed above, provision of the northbound and southbound M40-A43 free-flow links would remove circa. 2,750 two-way pcus in the morning peak hour and circa. 2,650 two-way pcus in the evening peak hour from Cherwell roundabout. Therefore, in contrast to Options 18 and 19, the new south facing M40 slip roads would not be required and modest improvement work at Cherwell roundabout would allow the junction to accommodate the additional traffic demand associated with the proposed OxSRFI development.

3.33 Under Option 25, the A43 northbound approach would be amended such that both lanes are subject to priority control. The nearside lane would be an 'ahead' lane towards the B4100 and the offside lane would be a right-turn lane towards the Cherwell Valley Motorway Service Area (MSA) and the M40 southbound on-slip. The circulating carriageway would be widened at the A43 southbound approach to facilitate two lanes. Further, the circulating carriageway at the Cherwell Valley MSA approach would also be amended to facilitate two lanes exiting onto the

M40 southbound on-slip and two lanes exiting on the bridge over the M40 towards the Ardley roundabout.

- 3.34 Under Option 25 the existing M40 southbound merge from the Cherwell roundabout is retained and extended so that it is a separate slip road, with a merge downstream of the free-flow merge.
- 3.35 The proposed preliminary layout of the Cherwell roundabout is shown on BWB Consulting drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK042** and an extract is shown on **Figure 13**.

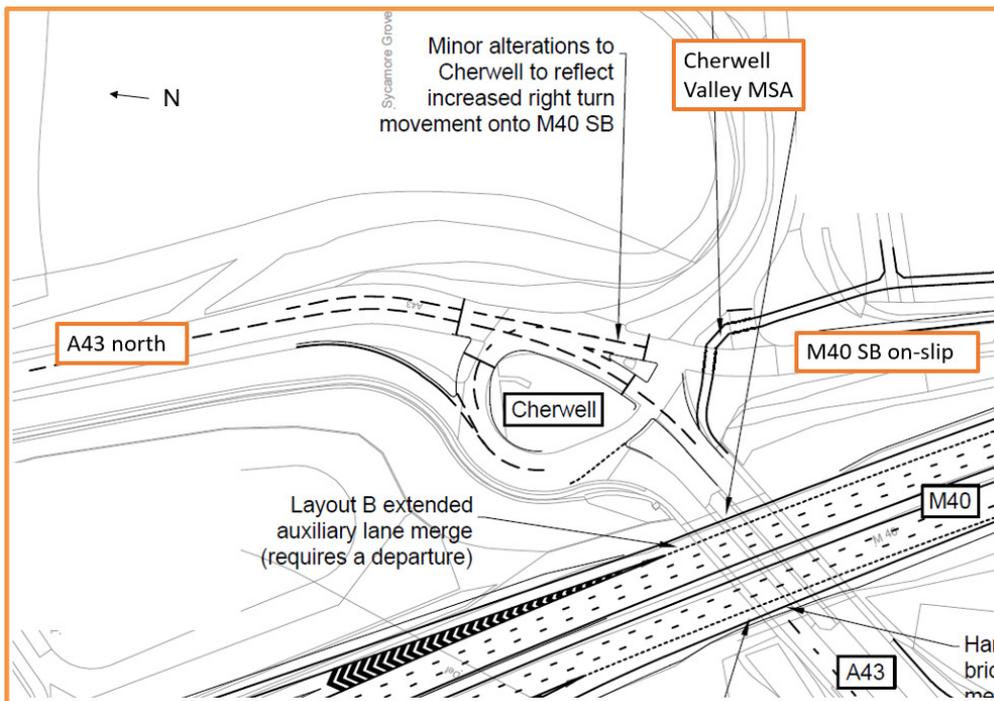


Figure 13: Option 25 Cherwell roundabout arrangement

- 3.36 The LinSig model network results are provided in **Appendix A** and the results for the Padbury roundabout are summarised in the table below, which shows that the practical reserve capacity (PRC) would be positive in both peak hours, indicating that all links at the junction would operate less than 90% saturated, which is acceptable.

Scenario	PRC (%)	Total delay (pcuhr)
2031 AM peak hour	15.0%	17.1
2031 PM peak hour	24.6%	21.0

Ardley roundabout

- 3.37 Provision of the northbound M40-A43 free-flow links would remove circa. 900 pcus in the morning peak hour and circa. 1,400 pcus in the evening peak hour from Ardley roundabout. Therefore, the scale of the required works at Ardley roundabout are reduced when compared to Options 18 and 19.
- 3.38 Under Option 25, the Ardley roundabout would be enlarged to the south. The existing M40 northbound merge slip road would be removed and a new M40 northbound merge would be constructed to the north of the roundabout. This relocation of the M40 northbound merge enables the M40 to A43 northbound free-flow link to be provided.

- 3.39 The M40 northbound diverge would be realigned to improve the approach road curvature, connecting to Ardley roundabout at a priority controlled node. Given the reduced traffic demand assessment was initially undertaken to determine whether the roundabout would operate acceptably with all arms retained under priority control. However, it was found that a priority controlled arrangement for the proposed Ardley Bypass and A43 southbound arms resulted in congestion. Therefore, the proposed Ardley Bypass arm would operate under traffic signal control. It would connect to the southern side of the Ardley roundabout, where there would be three entry lanes and three circulating lanes, and the A43 southbound would also connect via a traffic signal controlled node. The existing B430 approach would be provided as a priority controlled node, with two entry lanes as existing.
- 3.40 The proposed preliminary layout of the Ardley roundabout is shown on BWB Consulting drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK042** and an extract is shown on **Figure 14** below.

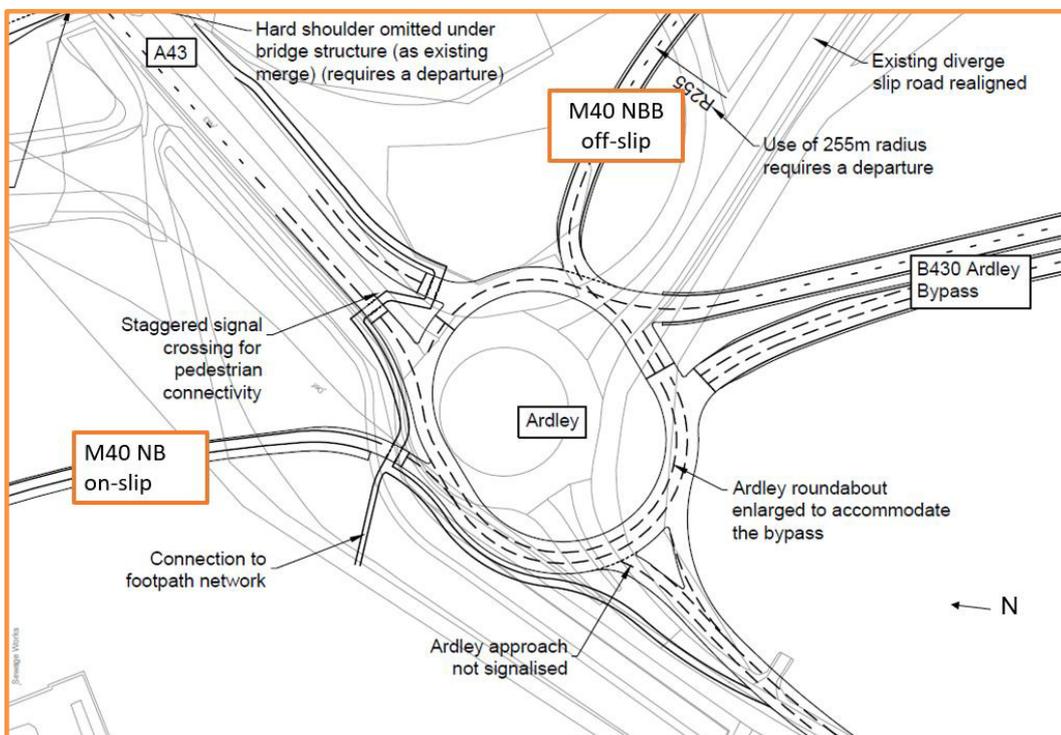


Figure 14: Option 25 Ardley roundabout arrangement

- 3.41 The LinSig model network results are provided in **Appendix A** and the results for the Ardley roundabout are summarised in the table below, which shows that the practical reserve capacity (PRC) would be positive in both peak hours, indicating that all links at the junction would operate less than 90% saturated, which is acceptable.

Scenario	PRC (%)	Total delay (pcuhr)
2031 AM peak hour	21.4%	15.9
2031 PM peak hour	20.7%	19.7

4.0 ANALYSIS OF M40 JUNCTION 10 PERFORMANCE

Journey time

- 4.1 As part of the option testing process which led to Options 18 and 19 being identified as the preferred options to be taken forwards, an analysis of journey times across the M40 Junction 10 complex were undertaken using network LinSig models. Journey times on key routes across the SRN and Oxfordshire highway networks for the 2031 Reference Case scenario (with the OCC Housing Growth Deal improvements, without the OxSRFI development) were compared against the proposed mitigation options. Tables were provided to show the comparative differences in terms of average journey time per pcu in seconds, and also for total journey in pcuHr. This second metric is the aggregate time taken by traffic travelling on each route.
- 4.2 The same methodology was adopted for assessing the impact on journey times due to Option 25 and comparison tables were generated to compare the 2031 morning peak, 2031 evening peak, 2031 off-peak and 2031 inter-peak periods for the following:
- Reference Case (without OxSRFI) against Option 25 (with OxSRFI)
 - Option 18 against Option 25 (both with OxSRFI)
 - Option 19 against Option 25 (both with OxSRFI).
- 4.3 It is noted that the traffic flow scenarios used for Options 18, 19 and 25 all include the additional traffic from the OxSRFI development, whereas the Reference Case scenario does not include the additional traffic demand from the OxSRFI. Therefore, the total journey metric for the routes to and from the OxSRFI site (i.e. to and from the Ardley Bypass to each of the other locations) includes the additional OxSRFI traffic which increases the overall pcuHr, even if there is a reduction in the actual journey time for that route. Hence, a direct comparison of the total journey time metric between the Reference Case and the Options 18, 19 and 25 for these routes is not provided.
- 4.4 The full journey time comparison tables are provided at **Appendix B**. By way of a summary of those detailed tables, the tables below provide a summary of the total average journey time on all assessed routes, and compares this sum of the average journey times across the assessed routes for the Reference Case, Option 18 and Option 19 against Option 25.

Period	Average journey time all routes (s)			
	Option 25	Reference Case	Option 18	Option 19
Off-peak	1911	2101	1900	1969
AM Peak	2116	3506	2304	2233
Interpeak	2088	2421	2226	2151
PM Peak	2178	2612	2386	2389

Period	Difference in journey time to Option 25 (s)		
	Reference Case	Option 18	Option 19
Off-peak	190	-11	58
AM Peak	1390	188	117
Interpeak	333	138	63
PM Peak	434	208	211

- 4.5 The results at **Appendix B** and summarised above show that Option 25 would significantly reduce journey times across the assessed network when compared to the Reference Case, particularly in the morning peak hour. The comparison tables also show that Option 25 would

perform materially better than Options 18 and 19 in the morning and evening peak hours, largely due to the provision of the M40 to A43 northbound free-flow link. Option 25 also performs better than Options 18 and 19 during the inter-peak periods, with negligible difference to Option 18 in the off-peak.

- 4.6 Therefore, Option 25 would significantly improve journey times across the M40 Junction 10 complex when compared to the Reference Case (i.e. without the OxSRFI development), offering both strategic and local network improvements. Further, the improved journey time reliability provides a cost benefit when applied to trips through this part of the network and would help to reduce driver stress in terms of reduced delays and improved experience.

Headroom

- 4.7 The table below provides a comparison between the forecast capacity at the future baseline (Reference Case) M40 Junction 10 (with committed Housing Growth Deal improvements, no OxSRFI development), with the forecast capacity at the junctions under Options 18, 19 and 25 with the OxSRFI development in place in the 2031 assessment year. Reference to Technical Note 5 should be made for details of Options 18 and 19.

Comparison of M40 Junction 10 mitigation options (% PRC) in 2031 assessment year								
Junction	Future baseline layout		Option 18		Option 19		Option 25	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Baynard's Green	-6.6%	-9.9%	5.4%	3.7%	5.3%	2.2%	8.0%	6.2%
Padbury	-5.6%	-3.0%	7.7%	4.7%	5.9%	3.6%	10.8%	59.5%
Cherwell	-25.7%	-4.4%	12.2%	4.5%	12.3%	2.6%	15.0%	24.6%
Ardley	86% (RFC)	99% (RFC)	16.9%	5.1%	11.4%	32.6%	21.4%	20.7%

- 4.8 As shown in the table above, notwithstanding the Housing Growth Deal improvement that are committed at M40 Junction 10, the future baseline arrangements at Baynard's Green, Padbury, Cherwell and Ardley junctions would be over capacity in 2031. These junctions would therefore require significant improvement to facilitate background growth to 2031 and to accommodate the proposed OxSRFI development.
- 4.9 The table demonstrates that Options 18 and 19 offer headroom to accommodate background traffic growth up to 2031 and the OxSRFI development traffic. Additionally, under these options, there would be headroom at all four junctions to accommodate some future growth.
- 4.10 Further, the summary results presented above show that Option 25 can also accommodate background traffic growth up to 2031 and the OxSRFI development traffic. However, Option 25 would provide increased headroom at all four junctions, but particularly at Padbury roundabout and Cherwell roundabout.

Conflict assessments

- 4.11 An assessment of the number of conflict points associated with Option 25 has also been undertaken. The three methods adopted by National Highways in their review of Options 3C, 18 and 19 have been used:
1. Journeys through the junction complex, including for the number of traffic lanes that would be in conflict at each node point on a specific route.
 2. Per junction, number of lanes in conflict:
 - o e.g. three entry lanes and two circulatory lanes: 3 + 2 = 5

3. Per junction, multiplying conflicting lanes:
 ○ e.g. three entry lanes and two circulatory lanes: $3 \times 2 = 6$
- 4.12 The results are presented below at **Figures 15 to 17** for each of the three methods. Please refer to the conflict assessment spreadsheet⁵ for the detailed calculations.
- 4.13 The results show that Option 25 would have a similar number of conflicts to Options 18 and 19. Based on the number of conflict points at junctions (method 2), Option 25 has one more conflict point than Option 18, and three more conflict points than Option 19. Based on methods 1 and 2, Option 25 has 14 fewer, and three fewer, conflicts respectively than Option 18, and three more conflicts than Option 19.

		Number of conflict points		
From	To	Option 18	Option 19	Option 25
A43 north of Baynards Green	M40 south	5	5	6
M40 south	A43 north of Baynards green	18	17	6
A43 north of Baynards Green	M40 north	19	12	18
M40 north	A43 north of Baynards green	7	7	11
A43 north of Baynards Green	B430 (or Ardley Bypass)	18	18	14
B430 (or Ardley Bypass)	A43 north of Baynards green	16	15	18
M40 north	B430 (or Ardley Bypass)	16	14	11
B430 (or Ardley Bypass)	M40 south	6	6	11
M40 south	B430 (or Ardley Bypass)	1	1	2
B430 (or Ardley Bypass)	M40 north	7	9	5
M40 north	MSA	6	6	5
M40 south	MSA	13	12	11
MSA	M40 south	6	6	2
MSA	M40 north	10	3	10
B4100 east	B4100 west	7	7	10
B4100 west	B4100 east	7	7	8
		Option 18	Option 19	Option 25
Totals		162	145	148

Figure 15: method 1, conflict assessment based on journeys through the M40 J10 junction complex

⁵ OxSRFI – M40 J10 Conflict Assessment – Option 25

Junction	Node	Number of Lanes in conflict		
		Opt 18	Opt 19	Opt 25
Padbury Rbt	M40 SB Offslip	8	8	7
	A43 SB			
Cherwell Rbt	A43 SB	4	4	5
	Services	5	5	6
	A43 NB	4	4	3
Ardley Rbt	A43 SB	4	4	4
	M40 NB offslip	-	-	4
	Ardley Bypass	6	5	6
	B430	7	6	5
New Bypass Rbt	Ardley Bypass N	5	5	-
	M40 NB Offslip	5	5	-
	Ardley Bypass S	6	6	-
New A43/B4100 junction	A43 NB	-	-	5
	B4100 WB	-	-	5
	B4100 EB	-	-	5
Total		54	52	55

Example:
 Three entry lanes and 2 circulating lanes
 = 3 + 2 = 5

Figure 16: method 2, conflict assessment per junction basis (summation)

Junction	Node	Product of conflicting lanes		
		Opt 18	Opt 19	Opt 25
Padbury Rbt	M40 SB Offslip	15	15	12
	A43 SB			
Cherwell Rbt	A43 SB	3	3	6
	Services	6	6	8
	A43 NB	3	3	2
Ardley Rbt	A43 SB	4	4	4
	M40 NB offslip	-	-	4
	Ardley Bypass	8	4	9
	B430	10	8	6
New Bypass Rbt	Ardley Bypass N	6	6	-
	M40 NB Offslip	6	6	-
	Ardley Bypass S	9	9	-
New A43/B4100 junction	A43 NB	-	-	6
	B4100 WB	-	-	6
	B4100 EB	-	-	4
Total		70	64	67

Example:
 Three entry lanes and 2 circulating lanes
 = 3 x 2 = 6

Figure 17: method 3, conflict assessment per junction basis (multiplying)

4.14 The table below summarises the conflicts by method and calculates an average.

Method	Number of conflicts		
	Option 18	Option 19	Option 25
Journey based	162	145	148
Junction summing	54	52	55
Junction multiplying	70	64	67
Average	95	87	90

4.15 Based on the average of the assessment methods, Option 19 has the least number of conflicts, followed by Options 25 and then Option 18.

Future adaptability

- 4.16 Provision of the northbound and southbound free-flow links between the A43 and M40 and vice versa by the OxSRFI development would deliver the long-term strategic requirement for improving the operation of the SRN.
- 4.17 This key strategic infrastructure reduces traffic volumes the M40 Junction 10 complex to provide capacity for the OxSRFI traffic along with significant headroom to accommodate future growth, with only minor improvements to the Padbury and Cherwell roundabouts.
- 4.18 National Highways could consider the future grade-separation of the Baynards Green roundabout to further improve capacity and journey time reliability on the M40-A43 corridor.

5.0 GEOMETRY ASSESSMENT

Link road geometry

5.1 The geometry of the new connector roads has been assessed against DMRB standards CD 109, CD 122 and CD 127, which are the principal geometric design standards to be used in the design. The following table sets out for each connector road the design speed, cross-section and provides comments on key geometric features. The cross-sections are determined based on the link type and forecast traffic flows.

Link	Ref to drawing	Link type	Design speed (and how it is derived)	Cross-section	Commentary on compliance with standards
A43-M40 SB free flow link	OxSRFI-BWB-GEN-XX-SK-CH-SK021	Interchange link	85kph (CD 122 Table 5.4)	IL2A	Use of 360m radius is 1-step below desirable minimum but that is a departure from CD 122 para 1.3 Cross-section has a lane reduction taper prior to the merge (see merge assessment below) Hard-shoulder is not provided under the existing bridges in J10, departure from CD 127
M40 J10 SB merge slip road	OxSRFI-BWB-GEN-XX-SK-CH-SK036	Slip Road	70kph (CD 122 Table 5.4)	MG1A	Compliant geometry . Link is <0.75km and hence is designed as a slip road.
M40 J10 NB diverge slip road	OxSRFI-BWB-GEN-XX-SK-CH-SK039	Slip Road	70kph (CD 122 Table 5.4)	DG2A	Use of 255m radius is 1-step below desirable minimum but that is a departure from CD 122 para 1.3 Cross-section at the start of the slip road: existing lane widths are below standard width (existing departure from CD 127)
M40-A43 NB free flow	OxSRFI-BWB-GEN-XX-SK-CH-SK035	Interchange link	85kph (CD 122 Table 5.4)	IL2A	SSD of 295m achieved from back of nose into the loop (compliant), but the SSD into the diverge from the mainline reduces to approx. 260m due to the existing bridges (departure from CD 122 para 3.34) Hard-shoulder is not provided under the existing bridge, departure from CD 127 (this is an existing issue with the existing merge) Low-radius loop is compliant with standard but potential departure from CD 122 para 5.14 to retain some existing woodland within the loop
M40 J10 NB merge slip road	OxSRFI-BWB-GEN-XX-SK-CH-SK037	Slip Road	85kph (CD 122 Table 5.4)	IL1A	Compliant geometry . Link is >0.75km and hence is designed as an interchange link, but is <1km so a single lane is acceptable. Low-radius loop is provided on the link which is approx. 180 degrees.
Baynard's Green link road	OxSRFI-BWB-GEN-XX-SK-CH-SK036	Link road	85kph (CD 109)	S2	Compliant geometry

5.2 It can be seen from the above that there are a small number of departures from standard proposed. There are two primary reasons for these departures as follows:

- Use of radii below desirable minimum are to enable the scheme to be of a scale that is compatible with an overarching sustainability and environmental driver to retain a compact overall junction layout that sits within the general footprint of the existing highway network; and

- Retention of the existing bridges within J10 to avoid the disruption and cost associated with replacing them, this results in the hard shoulder departures, northbound visibility departure into the diverge and the southbound merge layout.

5.3 It is considered that the departures can be justified accordingly and that any residual risks can be appropriately mitigated. Formal submissions for departures will be made in due course.

Merge and diverge assessment

5.4 A merge and diverge assessment has been undertaken for all of the merges and diverges at J10 including the new free-flow link connections to the M40. The traffic data used for the assessment has been extracted from the 2031 Do Something traffic flows presented in Technical Note 6⁴. A copy merge and diverge flows are provided at **Appendix C**. The following table sets out the findings of this assessment.

Merge/Diverge	CD 122 required layout	Proposed layout	Compliant with standards?	Commentary
SB diverge	A (taper)	A1 (taper)	Yes	Existing diverge retained
SB free flow merge	E (lane gain with ghost island)	B (extended auxiliary lane)	No	The slip road flow is only just above the threshold for two lanes, extended auxiliary lane is provided as mitigation A 2-into-1 lane merge is provided on the connector road prior to the merge.
SB Cherwell merge	A (taper)	A (taper)	Yes	Sufficiently spaced beyond free flow
NB Ardley diverge	A (taper)	A1 (taper)	Yes	Existing diverge retained
NB free flow diverge	D (lane drop with ghost island)	A1 (taper)	No	The slip road flow is only just above the single lane diverge threshold and there is no lane drop
NB merge	D (single lane gain)	B (auxiliary lane)	To be discussed with NH SES, for existing merges layout D can be substituted by layout B	Cannot provide lane gain on M40 but auxiliary lane will assist with merging and replicates existing merge layout

5.5 It is considered that the departures from standard needed for the southbound free flow merge and northbound free flow diverge will be justifiable based on the same overall justification as set out above for the link road departures.

5.6 There is potential for National Highways to promote, as part of a future road investment strategy (RIS) motorway widening or four lane all-lane running between Junctions 9 and 10. This would change the south facing merges and diverges at Junction 10.

5.7 With the Option 25 scheme in place, it is envisaged these merges and diverges would be amended as follows for such a future scheme:

- The free-flow southbound merge extended auxiliary lane can become the new fourth lane;
- The southbound merge from Cherwell would then form a taper merge onto a four lane motorway instead of a three lane motorway;
- The northbound diverge to Ardley can be retained as a taper diverge from a four lane motorway instead of a three lane motorway; and
- The free-flow northbound diverge would become a lane drop. Without reconstruction of the existing bridges this would need to be a Layout C diverge (single lane drop diverge without ghost island or auxiliary lane).

Ardley Bypass

- 5.8 The general arrangement and vertical alignment for the proposed Ardley Bypass is shown at drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK038**. Detail of the proposed Ardley Road bridge over the bypass is shown at **OxSRFI-BWB-GEN-XX-SK-CH-SK039**.

Detailed junction geometry

- 5.9 A detailed assessment has not been undertaken at this stage, and this will be done as the junction designs are developed. It has been noted that there may be some departures from standard needed in relation to entry path curvature for approaches to signalised roundabouts.

6.0 ENVIRONMENT AND BUILDABILITY

Environment

- 6.1 Option 25 has been considered by the Applicant's team of professional consultants across the areas of assessment that might be expected to arise in an Environmental Assessment (leading to an Environmental Statement) process. Each consultant was also asked to compare Option 25 against Options 18 and 19. The findings summarised in this section. It should be noted that the assessment is based upon the high-level detail available at the stage of writing.

Lighting

- 6.2 Option 25 will increase lighting levels within the boundary of the Highways Works with visibility also possible from some receptors in Ardley. However, it is unlikely that potential receptors with views of the J10 Improvement Works would be subjected to an increase in obtrusive light due to existing lighting, and the embedded mitigation measures and compliance with lighting standards which will minimise light spill.

Landscape and Visual

- 6.3 The Option 25 does not appear to impact upon any additional designated or particularly sensitive landscape areas or features. It would directly impact upon some additional trees and a small woodland area immediately to the north of the proposed loop but this is not thought to be of any particular landscape value and mounding with woodland planting would be included around part of the loop to mitigate effects.
- 6.4 In terms of the proposals south of the junction and to the east of Ardley, Option 25 appears to offer a number of landscape and visual benefits compared to Options 18/19, with the bypass route generally sited at and below existing ground levels and without the need for an elevated south bound slip passing over the motorway. These changes would be welcome in landscape and visual terms.
- 6.5 In visual terms, whilst the new loop arrangement may be visible from a limited number of additional locations and properties on the northern edge of Ardley, and from a series of nearby public footpaths, these potentially additional effects are likely to be more than offset by the visual improvements from the changed arrangements further south (and to the east of Ardley).
- 6.6 Overall, based upon this desk-based review it is considered that J10 Option 25 is likely to result in an improved landscape and visual solution (in comparison to Options 18 and 19).

Noise

- 6.7 Option 25 is likely to offer some beneficial reductions in road traffic noise levels to some of the nearest receptors. The removal of the previously proposed southern slip roads, and reduction in traffic travelling southbound along the bypass from Ardley roundabout to the now removed Ardley East roundabout, is likely to result in less road traffic noise than the previous options at the nearest receptors.
- 6.8 The removal of Ardley East roundabout and changes to Ardley Road removes a beneficial reduction in traffic noise compared with the previous options, however, the flows on the B430 would still be expected to be lower due to it being stopped up to the south and therefore the beneficial reductions in noise level along this road would be maintained.

- 6.9 Additional noise mitigation is potentially required to manage noise levels for proposed changes in this option for a small number of receptors north of Ardley Roundabout and Baynard's Green. Proposed changes to Ardley Roundabout to the south are not considered to be materially different from the previous options.

Flood Risk

- 6.10 The floodplain and watercourse is shown in **Figure 18** below. Option 25 would require a new road link across the floodplain west of the M40, at this point the floodplain is narrower and there is land available to provide compensation floodplain.

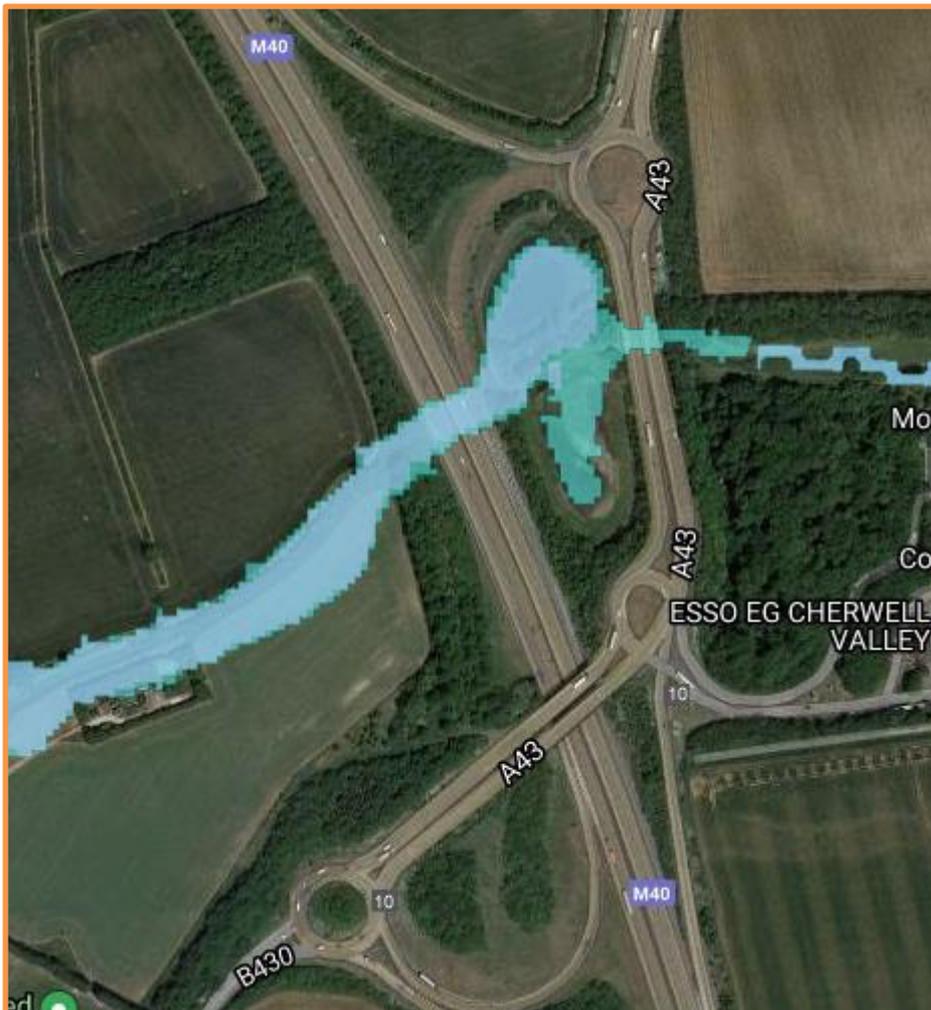


Figure 18: watercourse and floodplain at J10

- 6.11 The flood extents in Option 25 would likely be reduced compared with the previous options. The scheme would seek to retain existing culvert sizes and therefore the proposals appear acceptable from a flood risk perspective.

Ecology

- 6.12 Option 25 would result in slightly greater ecological losses, namely of woodland and tree habitat in comparison to the previously considered options. However, there would also be opportunities to mitigate this through additional structural planting throughout the J10 Improvement Works area.

6.13 Option 25 does not impact upon any additional designated sites of ecological value.

Buildability

- 6.14 Option 25 has considerable buildability advantages over the previous options as the majority of the highway works are off-line from the existing highway network. This will mean that new road links can be opened to traffic once completed, thus reducing traffic from the existing junctions which will make the works to those junctions easier to construct.
- 6.15 Option 25 would build on the committed OCC Housing Growth Deal highways works at Padbury roundabout and Baynard's Green roundabout, and it would minimise any abortive construction by that scheme. This would minimise traffic disruption.
- 6.16 The new bridge over the M40 is at a skew of less than 45 degrees which is easier to construct than in other options. Furthermore, all three bridge structures for the J10 works are in the same general area of the scheme which will simplify construction in terms of compounds and access to the bridge works.

7.0 LOCAL ACCESS, WALKING AND CYCLING

Local access and Cherwell MSA

- 7.1 As well as providing for strategic road traffic between the M40 and A43, M40 Junction 10 is the local junction on the M40 for access to Ardley, Heyford Park, and, via the Baynard’s Green roundabout, the northern side of Bicester. M40 Junction 10 is also the junction for the Cherwell Valley MSA.
- 7.2 Option 25 would retain access to and from Ardley via Ardley roundabout. However, traffic levels would be significantly reduced due to the proposed Ardley Bypass becoming the new route for all B430 traffic. Option 25 would retain the existing connectivity for Ardley Road.
- 7.3 As is currently the case, Option 25 would require road users to use several individual junctions to use the MSA as shown in the table below.

Direction	Access to MSA	Exit from MSA
M40 Southbound	Via Padbury and Cherwell junctions (as existing)	Via Cherwell (as existing)
M40 Northbound	Via Ardley and Cherwell (as existing)	Via Cherwell and Ardley (as existing, but with the northbound on-slip relocated to the northern side of Ardley Roundabout)
A43 Southbound	Via Baynard’s Green, the B4100/new link road junction, Padbury and Cherwell (one additional junction)	n/a
A43 Northbound	n/a	Via Cherwell, Padbury, the B4100/new link road junction and Baynard’s Green (one additional junction)

Walking and cycling

- 7.4 With the removal of all SRN through traffic between the A43 and M40 south from the Ardley, Cherwell and Padbury roundabouts there is capacity headroom created in these junctions. This means that Option 25 could give an opportunity for providing crossing facilities for pedestrians and cyclists.
- 7.5 An initial route for improving connectivity through Junction 10 is shown on drawing **OxSRFI-BWB-GEN-XX-SK-CH-SK042**, this will be assessed in detail as part of the Walking, Cycling Horse-Riding Assessment and Review (WCHAR) process. The existing bridges do not, however, have wide enough hardened verges to accommodate a cycle route so these bridges are likely to present an ongoing constraint for cycle connectivity.

8.0 SUMMARY AND CONCLUSIONS

- 8.1 ADC Infrastructure Ltd and BWB Consulting Ltd are appointed by Oxfordshire Railfreight Ltd (the Applicant) to assess and design the transport and infrastructure requirements of a Nationally Significant Infrastructure Project (NSIP), that being a proposed Strategic Rail Freight Interchange in Oxfordshire, to be known as Oxfordshire Strategic Rail Freight Interchange (OxSRFI).
- 8.2 Throughout the period June 2021 to January 2022, in consultation with National Highways and OCC, ADC and BWB have undertaken option assessment work to consider and identify an improvement scheme at M40 Junction 10 that, along with the proposed bypass of Ardley village, would provide the required access to the SRN for the OxSRFI development, along with aiding the delivery of planned growth and development across the wider area.
- 8.3 In January 2022, National Highways and OCC confirmed that Options 18 and 19 that have been developed by ADC and BWB were the preferred options to be taken forward.
- 8.4 Both Option 18 and Option 19 include the proposal for a new free-flow link between the A43 south of the Baynard's Green roundabout and the M40 southbound. The key difference between Options 18 and 19 was the relocation of the M40 northbound on-slip at Ardley roundabout. Under Option 18, the M40 northbound on-slip at Ardley roundabout would be moved to the north of the junction.
- 8.5 As part of the further assessment work required for Options 18 and 19, National Highways requested that analysis was undertaken to see whether a M40 northbound to A43 northbound free-flow link road could be reasonably achieved in the future in terms of geometrical compliance with DMRB, formation of appropriate junctions, and environmental impact.
- 8.6 ADC and BWB have jointly investigated how the northbound free-flow link between the M40 northbound and the A43 northbound could be achieved. This technical note has therefore been prepared to present the options considered and how the OxSRFI proposals for M40 J10 could be changed.
- 8.7 The work undertaken and presented in this technical note has considered what further options could be developed, with the following objectives:
- maximise the benefits of the northbound and southbound M40-A43 free-flow links;
 - minimise the environmental impact of the Ardley Bypass and M40 Junction 10 complex;
 - minimise the construction of redundant infrastructure;
 - minimise the overall land-take requirements; and minimise the impact on scale and construction cost when compared to Options 18/19.
- 8.8 It has been shown that Option 18 would be compatible with the future provision of a M40 northbound to A43 northbound free-flow link. However, providing Option 18 and then amending to provide the northbound free-flow link in the future would result in redundant infrastructure being implemented by OxSRFI.
- 8.9 It was also established that with the northbound M40 to A43 traffic removed from the M40 Junction 10 complex, along with the southbound A43 to M40 traffic, congestion issues at the Ardley, Cherwell and Padbury roundabouts would be significantly eased. The requirement to remove further traffic from the M40 Junction 10 complex, and in particular the Cherwell roundabout that was identified as being required under Options 18 and 19 to accommodate the OxSRFI development traffic would be eliminated. Under Option 18 and 19 this is achieved by providing a traffic signal controlled roundabout (known as Ardley East) on the proposed Ardley

Bypass to accommodate new M40 south-facing slip roads. However, with the northbound M40 to A43 traffic and southbound A43 to M40 traffic removed from the Ardley and Cherwell roundabouts, it would be possible to amend these junctions so that they would be able to accommodate the additional demand from the OxSRFI development, without the requirement for new south facing M40 slip roads.

- 8.10 Not providing the Ardley East roundabout and new south facing slips is considered to lessen or remove some of the potential environmental impacts associated with the proposed Ardley Bypass. The complex 3D interface created by the new bridge over M40 for the new southbound on-slip was likely to require the Ardley Bypass to be elevated and taken over Ardley Road which could have significant adverse noise and visual impacts on Ardley village.
- 8.11 As a result, Option 25 has been developed as shown on drawing **OxSRFI-BWB-GEN-ZZ-SK-CH-SK031**, which would achieve the following:
- The scheme eliminates the requirement for the Ardley East roundabout and the new south facing M40 slip roads.
 - The Ardley Bypass would therefore be at or below the existing levels, passing under Ardley Road, eliminating the complex engineering works required to achieve the 3D layout and thereby minimising environmental impacts on Ardley village.
 - The northbound and southbound M40-A43 free-flow links significantly reduce traffic flows through the M40 Junction 10 complex and materially improve journey times on the SRN.
 - The required number of new structures over the M40 is the same as Options 18 and 19, therefore minimising the impact on scheme cost.
 - The number of new junctions required remains the same as Options 18 and 19, therefore minimising the impact on scheme cost.
 - The Cherwell roundabout can, with minor improvements, accommodate the OxSRFI traffic due to the removal of northbound and southbound traffic between the M40 and the A43.
 - No changes to the Padbury roundabout are envisaged as the capacity is increased by the committed OCC Housing Growth deal improvement scheme.
 - The overall scheme footprint is minimised, and Option 25 would mean that significant infrastructure is not built that could become redundant if the northbound free-flow link were built in the future.
- 8.12 An assessment of junction capacity was undertaken which demonstrates that Option 25 would accommodate background traffic growth up to 2031 and the OxSRFI development traffic, whilst providing increased headroom compared to Options 18 and 19. A conflict assessment shows that Option 25 would have a similar number of conflicts to Options 18 and 19, with Option 19 having the least number of conflicts, followed by Options 25 and then Option 18.
- 8.13 Journey time assessment shows that Option 25 would significantly reduce journey times across the assessed network when compared to the future baseline without the OxSRFI scheme, particularly in the morning peak hour. Option 25 would perform materially better than Options 18 and 19 in the morning and evening peak hours, largely due to the provision of the M40 to A43 northbound free-flow link. Option 25 also performs better than Options 18 and 19 during the inter-peak periods, with negligible difference to Option 18 in the off-peak.
- 8.14 Option 25 has buildability advantages over the previous options as the majority of the highway works are off-line from the existing highway network. This will mean that new road links can be opened to traffic once completed, thus reducing traffic from the existing junctions which will make the works to those junctions easier to construct.
- 8.15 Based on the assessment work included in this technical note it is concluded that:

- Providing a northbound M40 to A43 free-flow link is feasible within the scale of the OxSRFI improvements to M40 Junction 10.
- Providing a northbound M40 to A43 free-flow link enables the previously proposed Ardley East junction and proposed new south facing slip roads to be removed from the scheme, with reduced potential for environmental impacts.
- Option 25 overall performs better than previous options with regards to headroom and journey times.

8.16 Therefore, it is proposed that Option 25 it taken forward as the preferred option.

DRAWINGS

APPENDIX A

LINSIG RESULTS

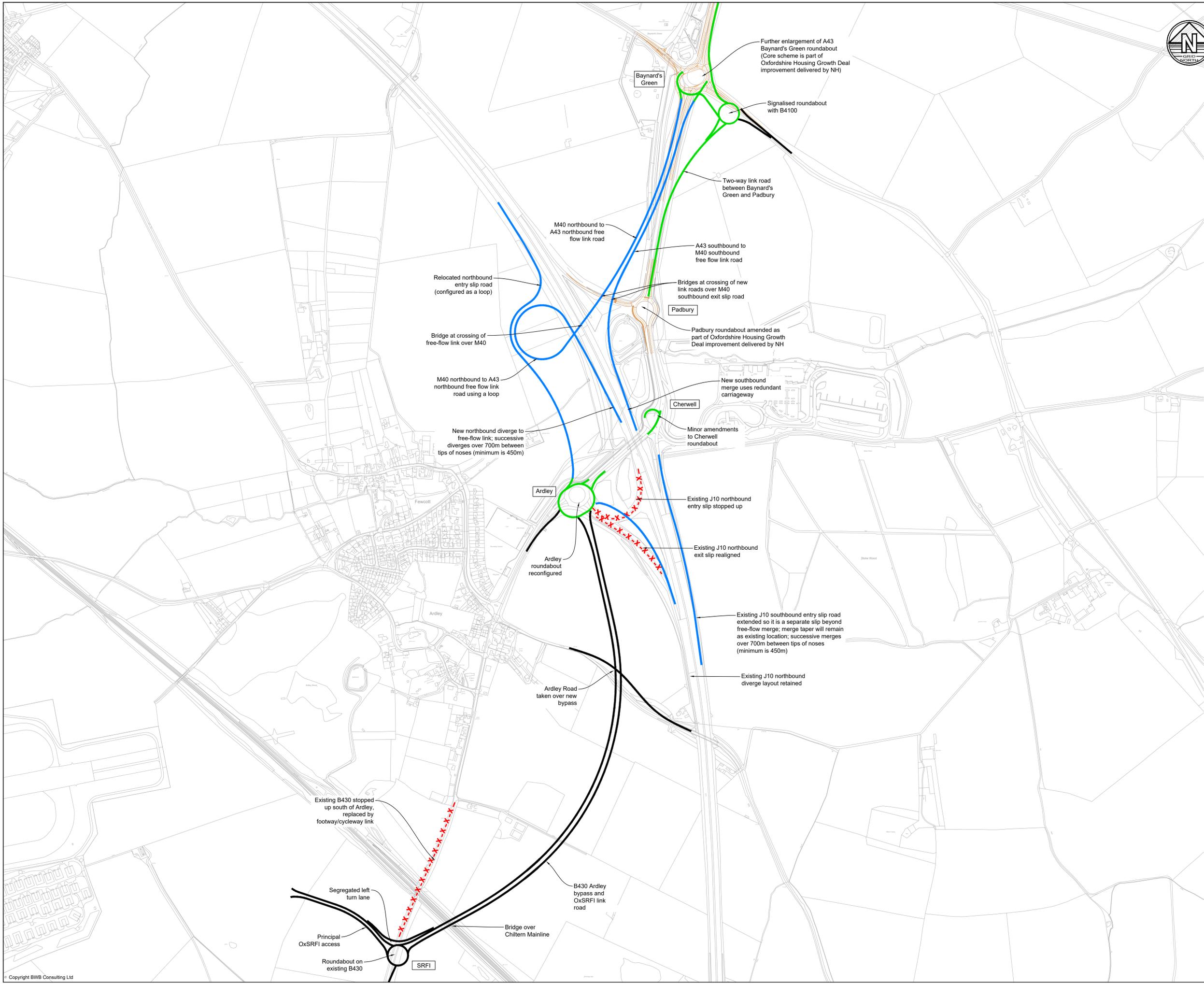
APPENDIX B

JOURNEY TIME ANALYSIS

APPENDIX C

M40 J10 MERGE AND DIVERGE 2031 TRAFFIC FLOWS

DRAWINGS



Legend

- Motorway (National Highways)
- All-purpose trunk road (National Highways)
- Other roads (OCC or private)
- x- Existing road stopped up

Rev	Date	Details of issue / revision	Drw	Rev
P04	29.03.22	Typo corrected	SRH	SRH
P03	07.03.22	Updated to suit developed geometry	SRH	SRH
P02	18.02.22	Baynard's Green amended	SRH	SRH
P01	17.12.21	Preliminary Issue	SRH	SRH

Issues & Revisions

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Client
OXFORDSHIRE RAILFREIGHT LTD.

Project Title

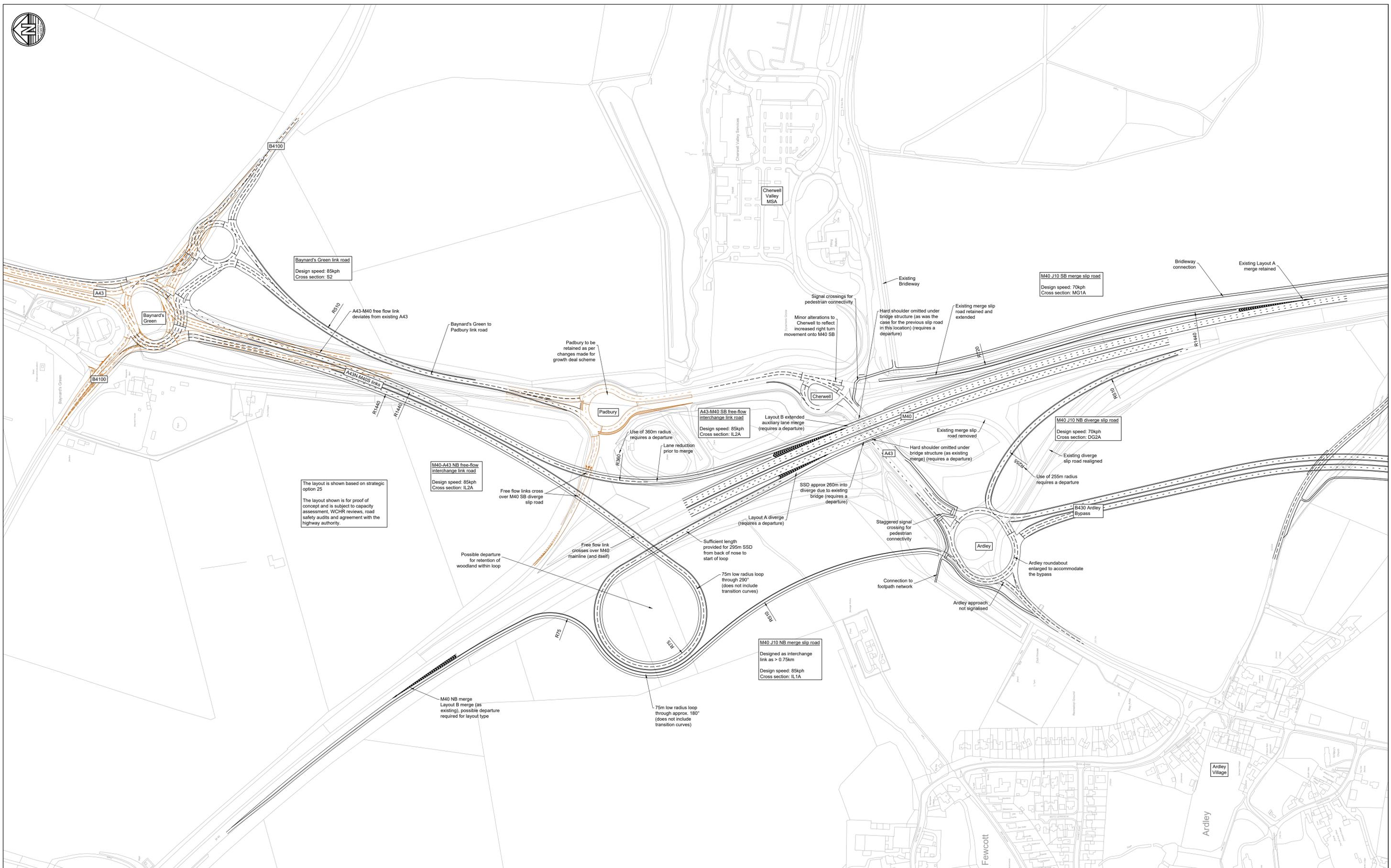
OxSRFI
OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Title
M40 JUNCTION 10 STRATEGIC OPTION 25

Drawn:	S. Hilditch	Reviewed:	S. Hilditch
BWB Ref:	NTH2479	Date:	17.12.21
Scale@A1:	1:5,000		

Drawing Status
FOR COMMENT

Project - Originator - Zone - Level - Type - Role - Number Status Rev
OxSRFI-BWB-GEN-ZZ-SK-CH-SK031 S3 P04



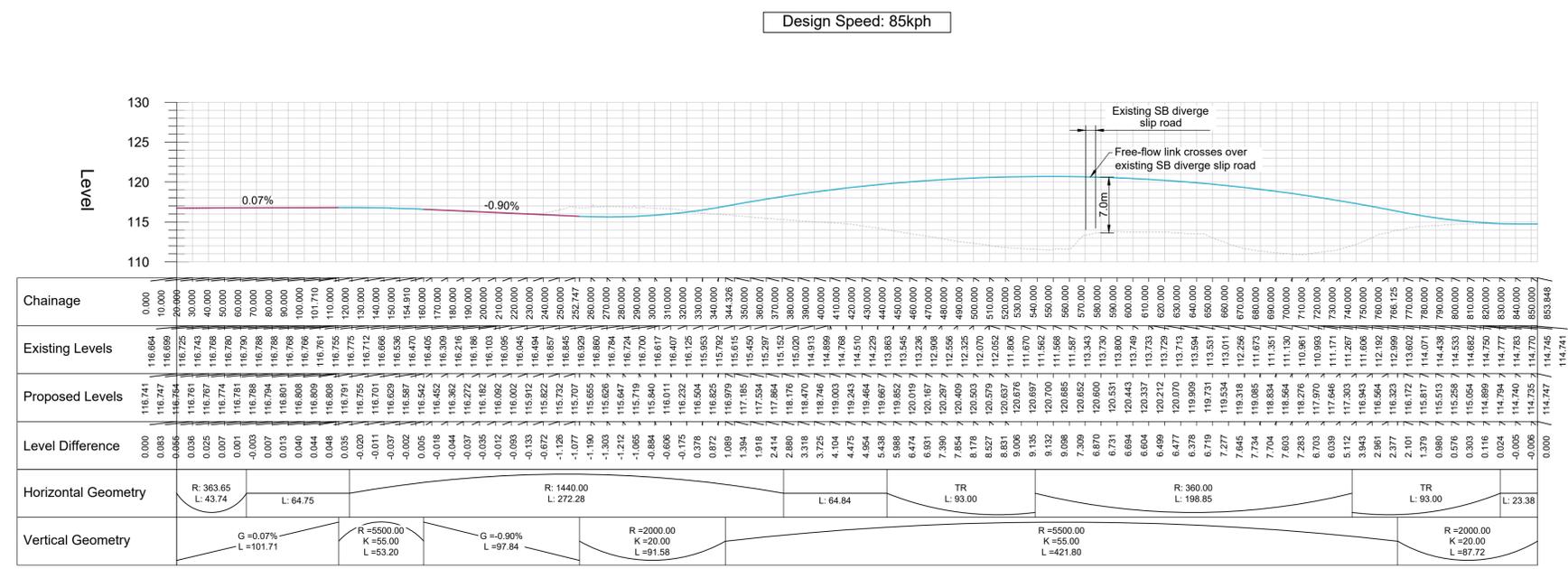
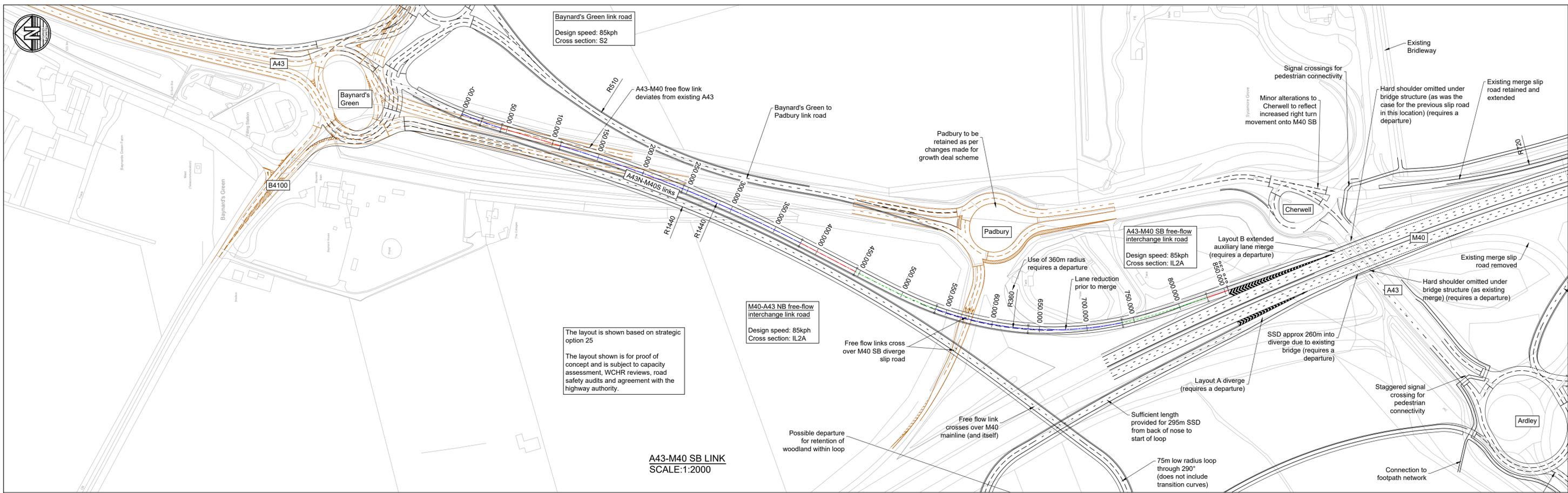
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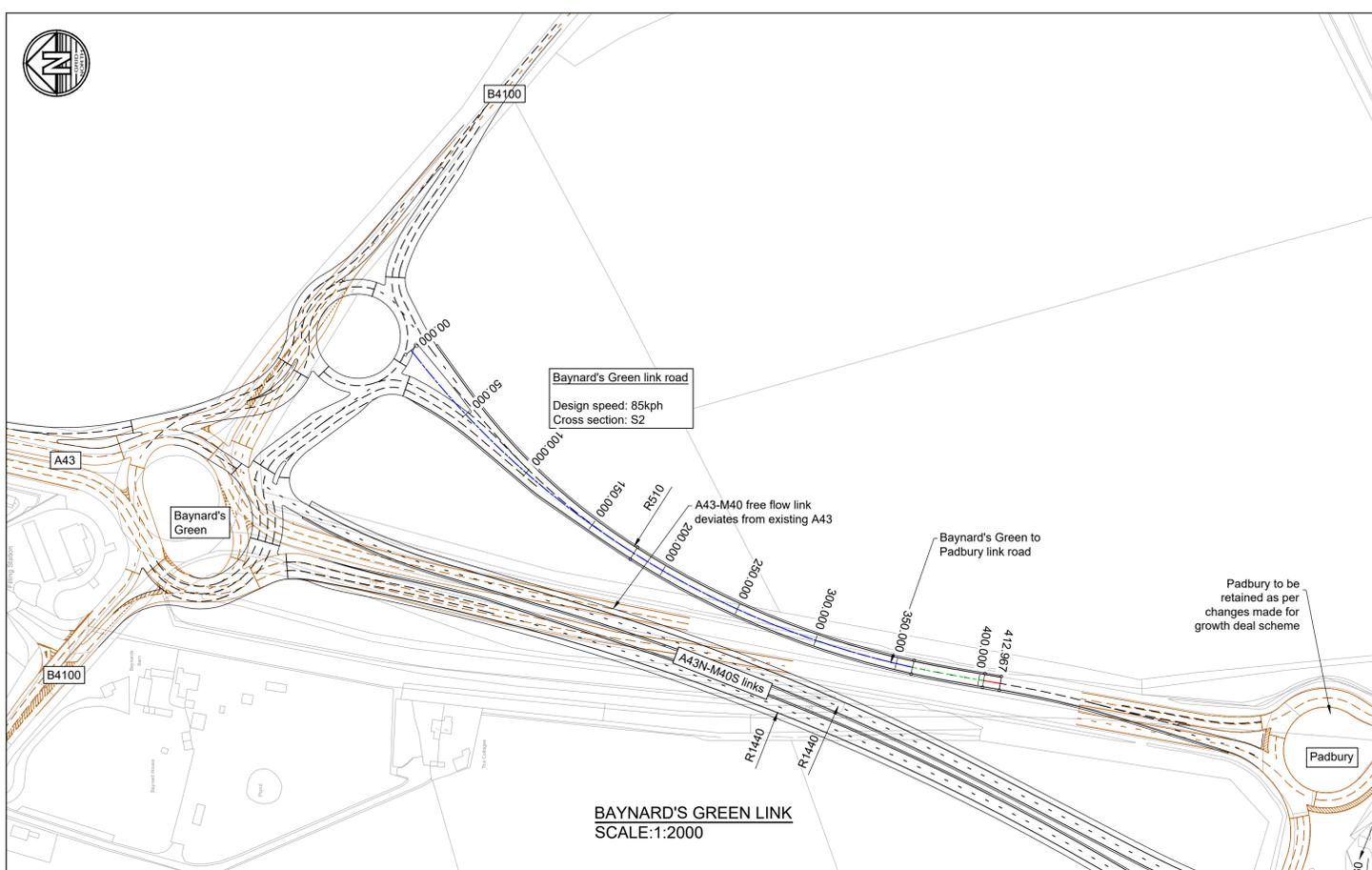
ISSUES & REVISIONS				
Rev	Date	Details of issue / revision	Drawn	Reviewed
P01	30.03.22	Preliminary Issue	SRH	SRH

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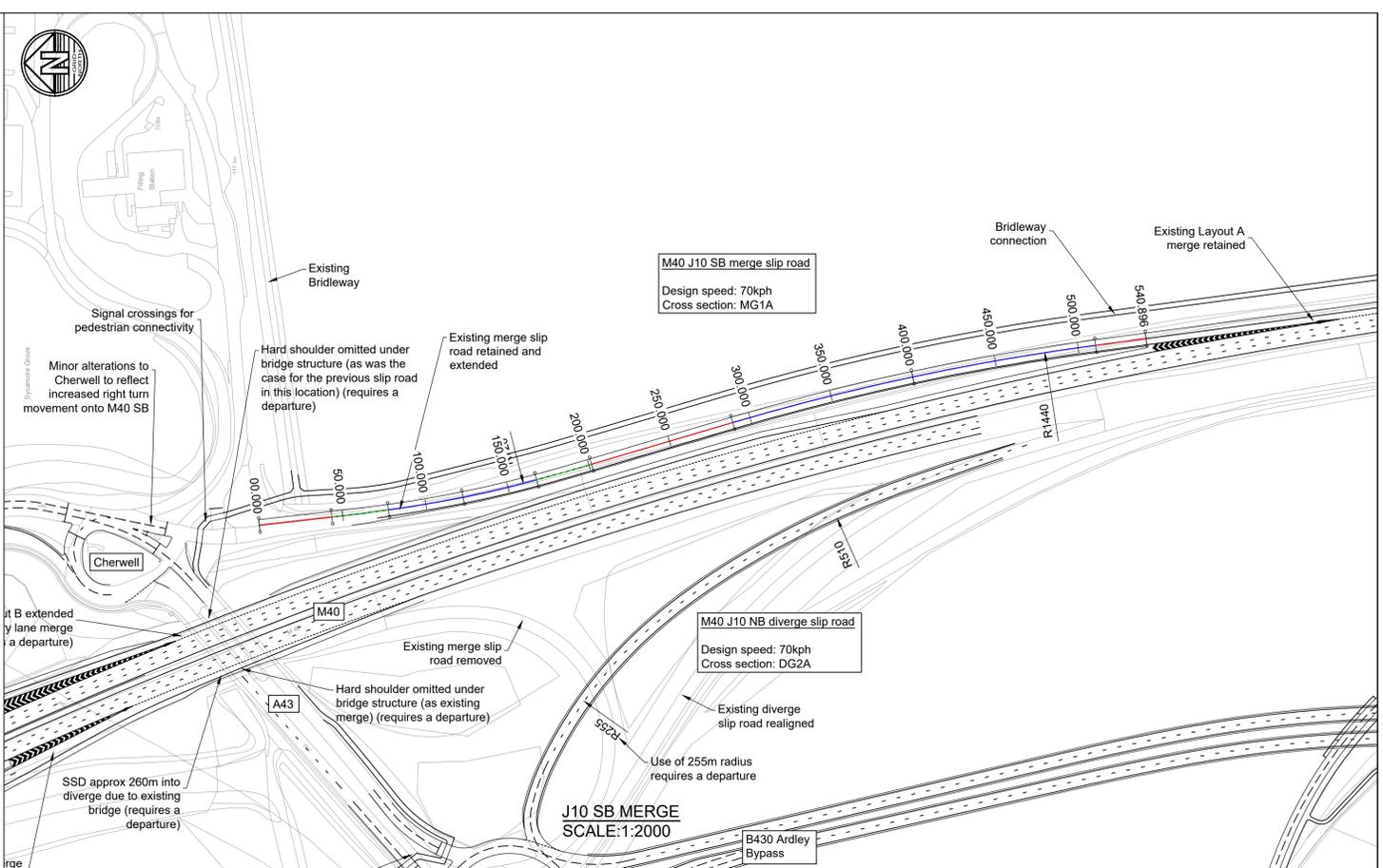
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OXFORDSHIRE RAILFREIGHT LTD. STRATEGIC RAIL FREIGHT INTERCHANGE	
Drawing Status PRELIMINARY	Project - Originator - Zone - Level - Type - Role - Number OxSRFI-BWB-GEN-XX-SK-CH-SK042

Drawing Title M40 JUNCTION 10 OVERALL GENERAL ARRANGEMENT	Project - Originator - Zone - Level - Type - Role - Number OxSRFI-BWB-GEN-XX-SK-CH-SK042	Status S1	Rev P01
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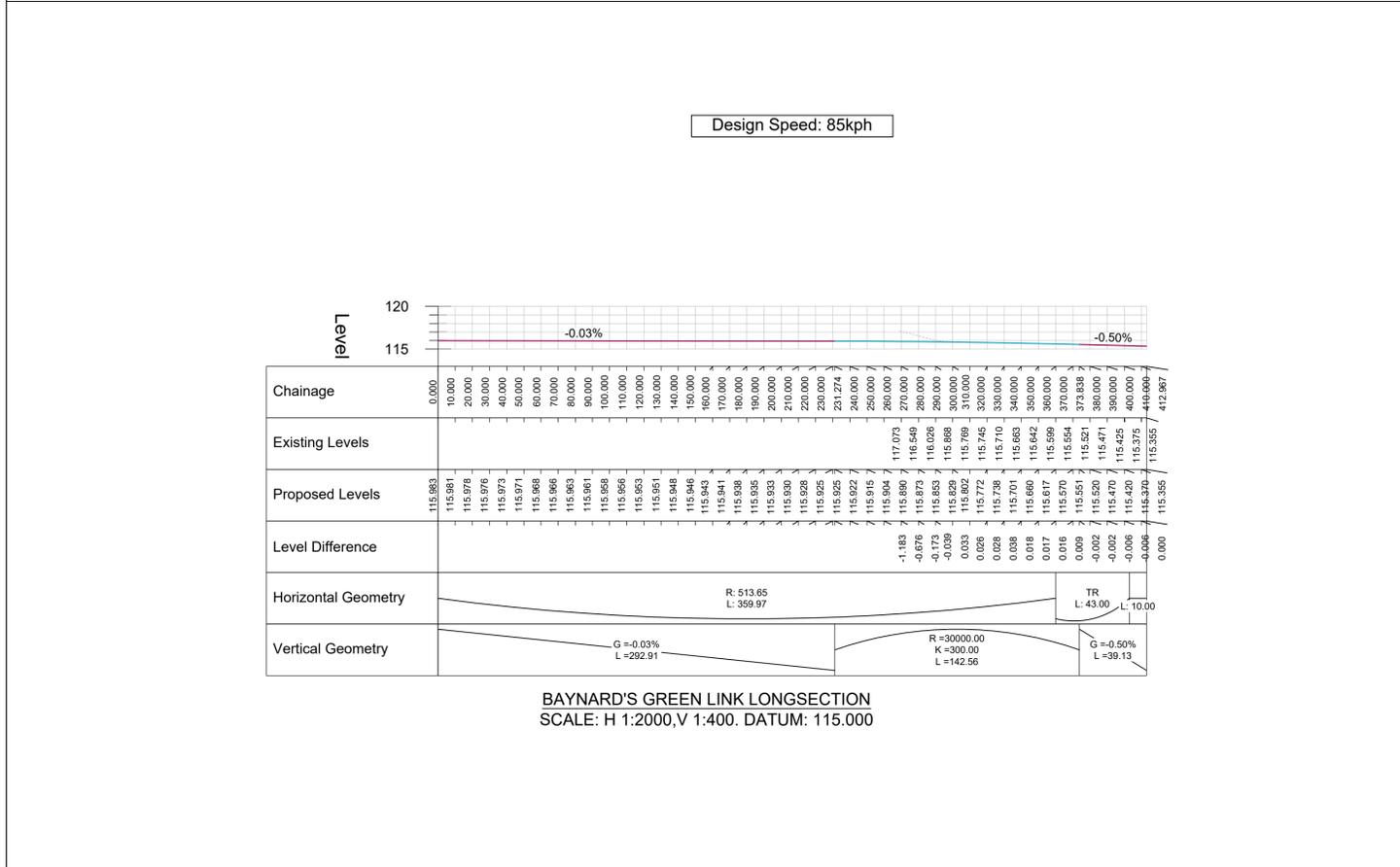




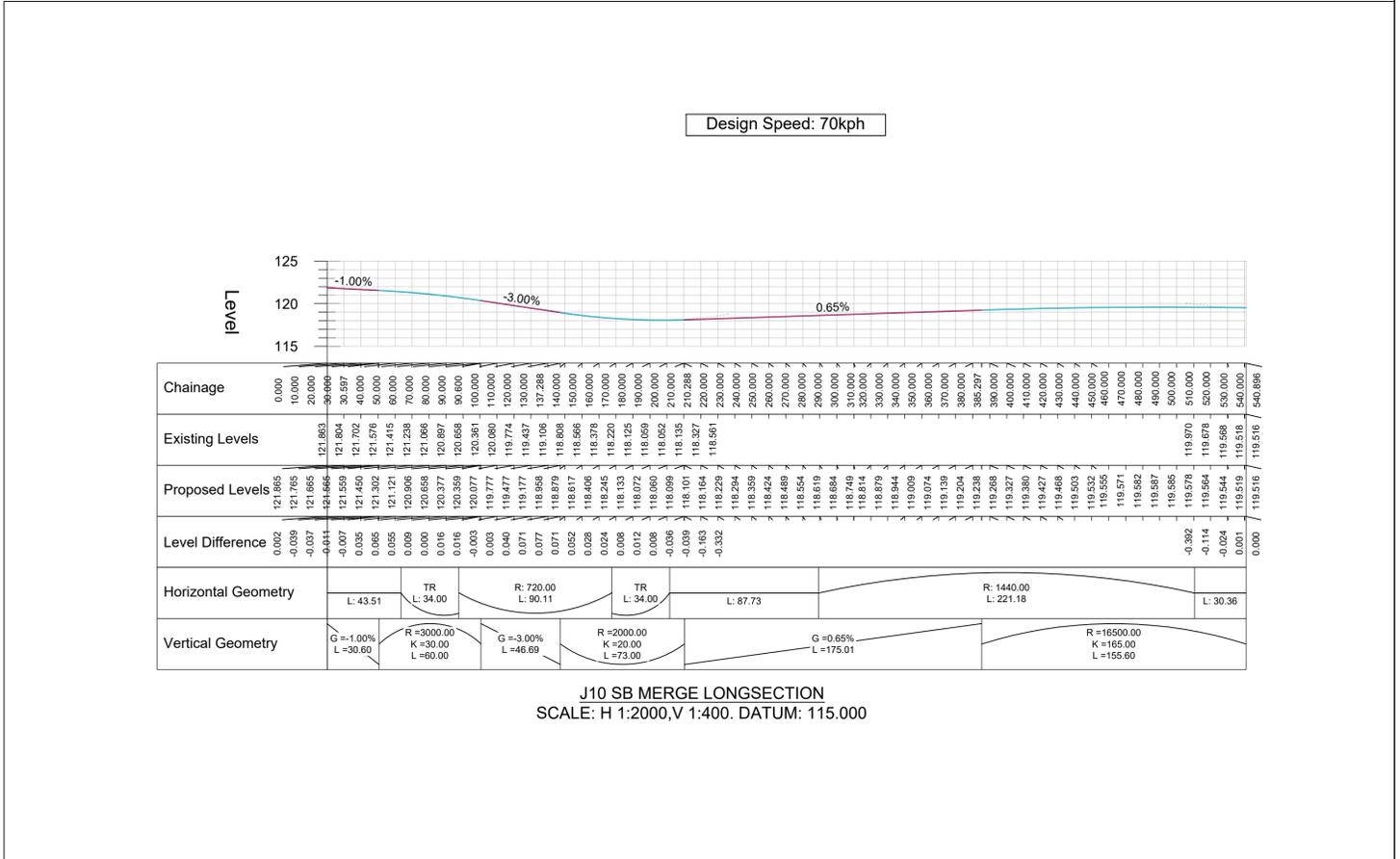
BAYNARD'S GREEN LINK
SCALE: 1:2000



J10 SB MERGE
SCALE: 1:2000



BAYNARD'S GREEN LINK LONGSECTION
SCALE: H 1:2000, V 1:400. DATUM: 115.000



J10 SB MERGE LONGSECTION
SCALE: H 1:2000, V 1:400. DATUM: 115.000

NOTES	LEGEND
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.	Growth Deal Scheme Layout
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.	Horizontal Geometry - Straight
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.	Horizontal Geometry - Transition
4. Any discrepancies noted on site are to be reported to the engineer immediately.	Horizontal Geometry - Curvature
	Existing Ground
	Proposed Vertical Geometry - Straight Segment (Gradient)
	Proposed Vertical Geometry - Curvature

ISSUES & REVISIONS				
Rev	Date	Details of issue / revision	Drw	Rev
P01	07.03.22	Preliminary Issue	MMV	SRH
P02	10.03.22	Baynard's Green minor amendment	SRH	SRH
P03	29.03.22	WCHR routes added	SRH	SRH

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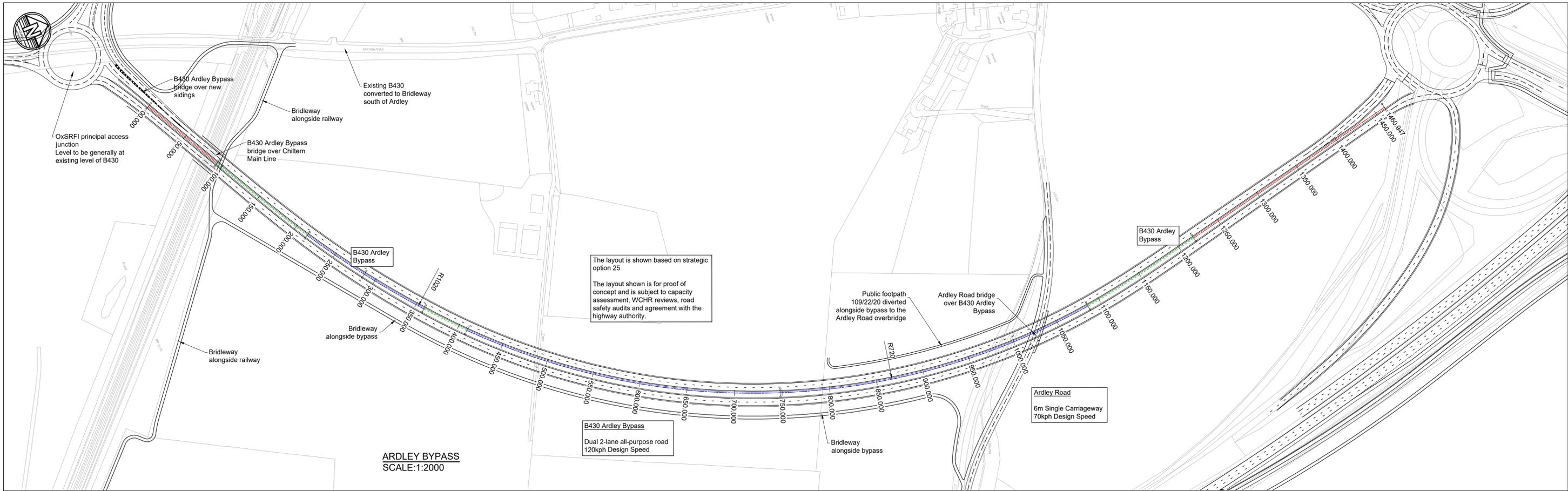
Client: **OXFORDSHIRE RAILFREIGHT LTD.**

Project Title: **OXSRFI STRATEGIC RAIL FREIGHT INTERCHANGE**

Drawn: M. Valibhai | Reviewed: S. Hilditch | Scale: 1:2000

BWB Ref: NTH2479 | Date: 07.03.22

Project Title		Drawing Title	
OXSRFI STRATEGIC RAIL FREIGHT INTERCHANGE		BAYNARD'S GREEN LINK & J10 SB MERGE GENERAL ARRANGEMENT & VERTICAL ALIGNMENT	
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
OxSRFI-BWB-GEN-XX-SK-CH-SK036	S1	P03	

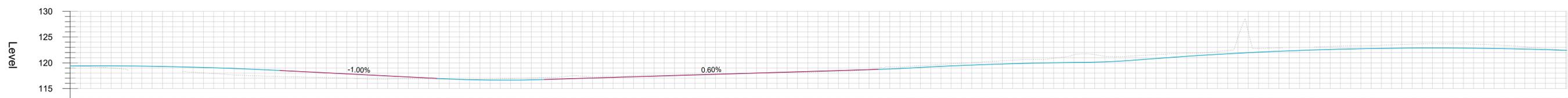


ARDLEY BYPASS
SCALE:1:2000

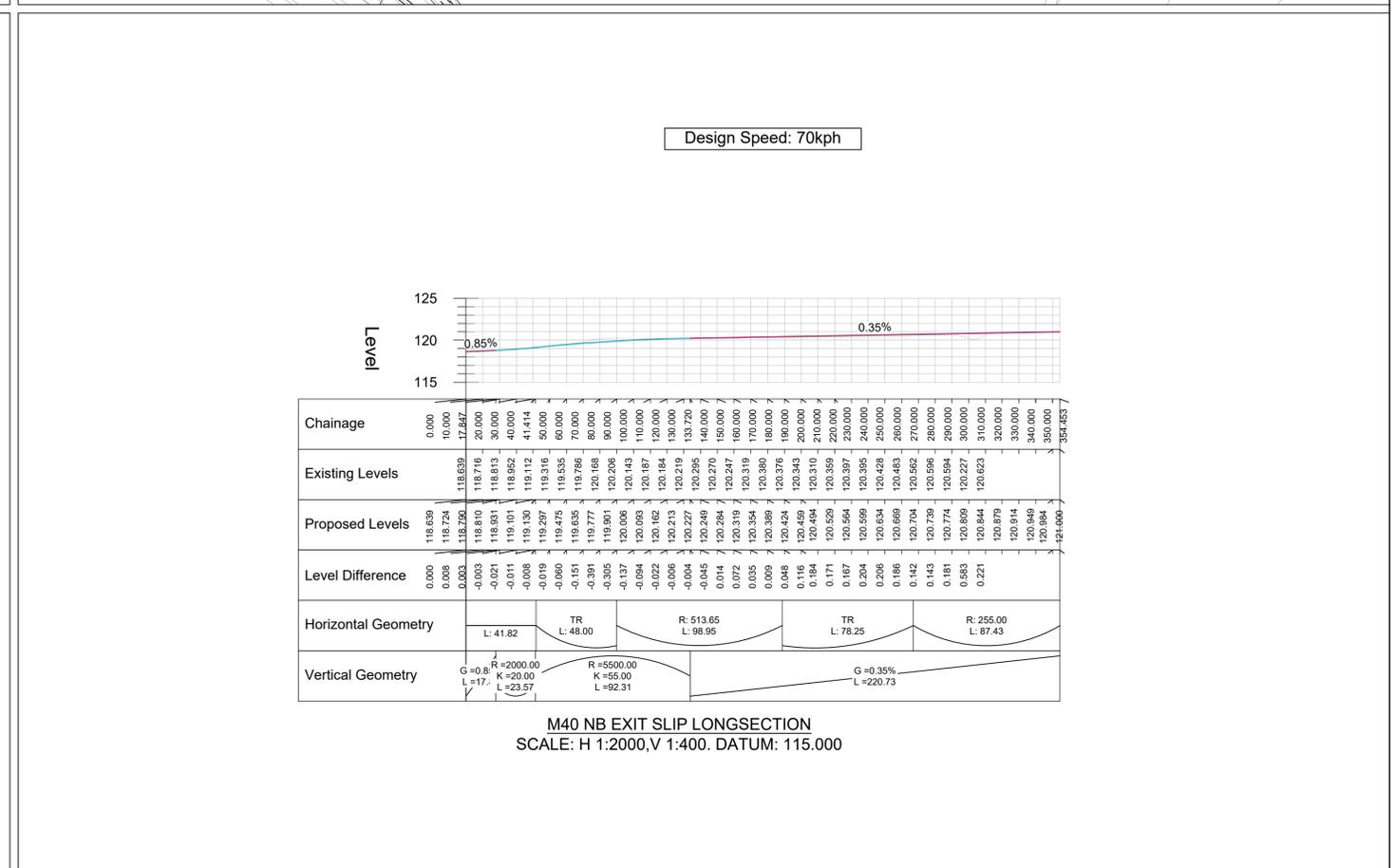
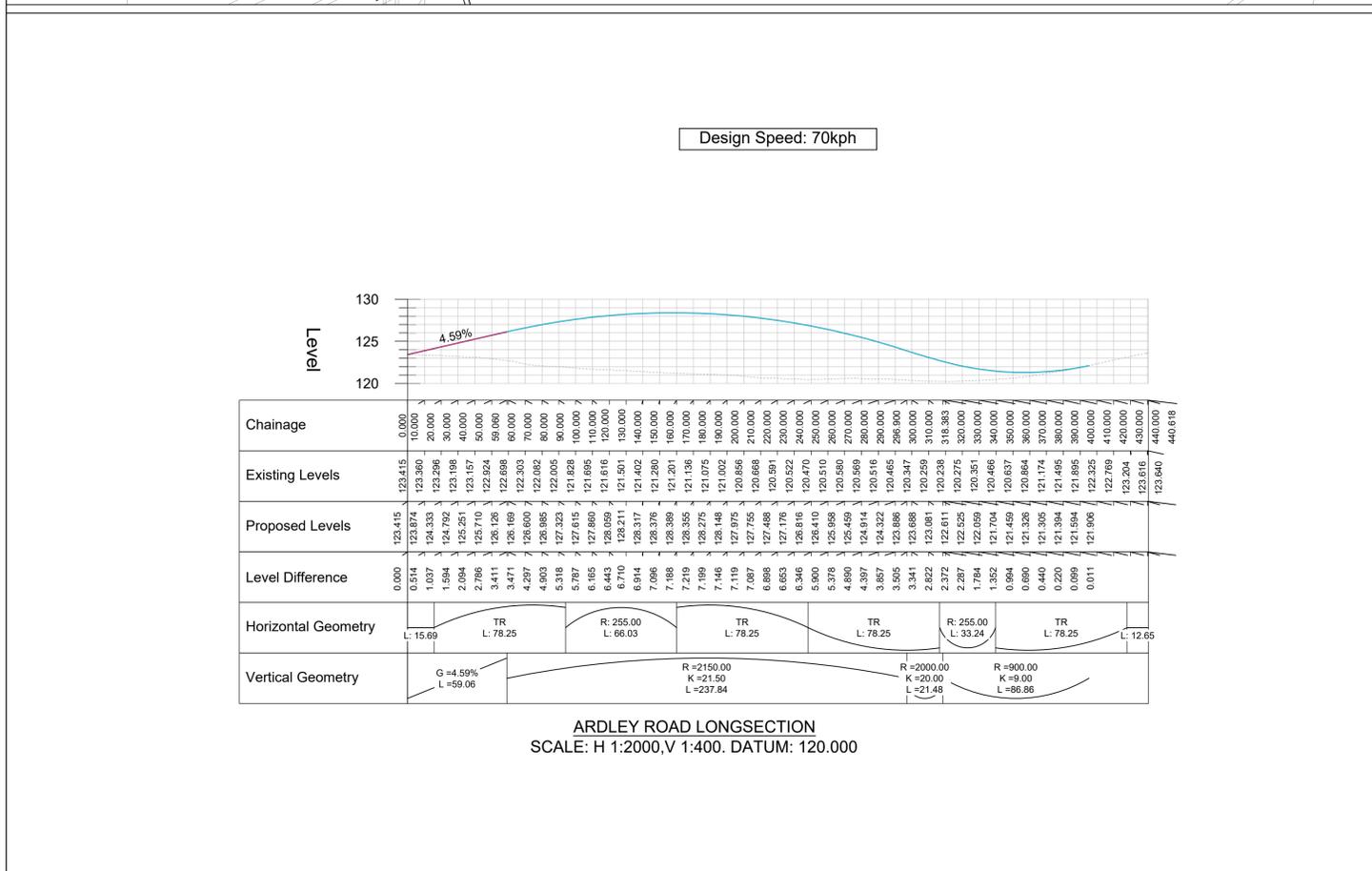
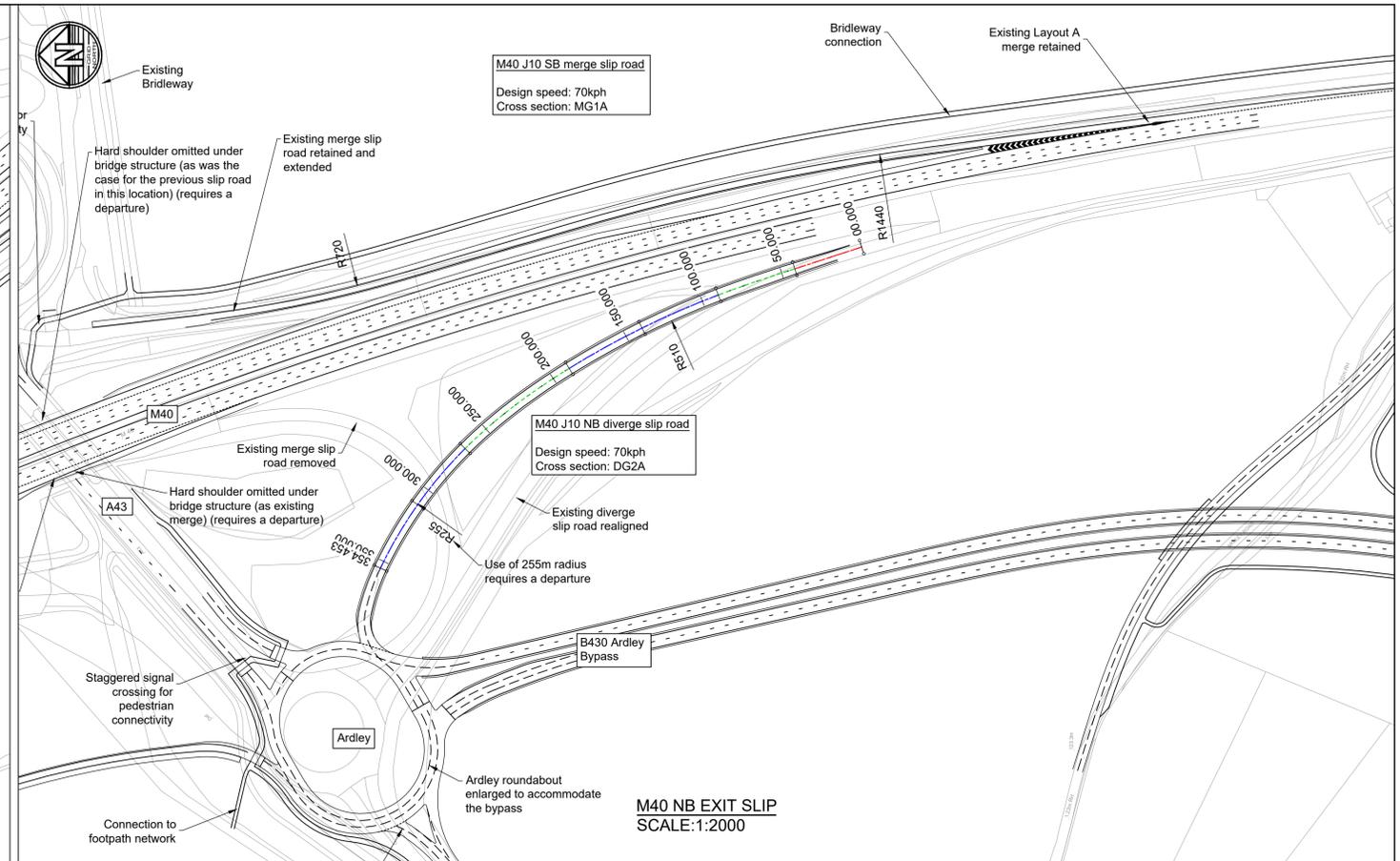
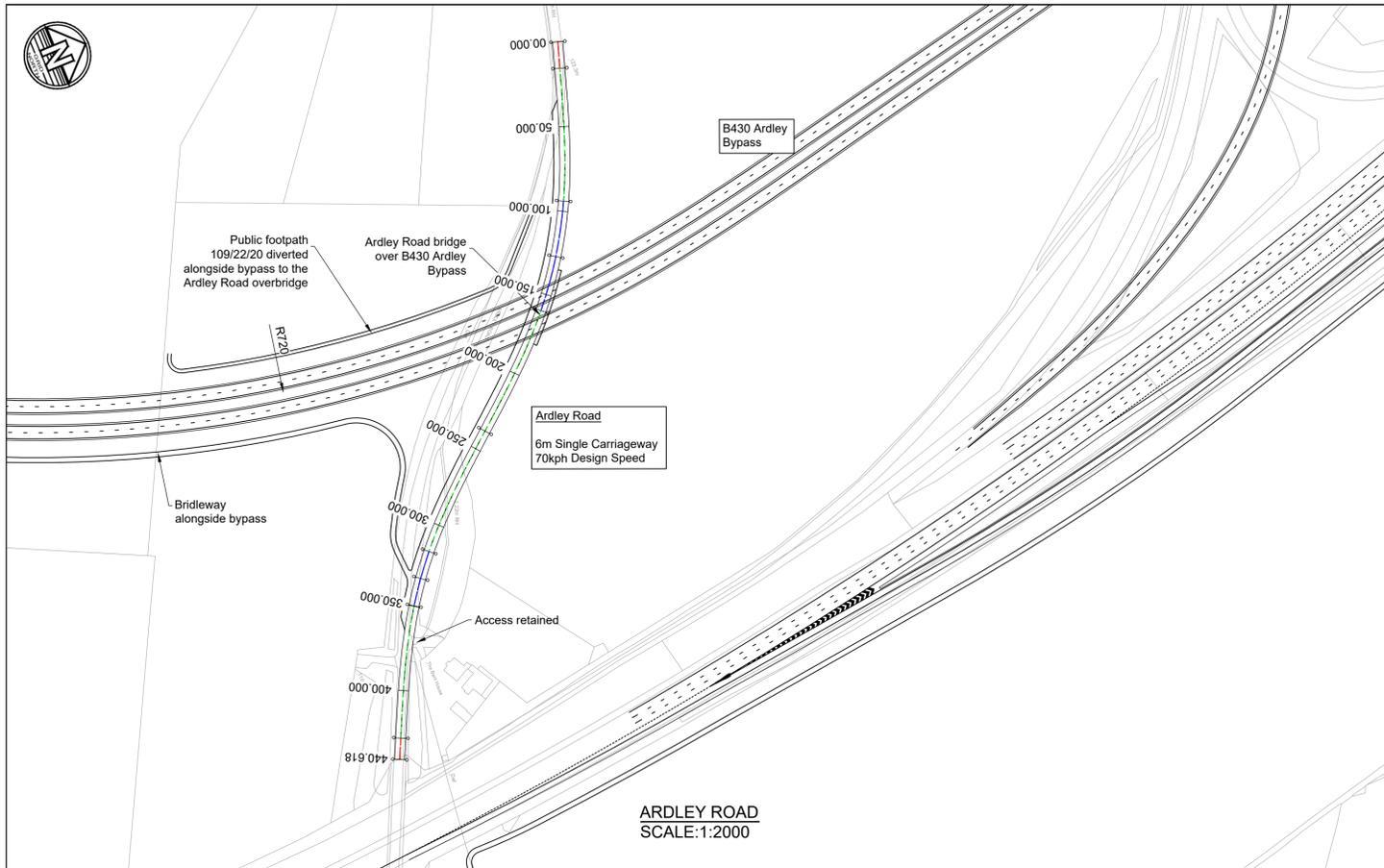
B430 Ardley Bypass
Dual 2-lane all-purpose road
120kph Design Speed

Ardley Road
6m Single Carriageway
70kph Design Speed

Design Speed: 120kph



Chainage	Existing Levels	Proposed Levels	Level Difference	Horizontal Geometry	Vertical Geometry
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0.070	119.403	119.403	0.167		
20.000	119.240	119.240	0.295	L: 93.53	R=18200.00 K=182.00 L=204.88
30.000	119.112	119.112	0.429		
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50.000	118.824	118.824			
60.000	118.670	118.670			
70.000	118.516	118.516			
80.000	118.356	118.356			
90.000	118.194	118.194			
100.000	118.024	118.024			
110.000	117.847	117.847			
120.000	117.664	117.664			
130.000	117.474	117.474			
140.000	117.277	117.277			
150.000	117.073	117.073			
160.000	116.862	116.862			
170.000	116.644	116.644			
180.000	116.419	116.419			
190.000	116.187	116.187			
200.000	115.948	115.948			
210.000	115.702	115.702			
220.000	115.449	115.449			
230.000	115.189	115.189			
240.000	114.922	114.922			
250.000	114.648	114.648			
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270.000	114.079	114.079			
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320.000	112.534	112.534			
330.000	112.204	112.204			
340.000	111.867	111.867			
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360.000	111.172	111.172			
370.000	110.814	110.814			
380.000	110.449	110.449			
390.000	110.077	110.077			
400.000	109.698	109.698			
410.000	109.312	109.312			
420.000	108.919	108.919			
430.000	108.519	108.519			
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450.000	107.698	107.698			
460.000	107.277	107.277			
470.000	106.849	106.849			
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490.000	105.972	105.972			
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540.000	103.657	103.657			
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570.000	102.184	102.184			
580.000	101.679	101.679			
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610.000	100.122	100.122			
620.000	99.589	99.589			
630.000	99.049	99.049			
640.000	98.502	98.502			
650.000	97.948	97.948			
660.000	97.387	97.387			
670.000	96.819	96.819			
680.000	96.244	96.244			
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960.000	77.302	77.302			
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980.000	75.739	75.739			
990.000	74.947	74.947			
1000.000	74.148	74.148			
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1080.000	67.508	67.508			
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1120.000	64.022	64.022			
1130.000	63.133	63.133			
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1150.000	61.334	61.334			
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1930.000	-29.783	-29.783			
1940.000	-31.218	-31.218			



NOTES

- Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
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- All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

LEGEND

- Growth Deal Scheme Layout
- Horizontal Geometry - Straight
- Horizontal Geometry - Transition
- Horizontal Geometry - Curvature
- Existing Ground
- Proposed Vertical Geometry - Straight Segment (Gradient)
- Proposed Vertical Geometry - Curvature

ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	07.03.22	Preliminary Issue	MMV	SRH
P02	29.03.22	WCHR routes added	SRH	SRH

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Client
OXFORDSHIRE RAILFREIGHT LTD.

Drawn: M. Valibhai | Reviewed: S. Hilditch
 B/WB Ref: NTH2479 | Date: 07.03.22 | Scale@A1: 1:2000

Project Title
OXSRFI
OXFORDSHIRE
STRATEGIC RAIL FREIGHT INTERCHANGE

Drawing Status
PRELIMINARY

Drawing Title
ARDLEY ROAD & M40 NB EXIT SLIP GENERAL ARRANGEMENT & VERTICAL ALIGNMENT

Project - Originator - Zone - Level - Type - Role - Number
OxSRFI-BWB-GEN-XX-SK-CH-SK039

Status Rev
S1 P02

APPENDIX A

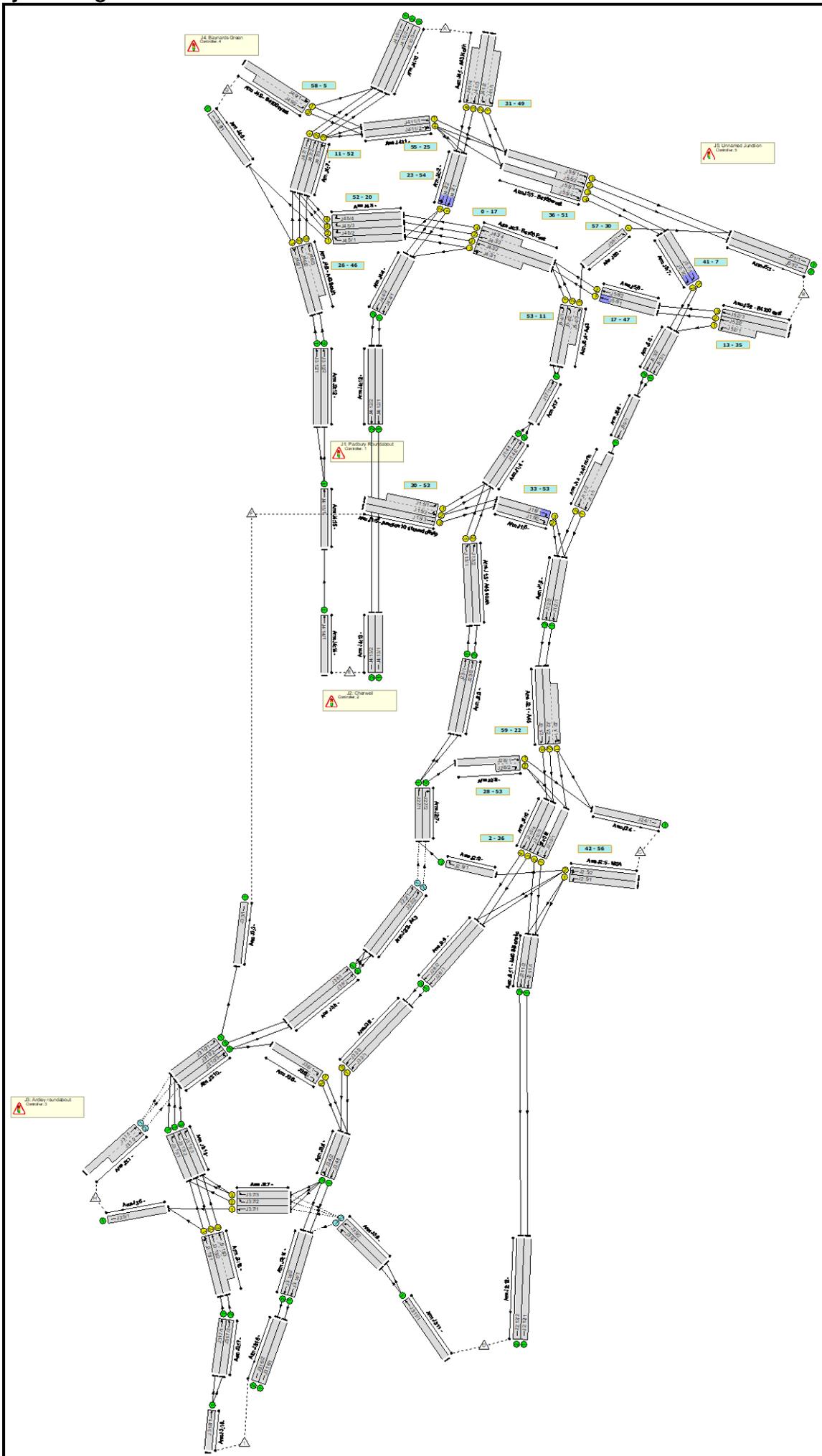
LINSIG RESULTS

Full Input Data And Results

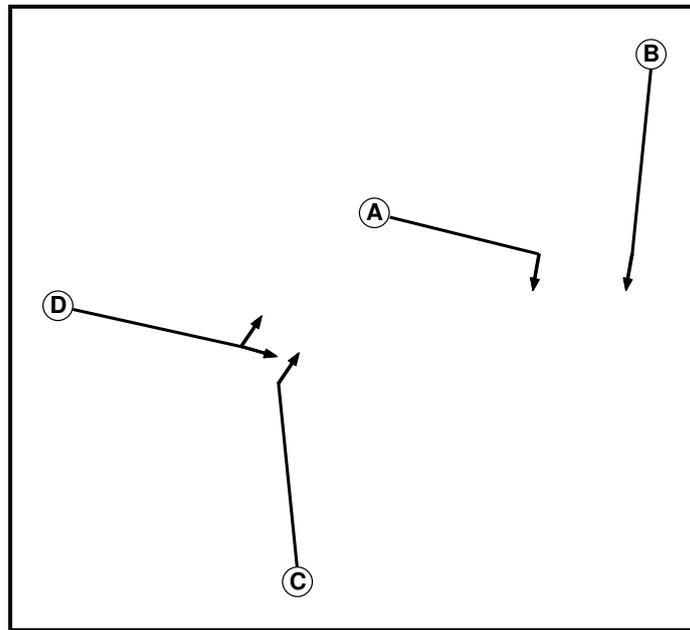
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Title:	Option25 Network Model
Location:	
Additional detail:	Entry and exit links configured to be consistent with do something cases for comparison.
File name:	220307 Network - Option 25 BG roundabout.lsg3x
Author:	Mark Higgins
Company:	ADC Infrastructure
Address:	Nottingham

Network Layout Diagram



**C1 - Padbury
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

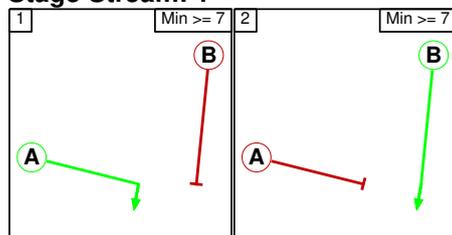
		Starting Phase			
		A	B	C	D
Terminating Phase	A	6	-	-	-
	B	6	-	-	-
	C	-	-	6	-
	D	-	-	6	-
		-	-	-	6

Phases in Stage

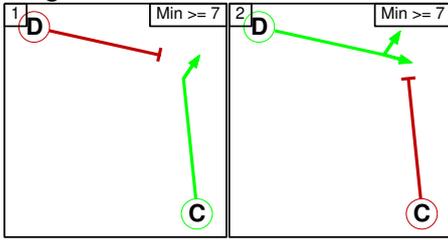
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Prohibited Stage Change

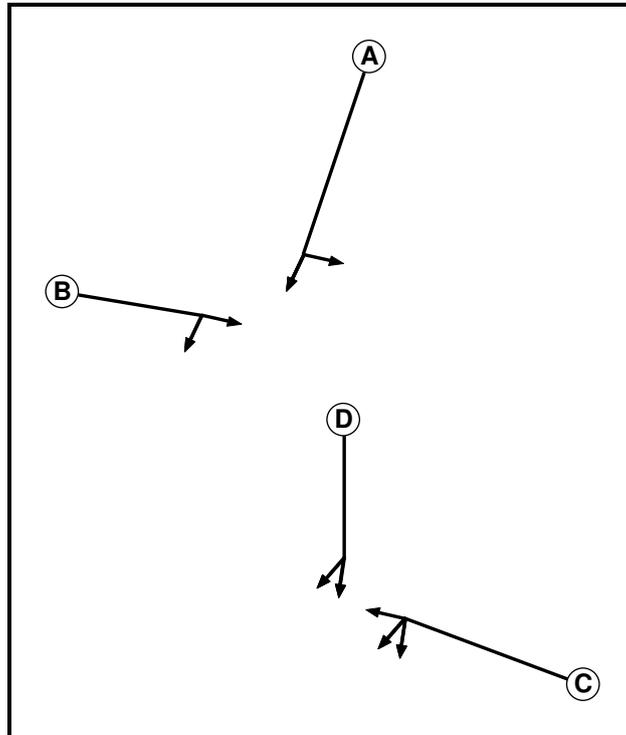
Stage Stream: 1

		To Stage	
		1	2
From Stage	1	1	6
	2	6	6

Stage Stream: 2

		To Stage	
		1	2
From Stage	1	1	6
	2	6	6

C2 - Cherwell Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

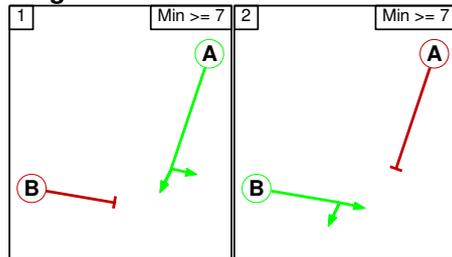
		Starting Phase			
		A	B	C	D
Terminating Phase	A	6	-	-	
	B	6		-	-
	C	-	-	6	
	D	-	-	6	

Phases in Stage

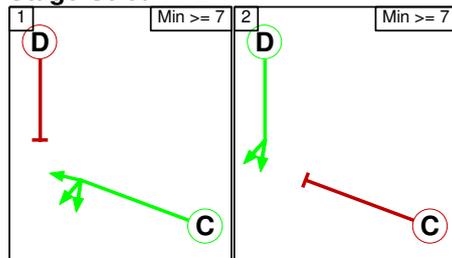
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Prohibited Stage Change

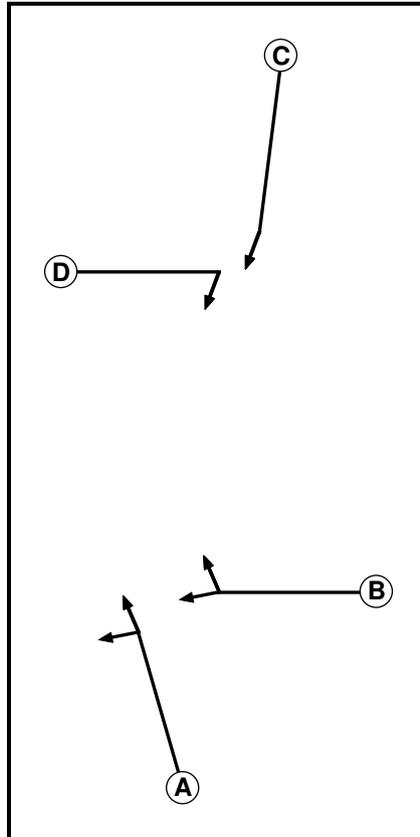
Stage Stream: 1

		To Stage	
		1	2
From Stage	1	6	
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1	6	
	2	6	

**C3 - Ardley
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

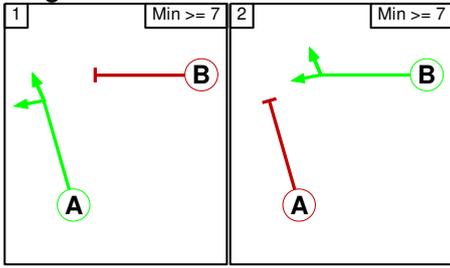
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	6	

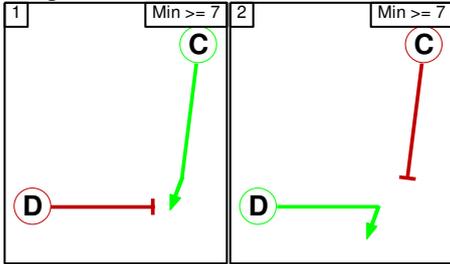
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D

Stage Diagram
Stage Stream: 1



Stage Stream: 2



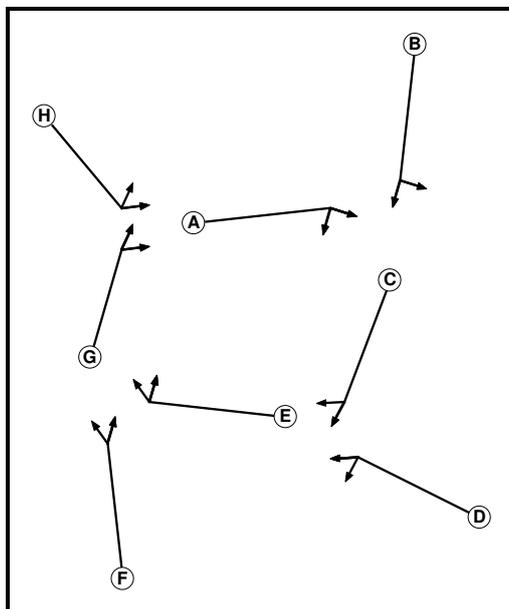
Prohibited Stage Change
Stage Stream: 1

		To Stage		
		1	2	6
From Stage	1			
	2			

Stage Stream: 2

		To Stage		
		1	2	6
From Stage	1			
	2			

C4 - Baynards Green
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7
G	Traffic	4		7	7
H	Traffic	4		7	7

Phase Intergreens Matrix

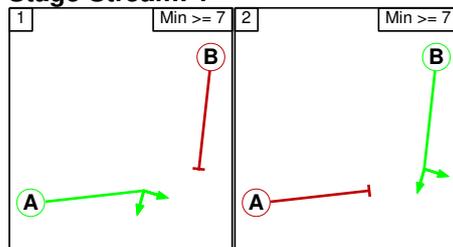
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A	6	-	-	-	-	-	-	-
	B	-	6	-	-	-	-	-	-
	C	-	-	6	-	-	-	-	-
	D	-	-	-	6	-	-	-	-
	E	-	-	-	-	6	-	-	-
	F	-	-	-	-	-	6	-	-
	G	-	-	-	-	-	-	6	-
	H	-	-	-	-	-	-	-	6

Phases in Stage

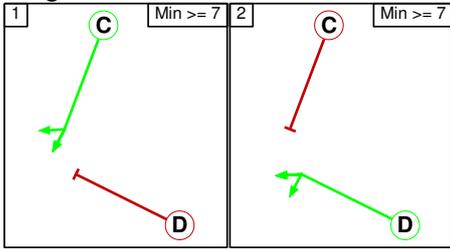
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B
2	1	C
2	2	D
3	1	E
3	2	F
4	1	G
4	2	H

Stage Diagram

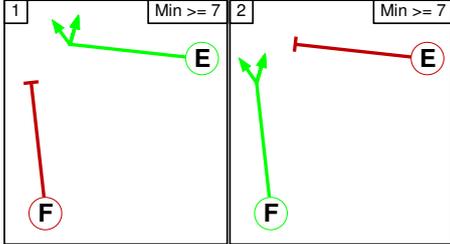
Stage Stream: 1



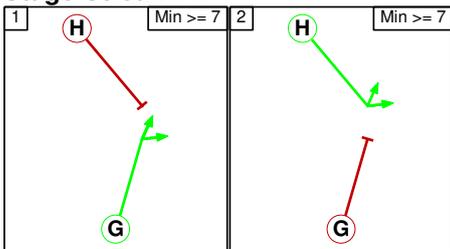
Stage Stream: 2



Stage Stream: 3



Stage Stream: 4



Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		6
	2	6	

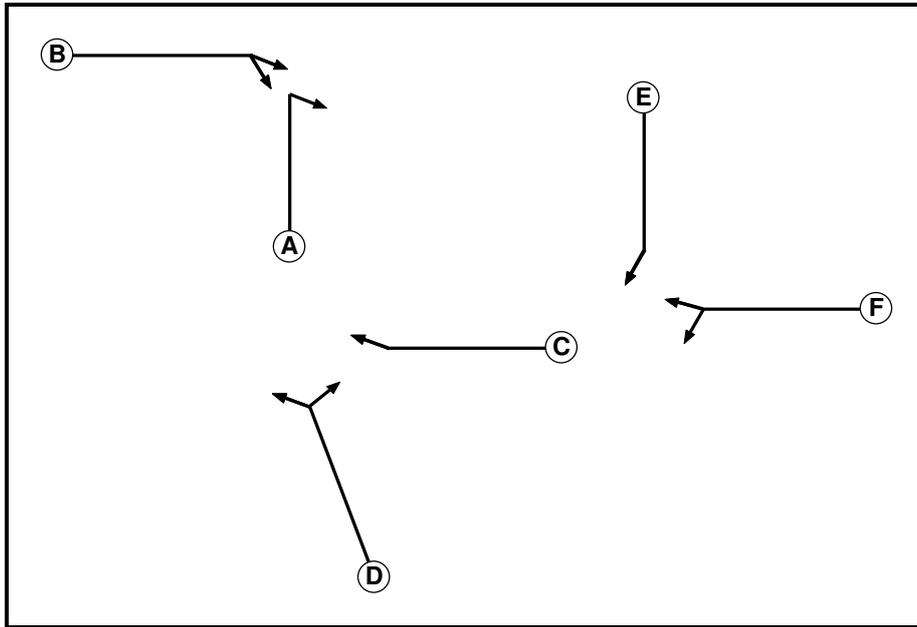
Stage Stream: 3

		To Stage	
		1	2
From Stage	1		6
	2	6	

Stage Stream: 4

		To Stage	
		1	2
From Stage	1		6
	2	6	

**C5 - B4100 Roundabout
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7
E	Traffic	3		7	7
F	Traffic	3		7	7

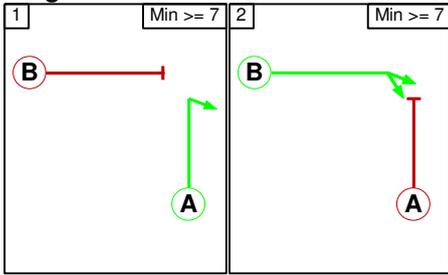
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	6	-	-	-	-	-
	B	6	-	-	-	-	-
	C	-	-	6	-	-	-
	D	-	-	6	-	-	-
	E	-	-	-	-	6	-
	F	-	-	-	-	6	-

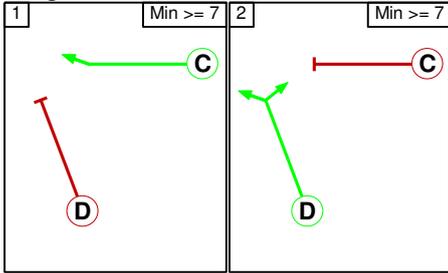
Phases in Stage

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

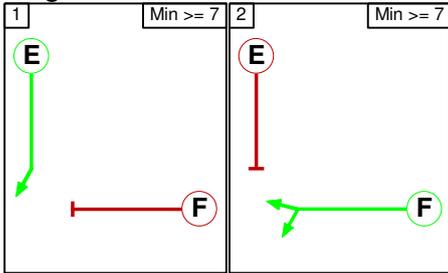
Stage Diagram
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Prohibited Stage Change

Stage Stream: 1

	To Stage	
	1	2
From Stage	1	6
	2	6

Stage Stream: 2

	To Stage	
	1	2
From Stage	1	6
	2	6

Stage Stream: 3

	To Stage	
	1	2
From Stage	1	6
	2	6

Junction: J2: Cherwell											
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)
J2:2/1 (A43)	J2:7/1 (Ahead)	1200	0	J2:9/1	0.33	All	-	-	-	-	-
J2:2/2 (A43)	J2:7/2 (Ahead)	1200	0	J2:9/1	0.33	All	-	-	-	-	-

Junction: J3: Ardley roundabout											
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)
J3:1/1	J3:10/1 (Ahead)	1000	0	J3:13/1	0.33	All	-	-	-	-	-
				J3:13/2	0.33	All					
	J3:10/2 (Ahead)	1000	0	J3:13/1	0.33	All					
				J3:13/2	0.33	All					
J3:1/2	J3:10/3 (Ahead)	1057	0	J3:13/1	0.28	All	-	-	-	-	-
				J3:12/2	0.28	All					
				J3:13/3	0.28	All					
J3:9/1	J3:14/1 (Left)	1000	0	J3:4/1	0.33	All	-	-	-	-	-
				J3:4/2	0.33	To J3:14/2 (Ahead)					
J3:9/2	J3:7/1 (Ahead)	1000	0	J3:4/1	0.33	All	-	-	-	-	-
				J3:4/2	0.33	All					
	J3:7/2 (Ahead)	1000	0	J3:4/1	0.33	All					
				J3:4/2	0.33	All					
	J3:7/3 (Ahead)	1000	0	J3:4/1	0.33	All					
				J3:4/2	0.33	All					

Lane Input Data

Junction: J1: Padbury Roundabout												
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 (A43 north)	U	B	2	3	60.9	Geom	-	3.65	0.00	Y	Arm J1:2 Ahead	50.00
J1:1/2 (A43 north)	U	B	2	3	14.8	Geom	-	3.65	0.00	N	Arm J1:2 Ahead	50.00
J1:2/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J1:2/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J1:3/1 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J1:4 Ahead	30.00
J1:3/2 (A43 south)	U	C	2	3	52.2	Geom	-	3.65	0.00	N	Arm J1:4 Ahead	30.00
J1:4/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J1:5/1 (Junction 10 s'bound offslip)	U	D	2	3	10.8	Geom	-	3.65	0.00	Y	Arm J1:4 Left	40.00
J1:5/2 (Junction 10 s'bound offslip)	U	D	2	3	113.0	Geom	-	3.65	0.00	N	Arm J1:4 Left	50.00
J1:5/3 (Junction 10 s'bound offslip)	U	D	2	3	113.0	Geom	-	3.65	0.00	N	Arm J1:6 Ahead	50.00
J1:6/1	U	A	2	3	8.7	Geom	-	3.65	0.00	Y	Arm J1:2 Right	Inf
J1:6/2	U	A	2	3	8.7	Geom	-	3.65	0.00	N	Arm J1:2 Right	Inf
J1:7/1	U		2	3	36.5	Inf	-	-	-	-	-	-

Junction: J2: Cherwell												
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 (A43)	U	A	2	3	17.4	Geom	-	3.65	0.00	Y	Arm J2:4 Left	Inf
											Arm J2:10 Ahead	Inf
J2:1/2 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J2:10 Ahead	Inf
J2:1/3 (A43)	U	A	2	3	52.2	Geom	-	3.65	0.00	Y	Arm J2:10 Ahead	Inf
J2:2/1 (A43)	O		2	3	41.7	Inf	-	-	-	-	-	-
J2:2/2 (A43)	O		2	3	41.7	Inf	-	-	-	-	-	-
J2:3/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:3/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:11 Left	30.00
J2:5/2 (MSA)	U	C	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:6 Left	Inf
											Arm J2:9 Ahead	Inf
J2:6/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:6/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J2:7/1	U		2	3	7.0	Inf	-	-	-	-	-	-
J2:7/2	U		2	3	7.0	Inf	-	-	-	-	-	-
J2:8/1	U	B	2	3	5.2	Geom	-	3.65	0.00	Y	Arm J2:4 Ahead	30.00
J2:8/2	U	B	2	3	5.0	Geom	-	3.65	0.00	N	Arm J2:10 Right	25.00
J2:9/1	U		2	3	7.8	Inf	-	-	-	-	-	-
J2:10/1	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:11 Ahead	Inf
J2:10/2	U	D	2	3	2.1	Geom	-	3.65	0.00	N	Arm J2:11 Ahead	Inf
J2:10/3	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:6 Ahead	Inf
J2:10/4	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J2:6 Ahead	Inf
J2:11/1 (M40 SB onslip)	U		2	3	130.4	Inf	-	-	-	-	-	-
J2:11/2 (M40 SB onslip)	U		2	3	130.4	Inf	-	-	-	-	-	-
J2:12/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J2:12/2	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J3: Ardley roundabout												
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	O		2	3	60.0	Inf	-	-	-	-	-	-
J3:1/2	O		2	3	8.7	Inf	-	-	-	-	-	-
J3:2/1	U	C	2	3	41.7	Geom	-	3.65	0.00	Y	Arm J3:4 Ahead	Inf
J3:2/2	U	C	2	3	41.7	Geom	-	3.65	0.00	Y	Arm J3:4 Ahead	Inf
J3:3/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J3:4/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J3:4/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1	U	D	2	3	9.6	Geom	-	3.65	0.00	Y	Arm J3:4 Right	Inf
J3:6/2	U	D	2	3	2.6	Geom	-	3.65	0.00	Y	Arm J3:4 Right	Inf
J3:7/1	U	B	2	3	7.8	Geom	-	3.65	0.00	Y	Arm J3:5 Ahead	Inf
J3:7/2	U	B	2	3	7.8	Geom	-	3.65	0.00	N	Arm J3:13 Right	Inf
J3:7/3	U	B	2	3	7.8	Geom	-	3.65	0.00	N	Arm J3:13 Right	Inf
J3:8/1	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:8/2	U		2	3	5.2	Inf	-	-	-	-	-	-
J3:9/1	O		2	3	173.9	Inf	-	-	-	-	-	-
J3:9/2	O		2	3	173.9	Inf	-	-	-	-	-	-
J3:10/1	U		2	3	13.9	Inf	-	-	-	-	-	-
J3:10/2	U		2	3	13.9	Inf	-	-	-	-	-	-
J3:10/3	U		2	3	13.9	Inf	-	-	-	-	-	-
J3:11/1	U		2	3	104.3	Inf	-	-	-	-	-	-
J3:12/1	U		2	3	69.6	Inf	-	-	-	-	-	-
J3:12/2	U		2	3	69.6	Inf	-	-	-	-	-	-
J3:13/1	U		2	3	13.0	Inf	-	-	-	-	-	-
J3:13/2	U		2	3	13.0	Inf	-	-	-	-	-	-
J3:13/3	U		2	3	13.0	Inf	-	-	-	-	-	-
J3:14/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:14/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:15/1	U	A	2	3	104.3	Geom	-	3.65	0.00	Y	Arm J3:5 Left	Inf
											Arm J3:13 Ahead	Inf
J3:15/2	U	A	2	3	104.3	Geom	-	3.65	0.00	N	Arm J3:13 Ahead	Inf
J3:15/3	U	A	2	3	10.4	Geom	-	3.65	0.00	N	Arm J3:13 Ahead	Inf
J3:16/1	U		2	3	113.0	Inf	-	-	-	-	-	-

J3:16/2	U		2	3	113.0	Inf	-	-	-	-	-	-
J3:17/1	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:17/2	U		2	3	87.0	Inf	-	-	-	-	-	-
J3:18/1	U		2	3	8.7	Inf	-	-	-	-	-	-

Junction: J4: Baynards Green												
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 (A43 North)	U	B	2	3	24.3	Geom	-	3.65	0.00	Y	Arm J5:5 Left	Inf
J4:1/2 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J5:5 Left	Inf
J4:1/3 (A43 North)	U	B	2	3	60.0	Geom	-	3.65	0.00	N	Arm J4:2 Ahead	Inf
J4:1/4 (A43 North)	U	B	2	3	24.3	Geom	-	3.65	0.00	Y	Arm J4:2 Ahead	50.00
J4:2/1	U	C	2	3	12.2	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	Inf
J4:2/2	U	C	2	3	12.2	Geom	-	3.65	0.00	N	Arm J4:4 Ahead	Inf
											Arm J4:5 Right	Inf
J4:3/1 (B4100 East)	U	D	2	3	10.4	Geom	-	3.65	0.00	Y	Arm J4:4 Left	Inf
											Arm J4:5 Ahead	Inf
J4:3/2 (B4100 East)	U	D	2	3	17.4	Geom	-	3.65	0.00	N	Arm J4:5 Ahead	Inf
J4:3/3 (B4100 East)	U	D	2	3	17.4	Geom	-	3.65	0.00	N	Arm J4:5 Ahead	Inf
J4:3/4 (B4100 East)	U	D	2	3	8.7	Geom	-	3.65	0.00	N	Arm J4:5 Ahead	Inf
J4:4/1	U		2	3	17.4	Inf	-	-	-	-	-	-
J4:4/2	U		2	3	17.4	Inf	-	-	-	-	-	-
J4:5/1	U	E	2	3	7.5	Geom	-	3.65	0.00	Y	Arm J4:8 Right	Inf
J4:5/2	U	E	2	3	7.5	Geom	-	3.65	0.00	N	Arm J4:7 Right	Inf
J4:5/3	U	E	2	3	7.5	Geom	-	3.65	0.00	N	Arm J4:7 Right	Inf
J4:5/4	U	E	2	3	7.5	Geom	-	3.65	0.00	N	Arm J4:7 Right	Inf
J4:6/1 (A43 South)	U	F	2	3	139.1	Geom	-	3.65	0.00	Y	Arm J4:7 Ahead	50.00
											Arm J4:8 Ahead	Inf
J4:6/2 (A43 South)	U	F	2	3	139.1	Geom	-	3.65	0.00	Y	Arm J4:7 Ahead	50.00
J4:6/3 (A43 South)	U	F	2	3	20.9	Geom	-	3.65	0.00	Y	Arm J4:7 Ahead	50.00

J4:7/1	U	G	2	3	16.5	Geom	-	3.65	0.00	N	Arm J4:10 Ahead	Inf
J4:7/2	U	G	2	3	16.5	Geom	-	3.65	0.00	N	Arm J4:10 Ahead	Inf
J4:7/3	U	G	2	3	16.5	Geom	-	3.65	0.00	N	Arm J4:10 Ahead	Inf
											Arm J4:11 Right	Inf
J4:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:9/1 (B4100 West)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J4:10 Left	30.00
											Arm J4:11 Ahead	40.00
J4:9/2 (B4100 West)	U	H	2	3	22.6	Geom	-	3.50	0.00	Y	Arm J4:11 Ahead	40.00
J4:10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:10/3	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:11/1	U	A	2	3	10.4	Geom	-	3.65	0.00	Y	Arm J5:5 Ahead	Inf
J4:11/2	U	A	2	3	10.4	Geom	-	3.65	0.00	N	Arm J4:2 Right	Inf
											Arm J5:5 Ahead	Inf
J4:12/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:12/2	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:13/1	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:13/2	U		2	3	173.9	Inf	-	-	-	-	-	-
J4:14/1	U		2	3	17.4	Inf	-	-	-	-	-	-
J4:15/1	U		2	3	173.9	Inf	-	-	-	-	-	-

Junction: J5: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J5:1/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:1/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:2/1 (B4100 east)	U	F	2	3	7.8	Geom	-	3.65	0.00	Y	Arm J5:3 Left	40.00
J5:2/2 (B4100 east)	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm J5:8 Ahead	Inf
J5:2/3 (B4100 east)	U	F	2	3	60.0	Geom	-	3.65	0.00	N	Arm J5:8 Ahead	40.00
J5:3/1	U		2	3	8.7	Inf	-	-	-	-	-	-
J5:3/2	U		2	3	8.7	Inf	-	-	-	-	-	-
J5:4/1 (A43)	U	D	2	3	60.9	Geom	-	3.65	0.00	N	Arm J4:3 Left	30.00
J5:4/2 (A43)	U	D	2	3	60.9	Geom	-	3.65	0.00	N	Arm J4:3 Left	40.00
J5:4/3 (A43)	U	D	2	3	7.8	Geom	-	3.65	0.00	Y	Arm J5:6 Ahead	40.00
J5:5/1 (B4100 west)	U	B	2	3	19.1	Geom	-	3.65	0.00	Y	Arm J5:1 Ahead	Inf
J5:5/2 (B4100 west)	U	B	2	3	6.3	Geom	-	3.65	0.00	N	Arm J5:1 Ahead	Inf
J5:5/3 (B4100 west)	U	B	2	3	19.1	Geom	-	3.65	0.00	N	Arm J5:7 Ahead	Inf
J5:5/4 (B4100 west)	U	B	2	3	6.3	Geom	-	3.65	0.00	N	Arm J5:7 Ahead	Inf
J5:6/1	U	A	2	3	8.7	Geom	-	4.00	0.00	Y	Arm J5:1 Right	40.00
J5:7/1	U	E	2	3	8.7	Geom	-	4.00	0.00	Y	Arm J5:3 Right	60.00
J5:7/2	U	E	2	3	8.7	Geom	-	4.00	0.00	N	Arm J5:3 Right	60.00
J5:8/1	U	C	2	3	8.7	Geom	-	4.00	0.00	Y	Arm J4:3 Ahead	60.00
J5:8/2	U	C	2	3	8.7	Geom	-	4.00	0.00	N	Arm J4:3 Ahead	60.00
J5:9/1	U		2	3	36.5	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Opt 25 - AM'	08:00	09:00	01:00	
2: '2031 Opt 25 - PM'	17:00	18:00	01:00	
3: '2031 Opt 25 - off-peak'	00:00	01:00	01:00	$((F1+F2)/2)*0.26$
4: '2031 Opt 25 - inter-peak'	12:00	13:00	01:00	$((F1+F2)/2)*0.89$

Scenario 1: '2031 Option 25 - AM Peak' (FG1: '2031 Opt 25 - 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	446	112	0	1485	88	70	86	745	3032
	B	350	0	11	0	10	175	306	2	14	868
	C	78	4	0	295	0	145	3	9	48	582
	D	0	0	211	40	0	0	0	9	437	697
	E	1098	8	0	0	0	0	63	0	0	1169
	F	67	250	219	0	0	0	20	48	458	1062
	G	72	296	1	0	110	1	1	2	9	492
	H	42	6	6	10	0	64	5	0	26	159
	I	302	19	22	232	0	327	34	201	0	1137
	Tot.	2009	1029	582	577	1605	800	502	357	1737	9198

Traffic Lane Flows

Lane	Scenario 1: 2031 Option 25 - AM Peak
Junction: J1: Padbury Roundabout	
J1:1/1 (with short)	1246(In) 854(Out)
J1:1/2 (short)	392
J1:2/1	1228
J1:2/2	743
J1:3/1	236
J1:3/2	257
J1:4/1	558
J1:4/2	272
J1:5/1 (short)	322
J1:5/2 (with short)	711(In) 389(Out)
J1:5/3	351
J1:6/1	374
J1:6/2	351
J1:7/1	830
Junction: J2: Cherwell	
J2:1/1 (short)	343
J2:1/2 (with short)	1228(In) 885(Out)
J2:1/3	743
J2:2/1	408
J2:2/2	521
J2:3/1	236
J2:3/2	257
J2:4/1	582
J2:5/1	295
J2:5/2	287
J2:6/1	933
J2:6/2	897
J2:7/1	493
J2:7/2	521
J2:8/1 (with short)	521(In) 239(Out)
J2:8/2 (short)	282
J2:9/1	85
J2:10/1 (with short)	282(In) 144(Out)
J2:10/2 (short)	138
J2:10/3	885

J2:10/4	743
J2:11/1	292
J2:11/2	285
J2:12/1	292
J2:12/2	285
Junction: J3: Ardley roundabout	
J3:1/1 (with short)	159(In) 102(Out)
J3:1/2 (short)	57
J3:2/1	933
J3:2/2	897
J3:3/1	800
J3:4/1	959
J3:4/2	897
J3:5/1	357
J3:6/1 (with short)	26(In) 26(Out)
J3:6/2 (short)	0
J3:7/1	156
J3:7/2	409
J3:7/3	251
J3:8/1	447
J3:8/2	482
J3:9/1	437
J3:9/2	260
J3:10/1	800
J3:10/2	447
J3:10/3	508
J3:11/1	697
J3:12/1	323
J3:12/2	846
J3:13/1	736
J3:13/2	409
J3:13/3	451
J3:14/1	1396
J3:14/2	341
J3:15/1	528
J3:15/2 (with short)	609(In) 304(Out)
J3:15/3 (short)	305
J3:16/1	1396
J3:16/2	341
J3:17/1	528
J3:17/2	609
J3:18/1	1137

Junction: J4: Baynards Green	
J4:1/1 (short)	446
J4:1/2 (with short)	1477(In) 1031(Out)
J4:1/3 (with short)	1555(In) 787(Out)
J4:1/4 (short)	768
J4:2/1	839
J4:2/2	827
J4:3/1 (short)	378
J4:3/2 (with short)	683(In) 305(Out)
J4:3/3 (with short)	534(In) 279(Out)
J4:3/4 (short)	255
J4:4/1	849
J4:4/2	756
J4:5/1	439
J4:5/2	305
J4:5/3	279
J4:5/4	255
J4:6/1	323
J4:6/2 (with short)	846(In) 423(Out)
J4:6/3 (short)	423
J4:7/1	565
J4:7/2	702
J4:7/3	678
J4:8/1	502
J4:9/1 (with short)	492(In) 242(Out)
J4:9/2 (short)	250
J4:10/1	637
J4:10/2	702
J4:10/3	670
J4:11/1	174
J4:11/2	254
J4:12/1	849
J4:12/2	756
J4:13/1	849
J4:13/2	756
J4:14/1	1169
J4:15/1	1169
Junction: J5: Unnamed Junction	

J5:1/1	643
J5:1/2	386
J5:2/1 (short)	202
J5:2/2 (with short)	586(In) 384(Out)
J5:2/3	282
J5:3/1	704
J5:3/2	542
J5:4/1	299
J5:4/2 (with short)	531(In) 252(Out)
J5:4/3 (short)	279
J5:5/1 (with short)	750(In) 364(Out)
J5:5/2 (short)	386
J5:5/3 (with short)	1044(In) 502(Out)
J5:5/4 (short)	542
J5:6/1	279
J5:7/1	502
J5:7/2	542
J5:8/1	384
J5:8/2	282
J5:9/1	1246

Lane Saturation Flows

Junction: J1: Padbury Roundabout								
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 (A43 north)	3.65	0.00	Y	Arm J1:2 Ahead	50.00	100.0 %	1922	1922
J1:1/2 (A43 north)	3.65	0.00	N	Arm J1:2 Ahead	50.00	100.0 %	2058	2058
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A43 south)	3.65	0.00	Y	Arm J1:4 Ahead	30.00	100.0 %	1886	1886
J1:3/2 (A43 south)	3.65	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	2019	2019
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J1:4 Left	40.00	100.0 %	1908	1908
J1:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:4 Left	50.00	3.9 %	2058	2058
				Arm J1:6 Ahead	50.00	96.1 %		
J1:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	3.65	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1980	1980
J1:6/2	3.65	0.00	N	Arm J1:2 Right	Inf	100.0 %	2120	2120
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Cherwell								
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 (A43)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
				Arm J2:10 Ahead	Inf	0.0 %		
J2:1/2 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:1/3 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1 (MSA)	3.50	0.00	Y	Arm J2:11 Left	30.00	100.0 %	1871	1871
J2:5/2 (MSA)	3.50	0.00	Y	Arm J2:6 Left	Inf	70.4 %	1965	1965
				Arm J2:9 Ahead	Inf	29.6 %		
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:7/2	Infinite Saturation Flow						Inf	Inf
J2:8/1	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:8/2	3.65	0.00	N	Arm J2:10 Right	25.00	100.0 %	2000	2000
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:10/1	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/2	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/3	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:10/4	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:12/1	Infinite Saturation Flow						Inf	Inf
J2:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: Ardley roundabout								
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	Infinite Saturation Flow						Inf	Inf
J3:1/2	Infinite Saturation Flow						Inf	Inf
J3:2/1	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:2/2	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:6/1	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:6/2	3.65	0.00	Y	Arm J3:4 Right	Inf	0.0 %	1980	1980
J3:7/1	3.65	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1980	1980
J3:7/2	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:7/3	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:9/2	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:10/2	Infinite Saturation Flow						Inf	Inf
J3:10/3	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf
J3:12/2	Infinite Saturation Flow						Inf	Inf
J3:13/1	Infinite Saturation Flow						Inf	Inf
J3:13/2	Infinite Saturation Flow						Inf	Inf
J3:13/3	Infinite Saturation Flow						Inf	Inf
J3:14/1	Infinite Saturation Flow						Inf	Inf
J3:14/2	Infinite Saturation Flow						Inf	Inf
J3:15/1	3.65	0.00	Y	Arm J3:5 Left	Inf	38.1 %	1980	1980
				Arm J3:13 Ahead	Inf	61.9 %		
J3:15/2	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:15/3	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:16/1	Infinite Saturation Flow						Inf	Inf
J3:16/2	Infinite Saturation Flow						Inf	Inf
J3:17/1	Infinite Saturation Flow						Inf	Inf
J3:17/2	Infinite Saturation Flow						Inf	Inf
J3:18/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Baynards Green								
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 (A43 North)	3.65	0.00	Y	Arm J5:5 Left	Inf	100.0 %	1980	1980
J4:1/2 (A43 North)	3.65	0.00	N	Arm J5:5 Left	Inf	100.0 %	2120	2120
J4:1/3 (A43 North)	3.65	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2120	2120
J4:1/4 (A43 North)	3.65	0.00	Y	Arm J4:2 Ahead	50.00	100.0 %	1922	1922
J4:2/1	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:2/2	3.65	0.00	N	Arm J4:4 Ahead	Inf	91.4 %	2120	2120
				Arm J4:5 Right	Inf	8.6 %		
J4:3/1 (B4100 East)	3.65	0.00	Y	Arm J4:4 Left	Inf	2.6 %	1980	1980
				Arm J4:5 Ahead	Inf	97.4 %		
J4:3/2 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/3 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/4 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	3.65	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1980	1980
J4:5/2	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/3	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/4	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:6/1 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	80.5 %	1933	1933
				Arm J4:8 Ahead	Inf	19.5 %		
J4:6/2 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:6/3 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:7/1	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/2	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/3	3.65	0.00	N	Arm J4:10 Ahead	Inf	98.8 %	2120	2120
				Arm J4:11 Right	Inf	1.2 %		
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:9/1 (B4100 West)	3.50	0.00	Y	Arm J4:10 Left	30.00	29.8 %	1887	1887
				Arm J4:11 Ahead	40.00	70.2 %		
J4:9/2 (B4100 West)	3.50	0.00	Y	Arm J4:11 Ahead	40.00	100.0 %	1894	1894
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:10/3	Infinite Saturation Flow						Inf	Inf

J4:11/1	3.65	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1980	1980
J4:11/2	3.65	0.00	N	Arm J4:2 Right	Inf	43.7 %	2120	2120
				Arm J5:5 Ahead	Inf	56.3 %		
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:13/2	Infinite Saturation Flow						Inf	Inf
J4:14/1	Infinite Saturation Flow						Inf	Inf
J4:15/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	Infinite Saturation Flow						Inf	Inf
J5:1/2	Infinite Saturation Flow						Inf	Inf
J5:2/1 (B4100 east)	3.65	0.00	Y	Arm J5:3 Left	40.00	100.0 %	1908	1908
J5:2/2 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	Inf	100.0 %	2120	2120
J5:2/3 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	40.00	100.0 %	2043	2043
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:3/2	Infinite Saturation Flow						Inf	Inf
J5:4/1 (A43)	3.65	0.00	N	Arm J4:3 Left	30.00	100.0 %	2019	2019
J5:4/2 (A43)	3.65	0.00	N	Arm J4:3 Left	40.00	100.0 %	2043	2043
J5:4/3 (A43)	3.65	0.00	Y	Arm J5:6 Ahead	40.00	100.0 %	1908	1908
J5:5/1 (B4100 west)	3.65	0.00	Y	Arm J5:1 Ahead	Inf	100.0 %	1980	1980
J5:5/2 (B4100 west)	3.65	0.00	N	Arm J5:1 Ahead	Inf	100.0 %	2120	2120
J5:5/3 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:5/4 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:6/1	4.00	0.00	Y	Arm J5:1 Right	40.00	100.0 %	1942	1942
J5:7/1	4.00	0.00	Y	Arm J5:3 Right	60.00	100.0 %	1966	1966
J5:7/2	4.00	0.00	N	Arm J5:3 Right	60.00	100.0 %	2102	2102
J5:8/1	4.00	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	1966	1966
J5:8/2	4.00	0.00	N	Arm J4:3 Ahead	60.00	100.0 %	2102	2102
J5:9/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 Option 25 - PM Peak' (FG2: '2031 Opt 25 - 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	467	81	0	894	85	45	30	345	1947
	B	637	0	25	0	10	186	372	2	17	1249
	C	119	4	0	258	0	196	6	2	15	600
	D	0	0	248	67	0	0	0	10	291	616
	E	1597	10	0	0	0	0	50	0	0	1657
	F	87	207	229	0	0	0	24	36	326	909
	G	37	244	1	0	35	0	3	1	10	331
	H	67	1	3	4	0	36	1	120	127	359
	I	603	8	17	401	0	391	9	249	0	1678
	Tot.	3147	941	604	730	939	894	510	450	1131	9346

Traffic Lane Flows

Lane	Scenario 2: 2031 Option 25 - PM Peak
Junction: J1: Padbury Roundabout	
J1:1/1 (with short)	783(In) 479(Out)
J1:1/2 (short)	304
J1:2/1	870
J1:2/2	504
J1:3/1	394
J1:3/2	424
J1:4/1	705
J1:4/2	431
J1:5/1 (short)	311
J1:5/2 (with short)	709(In) 398(Out)
J1:5/3	200
J1:6/1	391
J1:6/2	200
J1:7/1	1136
Junction: J2: Cherwell	
J2:1/1 (short)	336
J2:1/2 (with short)	870(In) 534(Out)
J2:1/3	504
J2:2/1	689
J2:2/2	740
J2:3/1	394
J2:3/2	424
J2:4/1	604
J2:5/1	258
J2:5/2	342
J2:6/1	549
J2:6/2	702
J2:7/1	818
J2:7/2	740
J2:8/1 (with short)	740(In) 268(Out)
J2:8/2 (short)	472
J2:9/1	129
J2:10/1 (with short)	472(In) 225(Out)
J2:10/2 (short)	247
J2:10/3	534

J2:10/4	504
J2:11/1	354
J2:11/2	376
J2:12/1	354
J2:12/2	376
Junction: J3: Ardley roundabout	
J3:1/1 (with short)	359(In) 107(Out)
J3:1/2 (short)	252
J3:2/1	549
J3:2/2	702
J3:3/1	894
J3:4/1	665
J3:4/2	833
J3:5/1	450
J3:6/1 (with short)	247(In) 116(Out)
J3:6/2 (short)	131
J3:7/1	201
J3:7/2	467
J3:7/3	315
J3:8/1	713
J3:8/2	716
J3:9/1	291
J3:9/2	325
J3:10/1	894
J3:10/2	713
J3:10/3	963
J3:11/1	616
J3:12/1	518
J3:12/2	1139
J3:13/1	858
J3:13/2	642
J3:13/3	711
J3:14/1	956
J3:14/2	175
J3:15/1	640
J3:15/2 (with short)	1038(In) 518(Out)
J3:15/3 (short)	520
J3:16/1	956
J3:16/2	175
J3:17/1	640
J3:17/2	1038
J3:18/1	1678

Junction: J4: Baynards Green	
J4:1/1 (short)	467
J4:1/2 (with short)	1008(In) 541(Out)
J4:1/3 (with short)	939(In) 492(Out)
J4:1/4 (short)	447
J4:2/1	512
J4:2/2	465
J4:3/1 (short)	422
J4:3/2 (with short)	952(In) 530(Out)
J4:3/3 (with short)	983(In) 492(Out)
J4:3/4 (short)	491
J4:4/1	522
J4:4/2	417
J4:5/1	460
J4:5/2	530
J4:5/3	492
J4:5/4	491
J4:6/1	518
J4:6/2 (with short)	1139(In) 569(Out)
J4:6/3 (short)	570
J4:7/1	998
J4:7/2	1061
J4:7/3	1061
J4:8/1	510
J4:9/1 (with short)	331(In) 166(Out)
J4:9/2 (short)	165
J4:10/1	1035
J4:10/2	1061
J4:10/3	1051
J4:11/1	133
J4:11/2	171
J4:12/1	522
J4:12/2	417
J4:13/1	522
J4:13/2	417
J4:14/1	1657
J4:15/1	1657
Junction: J5: Unnamed Junction	

J5:1/1	568
J5:1/2	373
J5:2/1 (short)	230
J5:2/2 (with short)	742(In) 512(Out)
J5:2/3	507
J5:3/1	500
J5:3/2	283
J5:4/1	440
J5:4/2 (with short)	696(In) 476(Out)
J5:4/3 (short)	220
J5:5/1 (with short)	721(In) 348(Out)
J5:5/2 (short)	373
J5:5/3 (with short)	553(In) 270(Out)
J5:5/4 (short)	283
J5:6/1	220
J5:7/1	270
J5:7/2	283
J5:8/1	512
J5:8/2	507
J5:9/1	783

Lane Saturation Flows

Junction: J1: Padbury Roundabout								
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 (A43 north)	3.65	0.00	Y	Arm J1:2 Ahead	50.00	100.0 %	1922	1922
J1:1/2 (A43 north)	3.65	0.00	N	Arm J1:2 Ahead	50.00	100.0 %	2058	2058
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A43 south)	3.65	0.00	Y	Arm J1:4 Ahead	30.00	100.0 %	1886	1886
J1:3/2 (A43 south)	3.65	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	2019	2019
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J1:4 Left	40.00	100.0 %	1908	1908
J1:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:4 Left	50.00	1.8 %	2058	2058
				Arm J1:6 Ahead	50.00	98.2 %		
J1:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	3.65	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1980	1980
J1:6/2	3.65	0.00	N	Arm J1:2 Right	Inf	100.0 %	2120	2120
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Cherwell								
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 (A43)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
				Arm J2:10 Ahead	Inf	0.0 %		
J2:1/2 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:1/3 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1 (MSA)	3.50	0.00	Y	Arm J2:11 Left	30.00	100.0 %	1871	1871
J2:5/2 (MSA)	3.50	0.00	Y	Arm J2:6 Left	Inf	62.3 %	1965	1965
				Arm J2:9 Ahead	Inf	37.7 %		
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:7/2	Infinite Saturation Flow						Inf	Inf
J2:8/1	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:8/2	3.65	0.00	N	Arm J2:10 Right	25.00	100.0 %	2000	2000
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:10/1	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/2	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/3	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:10/4	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:12/1	Infinite Saturation Flow						Inf	Inf
J2:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: Ardley roundabout								
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	Infinite Saturation Flow						Inf	Inf
J3:1/2	Infinite Saturation Flow						Inf	Inf
J3:2/1	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:2/2	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:6/1	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:6/2	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:7/1	3.65	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1980	1980
J3:7/2	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:7/3	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:9/2	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:10/2	Infinite Saturation Flow						Inf	Inf
J3:10/3	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf
J3:12/2	Infinite Saturation Flow						Inf	Inf
J3:13/1	Infinite Saturation Flow						Inf	Inf
J3:13/2	Infinite Saturation Flow						Inf	Inf
J3:13/3	Infinite Saturation Flow						Inf	Inf
J3:14/1	Infinite Saturation Flow						Inf	Inf
J3:14/2	Infinite Saturation Flow						Inf	Inf
J3:15/1	3.65	0.00	Y	Arm J3:5 Left	Inf	38.9 %	1980	1980
				Arm J3:13 Ahead	Inf	61.1 %		
J3:15/2	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:15/3	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:16/1	Infinite Saturation Flow						Inf	Inf
J3:16/2	Infinite Saturation Flow						Inf	Inf
J3:17/1	Infinite Saturation Flow						Inf	Inf
J3:17/2	Infinite Saturation Flow						Inf	Inf
J3:18/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Baynards Green								
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 (A43 North)	3.65	0.00	Y	Arm J5:5 Left	Inf	100.0 %	1980	1980
J4:1/2 (A43 North)	3.65	0.00	N	Arm J5:5 Left	Inf	100.0 %	2120	2120
J4:1/3 (A43 North)	3.65	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2120	2120
J4:1/4 (A43 North)	3.65	0.00	Y	Arm J4:2 Ahead	50.00	100.0 %	1922	1922
J4:2/1	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:2/2	3.65	0.00	N	Arm J4:4 Ahead	Inf	89.7 %	2120	2120
				Arm J4:5 Right	Inf	10.3 %		
J4:3/1 (B4100 East)	3.65	0.00	Y	Arm J4:4 Left	Inf	2.4 %	1980	1980
				Arm J4:5 Ahead	Inf	97.6 %		
J4:3/2 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/3 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/4 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	3.65	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1980	1980
J4:5/2	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/3	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/4	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:6/1 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	90.3 %	1928	1928
				Arm J4:8 Ahead	Inf	9.7 %		
J4:6/2 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:6/3 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:7/1	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/2	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/3	3.65	0.00	N	Arm J4:10 Ahead	Inf	99.1 %	2120	2120
				Arm J4:11 Right	Inf	0.9 %		
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:9/1 (B4100 West)	3.50	0.00	Y	Arm J4:10 Left	30.00	22.3 %	1889	1889
				Arm J4:11 Ahead	40.00	77.7 %		
J4:9/2 (B4100 West)	3.50	0.00	Y	Arm J4:11 Ahead	40.00	100.0 %	1894	1894
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:10/3	Infinite Saturation Flow						Inf	Inf

J4:11/1	3.65	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1980	1980
J4:11/2	3.65	0.00	N	Arm J4:2 Right	Inf	22.2 %	2120	2120
				Arm J5:5 Ahead	Inf	77.8 %		
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:13/2	Infinite Saturation Flow						Inf	Inf
J4:14/1	Infinite Saturation Flow						Inf	Inf
J4:15/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	Infinite Saturation Flow						Inf	Inf
J5:1/2	Infinite Saturation Flow						Inf	Inf
J5:2/1 (B4100 east)	3.65	0.00	Y	Arm J5:3 Left	40.00	100.0 %	1908	1908
J5:2/2 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	Inf	100.0 %	2120	2120
J5:2/3 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	40.00	100.0 %	2043	2043
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:3/2	Infinite Saturation Flow						Inf	Inf
J5:4/1 (A43)	3.65	0.00	N	Arm J4:3 Left	30.00	100.0 %	2019	2019
J5:4/2 (A43)	3.65	0.00	N	Arm J4:3 Left	40.00	100.0 %	2043	2043
J5:4/3 (A43)	3.65	0.00	Y	Arm J5:6 Ahead	40.00	100.0 %	1908	1908
J5:5/1 (B4100 west)	3.65	0.00	Y	Arm J5:1 Ahead	Inf	100.0 %	1980	1980
J5:5/2 (B4100 west)	3.65	0.00	N	Arm J5:1 Ahead	Inf	100.0 %	2120	2120
J5:5/3 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:5/4 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:6/1	4.00	0.00	Y	Arm J5:1 Right	40.00	100.0 %	1942	1942
J5:7/1	4.00	0.00	Y	Arm J5:3 Right	60.00	100.0 %	1966	1966
J5:7/2	4.00	0.00	N	Arm J5:3 Right	60.00	100.0 %	2102	2102
J5:8/1	4.00	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	1966	1966
J5:8/2	4.00	0.00	N	Arm J4:3 Ahead	60.00	100.0 %	2102	2102
J5:9/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Option 25 - Off Peak' (FG3: '2031 Opt 25 - off-peak', 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	119	25	0	309	22	15	15	142	647
	B	128	0	5	0	3	47	88	1	4	276
	C	26	1	0	72	0	44	1	1	8	153
	D	0	0	60	14	0	0	0	2	95	171
	E	350	2	0	0	0	0	15	0	0	367
	F	20	59	58	0	0	0	6	11	102	256
	G	14	70	0	0	19	0	1	0	2	106
	H	14	1	1	2	0	13	1	16	20	68
	I	118	4	5	82	0	93	6	59	0	367
	Tot.	670	256	154	170	331	219	133	105	373	2411

Traffic Lane Flows

Lane	Scenario 3: 2031 Option 25 - Off Peak
Junction: J1: Padbury Roundabout	
J1:1/1 (with short)	263(In) 90(Out)
J1:1/2 (short)	173
J1:2/1	247
J1:2/2	187
J1:3/1	60
J1:3/2	112
J1:4/1	118
J1:4/2	139
J1:5/1 (short)	58
J1:5/2 (with short)	242(In) 184(Out)
J1:5/3	14
J1:6/1	157
J1:6/2	14
J1:7/1	257
Junction: J2: Cherwell	
J2:1/1 (short)	88
J2:1/2 (with short)	247(In) 159(Out)
J2:1/3	187
J2:2/1	144
J2:2/2	164
J2:3/1	60
J2:3/2	112
J2:4/1	154
J2:5/1	72
J2:5/2	81
J2:6/1	167
J2:6/2	232
J2:7/1	172
J2:7/2	164
J2:8/1 (with short)	164(In) 66(Out)
J2:8/2 (short)	98
J2:9/1	28
J2:10/1 (with short)	98(In) 54(Out)
J2:10/2 (short)	44
J2:10/3	159

J2:10/4	187
J2:11/1	90
J2:11/2	80
J2:12/1	90
J2:12/2	80
Junction: J3: Ardley roundabout	
J3:1/1 (with short)	68(In) 13(Out)
J3:1/2 (short)	55
J3:2/1	167
J3:2/2	232
J3:3/1	219
J3:4/1	187
J3:4/2	248
J3:5/1	105
J3:6/1 (with short)	36(In) 20(Out)
J3:6/2 (short)	16
J3:7/1	46
J3:7/2	113
J3:7/3	74
J3:8/1	138
J3:8/2	170
J3:9/1	95
J3:9/2	76
J3:10/1	219
J3:10/2	138
J3:10/3	206
J3:11/1	171
J3:12/1	44
J3:12/2	323
J3:13/1	206
J3:13/2	138
J3:13/3	151
J3:14/1	282
J3:14/2	91
J3:15/1	152
J3:15/2 (with short)	215(In) 108(Out)
J3:15/3 (short)	107
J3:16/1	282
J3:16/2	91
J3:17/1	152
J3:17/2	215
J3:18/1	367

Junction: J4: Baynards Green	
J4:1/1 (short)	119
J4:1/2 (with short)	323(In) 204(Out)
J4:1/3 (with short)	324(In) 167(Out)
J4:1/4 (short)	157
J4:2/1	179
J4:2/2	165
J4:3/1 (short)	105
J4:3/2 (with short)	210(In) 105(Out)
J4:3/3 (with short)	201(In) 142(Out)
J4:3/4 (short)	59
J4:4/1	182
J4:4/2	149
J4:5/1	118
J4:5/2	105
J4:5/3	142
J4:5/4	59
J4:6/1	44
J4:6/2 (with short)	323(In) 163(Out)
J4:6/3 (short)	160
J4:7/1	134
J4:7/2	305
J4:7/3	219
J4:8/1	133
J4:9/1 (with short)	106(In) 54(Out)
J4:9/2 (short)	52
J4:10/1	148
J4:10/2	305
J4:10/3	217
J4:11/1	40
J4:11/2	54
J4:12/1	182
J4:12/2	149
J4:13/1	182
J4:13/2	149
J4:14/1	367
J4:15/1	367
Junction: J5: Unnamed Junction	

J5:1/1	160
J5:1/2	96
J5:2/1 (short)	57
J5:2/2 (with short)	220(In) 163(Out)
J5:2/3	56
J5:3/1	92
J5:3/2	171
J5:4/1	47
J5:4/2 (with short)	210(In) 145(Out)
J5:4/3 (short)	65
J5:5/1 (with short)	191(In) 95(Out)
J5:5/2 (short)	96
J5:5/3 (with short)	206(In) 35(Out)
J5:5/4 (short)	171
J5:6/1	65
J5:7/1	35
J5:7/2	171
J5:8/1	163
J5:8/2	56
J5:9/1	263

Lane Saturation Flows

Junction: J1: Padbury Roundabout								
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 (A43 north)	3.65	0.00	Y	Arm J1:2 Ahead	50.00	100.0 %	1922	1922
J1:1/2 (A43 north)	3.65	0.00	N	Arm J1:2 Ahead	50.00	100.0 %	2058	2058
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A43 south)	3.65	0.00	Y	Arm J1:4 Ahead	30.00	100.0 %	1886	1886
J1:3/2 (A43 south)	3.65	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	2019	2019
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J1:4 Left	40.00	100.0 %	1908	1908
J1:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:4 Left	50.00	14.7 %	2058	2058
				Arm J1:6 Ahead	50.00	85.3 %		
J1:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	3.65	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1980	1980
J1:6/2	3.65	0.00	N	Arm J1:2 Right	Inf	100.0 %	2120	2120
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Cherwell								
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 (A43)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
				Arm J2:10 Ahead	Inf	0.0 %		
J2:1/2 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:1/3 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1 (MSA)	3.50	0.00	Y	Arm J2:11 Left	30.00	100.0 %	1871	1871
J2:5/2 (MSA)	3.50	0.00	Y	Arm J2:6 Left	Inf	65.4 %	1965	1965
				Arm J2:9 Ahead	Inf	34.6 %		
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:7/2	Infinite Saturation Flow						Inf	Inf
J2:8/1	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:8/2	3.65	0.00	N	Arm J2:10 Right	25.00	100.0 %	2000	2000
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:10/1	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/2	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/3	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:10/4	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:12/1	Infinite Saturation Flow						Inf	Inf
J2:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: Ardley roundabout								
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	Infinite Saturation Flow						Inf	Inf
J3:1/2	Infinite Saturation Flow						Inf	Inf
J3:2/1	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:2/2	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:6/1	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:6/2	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:7/1	3.65	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1980	1980
J3:7/2	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:7/3	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:9/2	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:10/2	Infinite Saturation Flow						Inf	Inf
J3:10/3	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf
J3:12/2	Infinite Saturation Flow						Inf	Inf
J3:13/1	Infinite Saturation Flow						Inf	Inf
J3:13/2	Infinite Saturation Flow						Inf	Inf
J3:13/3	Infinite Saturation Flow						Inf	Inf
J3:14/1	Infinite Saturation Flow						Inf	Inf
J3:14/2	Infinite Saturation Flow						Inf	Inf
J3:15/1	3.65	0.00	Y	Arm J3:5 Left	Inf	38.8 %	1980	1980
				Arm J3:13 Ahead	Inf	61.2 %		
J3:15/2	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:15/3	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:16/1	Infinite Saturation Flow						Inf	Inf
J3:16/2	Infinite Saturation Flow						Inf	Inf
J3:17/1	Infinite Saturation Flow						Inf	Inf
J3:17/2	Infinite Saturation Flow						Inf	Inf
J3:18/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Baynards Green								
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 (A43 North)	3.65	0.00	Y	Arm J5:5 Left	Inf	100.0 %	1980	1980
J4:1/2 (A43 North)	3.65	0.00	N	Arm J5:5 Left	Inf	100.0 %	2120	2120
J4:1/3 (A43 North)	3.65	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2120	2120
J4:1/4 (A43 North)	3.65	0.00	Y	Arm J4:2 Ahead	50.00	100.0 %	1922	1922
J4:2/1	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:2/2	3.65	0.00	N	Arm J4:4 Ahead	Inf	90.3 %	2120	2120
				Arm J4:5 Right	Inf	9.7 %		
J4:3/1 (B4100 East)	3.65	0.00	Y	Arm J4:4 Left	Inf	2.9 %	1980	1980
				Arm J4:5 Ahead	Inf	97.1 %		
J4:3/2 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/3 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/4 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	3.65	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1980	1980
J4:5/2	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/3	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/4	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:6/1 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	65.9 %	1942	1942
				Arm J4:8 Ahead	Inf	34.1 %		
J4:6/2 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:6/3 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:7/1	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/2	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/3	3.65	0.00	N	Arm J4:10 Ahead	Inf	99.1 %	2120	2120
				Arm J4:11 Right	Inf	0.9 %		
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:9/1 (B4100 West)	3.50	0.00	Y	Arm J4:10 Left	30.00	25.9 %	1888	1888
				Arm J4:11 Ahead	40.00	74.1 %		
J4:9/2 (B4100 West)	3.50	0.00	Y	Arm J4:11 Ahead	40.00	100.0 %	1894	1894
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:10/3	Infinite Saturation Flow						Inf	Inf

J4:11/1	3.65	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1980	1980
J4:11/2	3.65	0.00	N	Arm J4:2 Right	Inf	37.0 %	2120	2120
				Arm J5:5 Ahead	Inf	63.0 %		
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:13/2	Infinite Saturation Flow						Inf	Inf
J4:14/1	Infinite Saturation Flow						Inf	Inf
J4:15/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	Infinite Saturation Flow						Inf	Inf
J5:1/2	Infinite Saturation Flow						Inf	Inf
J5:2/1 (B4100 east)	3.65	0.00	Y	Arm J5:3 Left	40.00	100.0 %	1908	1908
J5:2/2 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	Inf	100.0 %	2120	2120
J5:2/3 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	40.00	100.0 %	2043	2043
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:3/2	Infinite Saturation Flow						Inf	Inf
J5:4/1 (A43)	3.65	0.00	N	Arm J4:3 Left	30.00	100.0 %	2019	2019
J5:4/2 (A43)	3.65	0.00	N	Arm J4:3 Left	40.00	100.0 %	2043	2043
J5:4/3 (A43)	3.65	0.00	Y	Arm J5:6 Ahead	40.00	100.0 %	1908	1908
J5:5/1 (B4100 west)	3.65	0.00	Y	Arm J5:1 Ahead	Inf	100.0 %	1980	1980
J5:5/2 (B4100 west)	3.65	0.00	N	Arm J5:1 Ahead	Inf	100.0 %	2120	2120
J5:5/3 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:5/4 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:6/1	4.00	0.00	Y	Arm J5:1 Right	40.00	100.0 %	1942	1942
J5:7/1	4.00	0.00	Y	Arm J5:3 Right	60.00	100.0 %	1966	1966
J5:7/2	4.00	0.00	N	Arm J5:3 Right	60.00	100.0 %	2102	2102
J5:8/1	4.00	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	1966	1966
J5:8/2	4.00	0.00	N	Arm J4:3 Ahead	60.00	100.0 %	2102	2102
J5:9/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Option 25 - Inter Peak' (FG4: '2031 Opt 25 - inter-peak', 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	406	86	0	1059	77	51	52	485	2216
	B	439	0	16	0	9	161	302	2	14	943
	C	88	4	0	246	0	152	4	5	28	527
	D	0	0	204	48	0	0	0	8	324	584
	E	1199	8	0	0	0	0	50	0	0	1257
	F	69	203	199	0	0	0	20	37	349	877
	G	49	240	1	0	65	0	2	1	8	366
	H	49	3	4	6	0	45	3	53	68	231
	I	403	12	17	282	0	320	19	200	0	1253
	Tot.	2296	876	527	582	1133	755	451	358	1276	8254

Traffic Lane Flows

Lane	Scenario 4: 2031 Option 25 - Inter Peak
Junction: J1: Padbury Roundabout	
J1:1/1 (with short)	903(In) 609(Out)
J1:1/2 (short)	294
J1:2/1	969
J1:2/2	519
J1:3/1	265
J1:3/2	320
J1:4/1	530
J1:4/2	347
J1:5/1 (short)	265
J1:5/2 (with short)	652(In) 387(Out)
J1:5/3	225
J1:6/1	360
J1:6/2	225
J1:7/1	877
Junction: J2: Cherwell	
J2:1/1 (short)	302
J2:1/2 (with short)	969(In) 667(Out)
J2:1/3	519
J2:2/1	489
J2:2/2	561
J2:3/1	265
J2:3/2	320
J2:4/1	527
J2:5/1	246
J2:5/2	281
J2:6/1	695
J2:6/2	676
J2:7/1	585
J2:7/2	561
J2:8/1 (with short)	561(In) 225(Out)
J2:8/2 (short)	336
J2:9/1	96
J2:10/1 (with short)	336(In) 170(Out)
J2:10/2 (short)	166
J2:10/3	667

J2:10/4	519
J2:11/1	293
J2:11/2	289
J2:12/1	293
J2:12/2	289
Junction: J3: Ardley roundabout	
J3:1/1 (with short)	231(In) 90(Out)
J3:1/2 (short)	141
J3:2/1	695
J3:2/2	676
J3:3/1	755
J3:4/1	759
J3:4/2	733
J3:5/1	358
J3:6/1 (with short)	121(In) 64(Out)
J3:6/2 (short)	57
J3:7/1	158
J3:7/2	390
J3:7/3	252
J3:8/1	513
J3:8/2	537
J3:9/1	324
J3:9/2	260
J3:10/1	755
J3:10/2	513
J3:10/3	658
J3:11/1	584
J3:12/1	358
J3:12/2	899
J3:13/1	710
J3:13/2	468
J3:13/3	517
J3:14/1	1083
J3:14/2	193
J3:15/1	520
J3:15/2 (with short)	733(In) 366(Out)
J3:15/3 (short)	367
J3:16/1	1083
J3:16/2	193
J3:17/1	520
J3:17/2	733
J3:18/1	1253

Junction: J4: Baynards Green	
J4:1/1 (short)	406
J4:1/2 (with short)	1106(In) 700(Out)
J4:1/3 (with short)	1110(In) 563(Out)
J4:1/4 (short)	547
J4:2/1	594
J4:2/2	583
J4:3/1 (short)	357
J4:3/2 (with short)	707(In) 350(Out)
J4:3/3 (with short)	698(In) 356(Out)
J4:3/4 (short)	342
J4:4/1	603
J4:4/2	530
J4:5/1	401
J4:5/2	350
J4:5/3	356
J4:5/4	342
J4:6/1	358
J4:6/2 (with short)	899(In) 450(Out)
J4:6/3 (short)	449
J4:7/1	658
J4:7/2	806
J4:7/3	791
J4:8/1	451
J4:9/1 (with short)	366(In) 182(Out)
J4:9/2 (short)	184
J4:10/1	707
J4:10/2	806
J4:10/3	783
J4:11/1	137
J4:11/2	188
J4:12/1	603
J4:12/2	530
J4:13/1	603
J4:13/2	530
J4:14/1	1257
J4:15/1	1257
Junction: J5: Unnamed Junction	

J5:1/1	537
J5:1/2	339
J5:2/1 (short)	193
J5:2/2 (with short)	611(In) 418(Out)
J5:2/3	332
J5:3/1	536
J5:3/2	367
J5:4/1	289
J5:4/2 (with short)	588(In) 366(Out)
J5:4/3 (short)	222
J5:5/1 (with short)	654(In) 315(Out)
J5:5/2 (short)	339
J5:5/3 (with short)	710(In) 343(Out)
J5:5/4 (short)	367
J5:6/1	222
J5:7/1	343
J5:7/2	367
J5:8/1	418
J5:8/2	332
J5:9/1	903

Lane Saturation Flows

Junction: J1: Padbury Roundabout								
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 (A43 north)	3.65	0.00	Y	Arm J1:2 Ahead	50.00	100.0 %	1922	1922
J1:1/2 (A43 north)	3.65	0.00	N	Arm J1:2 Ahead	50.00	100.0 %	2058	2058
J1:2/1	Infinite Saturation Flow						Inf	Inf
J1:2/2	Infinite Saturation Flow						Inf	Inf
J1:3/1 (A43 south)	3.65	0.00	Y	Arm J1:4 Ahead	30.00	100.0 %	1886	1886
J1:3/2 (A43 south)	3.65	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	2019	2019
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Junction 10 s'bound offslip)	3.65	0.00	Y	Arm J1:4 Left	40.00	100.0 %	1908	1908
J1:5/2 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:4 Left	50.00	7.0 %	2058	2058
				Arm J1:6 Ahead	50.00	93.0 %		
J1:5/3 (Junction 10 s'bound offslip)	3.65	0.00	N	Arm J1:6 Ahead	50.00	100.0 %	2058	2058
J1:6/1	3.65	0.00	Y	Arm J1:2 Right	Inf	100.0 %	1980	1980
J1:6/2	3.65	0.00	N	Arm J1:2 Right	Inf	100.0 %	2120	2120
J1:7/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Cherwell								
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 (A43)	3.65	0.00	Y	Arm J2:4 Left	Inf	100.0 %	1980	1980
				Arm J2:10 Ahead	Inf	0.0 %		
J2:1/2 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:1/3 (A43)	3.65	0.00	Y	Arm J2:10 Ahead	Inf	100.0 %	1980	1980
J2:2/1 (A43 Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (A43 Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:3/1	Infinite Saturation Flow						Inf	Inf
J2:3/2	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1 (MSA)	3.50	0.00	Y	Arm J2:11 Left	30.00	100.0 %	1871	1871
J2:5/2 (MSA)	3.50	0.00	Y	Arm J2:6 Left	Inf	65.8 %	1965	1965
				Arm J2:9 Ahead	Inf	34.2 %		
J2:6/1	Infinite Saturation Flow						Inf	Inf
J2:6/2	Infinite Saturation Flow						Inf	Inf
J2:7/1	Infinite Saturation Flow						Inf	Inf
J2:7/2	Infinite Saturation Flow						Inf	Inf
J2:8/1	3.65	0.00	Y	Arm J2:4 Ahead	30.00	100.0 %	1886	1886
J2:8/2	3.65	0.00	N	Arm J2:10 Right	25.00	100.0 %	2000	2000
J2:9/1	Infinite Saturation Flow						Inf	Inf
J2:10/1	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/2	3.65	0.00	N	Arm J2:11 Ahead	Inf	100.0 %	2120	2120
J2:10/3	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:10/4	3.65	0.00	N	Arm J2:6 Ahead	Inf	100.0 %	2120	2120
J2:11/1 (M40 SB onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:11/2 (M40 SB onslip Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:12/1	Infinite Saturation Flow						Inf	Inf
J2:12/2	Infinite Saturation Flow						Inf	Inf

Junction: J3: Ardley roundabout								
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	Infinite Saturation Flow						Inf	Inf
J3:1/2	Infinite Saturation Flow						Inf	Inf
J3:2/1	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:2/2	3.65	0.00	Y	Arm J3:4 Ahead	Inf	100.0 %	1980	1980
J3:3/1	Infinite Saturation Flow						Inf	Inf
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:4/2	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:6/1	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:6/2	3.65	0.00	Y	Arm J3:4 Right	Inf	100.0 %	1980	1980
J3:7/1	3.65	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1980	1980
J3:7/2	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:7/3	3.65	0.00	N	Arm J3:13 Right	Inf	100.0 %	2120	2120
J3:8/1	Infinite Saturation Flow						Inf	Inf
J3:8/2	Infinite Saturation Flow						Inf	Inf
J3:9/1	Infinite Saturation Flow						Inf	Inf
J3:9/2	Infinite Saturation Flow						Inf	Inf
J3:10/1	Infinite Saturation Flow						Inf	Inf
J3:10/2	Infinite Saturation Flow						Inf	Inf
J3:10/3	Infinite Saturation Flow						Inf	Inf
J3:11/1	Infinite Saturation Flow						Inf	Inf
J3:12/1	Infinite Saturation Flow						Inf	Inf
J3:12/2	Infinite Saturation Flow						Inf	Inf
J3:13/1	Infinite Saturation Flow						Inf	Inf
J3:13/2	Infinite Saturation Flow						Inf	Inf
J3:13/3	Infinite Saturation Flow						Inf	Inf
J3:14/1	Infinite Saturation Flow						Inf	Inf
J3:14/2	Infinite Saturation Flow						Inf	Inf
J3:15/1	3.65	0.00	Y	Arm J3:5 Left	Inf	38.5 %	1980	1980
				Arm J3:13 Ahead	Inf	61.5 %		
J3:15/2	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:15/3	3.65	0.00	N	Arm J3:13 Ahead	Inf	100.0 %	2120	2120
J3:16/1	Infinite Saturation Flow						Inf	Inf
J3:16/2	Infinite Saturation Flow						Inf	Inf
J3:17/1	Infinite Saturation Flow						Inf	Inf
J3:17/2	Infinite Saturation Flow						Inf	Inf
J3:18/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Baynards Green								
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 (A43 North)	3.65	0.00	Y	Arm J5:5 Left	Inf	100.0 %	1980	1980
J4:1/2 (A43 North)	3.65	0.00	N	Arm J5:5 Left	Inf	100.0 %	2120	2120
J4:1/3 (A43 North)	3.65	0.00	N	Arm J4:2 Ahead	Inf	100.0 %	2120	2120
J4:1/4 (A43 North)	3.65	0.00	Y	Arm J4:2 Ahead	50.00	100.0 %	1922	1922
J4:2/1	3.65	0.00	N	Arm J4:4 Ahead	Inf	100.0 %	2120	2120
J4:2/2	3.65	0.00	N	Arm J4:4 Ahead	Inf	90.9 %	2120	2120
				Arm J4:5 Right	Inf	9.1 %		
J4:3/1 (B4100 East)	3.65	0.00	Y	Arm J4:4 Left	Inf	2.5 %	1980	1980
				Arm J4:5 Ahead	Inf	97.5 %		
J4:3/2 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/3 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:3/4 (B4100 East)	3.65	0.00	N	Arm J4:5 Ahead	Inf	100.0 %	2120	2120
J4:4/1	Infinite Saturation Flow						Inf	Inf
J4:4/2	Infinite Saturation Flow						Inf	Inf
J4:5/1	3.65	0.00	Y	Arm J4:8 Right	Inf	100.0 %	1980	1980
J4:5/2	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/3	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:5/4	3.65	0.00	N	Arm J4:7 Right	Inf	100.0 %	2120	2120
J4:6/1 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	86.0 %	1930	1930
				Arm J4:8 Ahead	Inf	14.0 %		
J4:6/2 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:6/3 (A43 South)	3.65	0.00	Y	Arm J4:7 Ahead	50.00	100.0 %	1922	1922
J4:7/1	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/2	3.65	0.00	N	Arm J4:10 Ahead	Inf	100.0 %	2120	2120
J4:7/3	3.65	0.00	N	Arm J4:10 Ahead	Inf	99.0 %	2120	2120
				Arm J4:11 Right	Inf	1.0 %		
J4:8/1	Infinite Saturation Flow						Inf	Inf
J4:9/1 (B4100 West)	3.50	0.00	Y	Arm J4:10 Left	30.00	26.9 %	1888	1888
				Arm J4:11 Ahead	40.00	73.1 %		
J4:9/2 (B4100 West)	3.50	0.00	Y	Arm J4:11 Ahead	40.00	100.0 %	1894	1894
J4:10/1	Infinite Saturation Flow						Inf	Inf
J4:10/2	Infinite Saturation Flow						Inf	Inf
J4:10/3	Infinite Saturation Flow						Inf	Inf

J4:11/1	3.65	0.00	Y	Arm J5:5 Ahead	Inf	100.0 %	1980	1980
J4:11/2	3.65	0.00	N	Arm J4:2 Right	Inf	35.6 %	2120	2120
				Arm J5:5 Ahead	Inf	64.4 %		
J4:12/1	Infinite Saturation Flow						Inf	Inf
J4:12/2	Infinite Saturation Flow						Inf	Inf
J4:13/1	Infinite Saturation Flow						Inf	Inf
J4:13/2	Infinite Saturation Flow						Inf	Inf
J4:14/1	Infinite Saturation Flow						Inf	Inf
J4:15/1	Infinite Saturation Flow						Inf	Inf

Junction: J5: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1	Infinite Saturation Flow						Inf	Inf
J5:1/2	Infinite Saturation Flow						Inf	Inf
J5:2/1 (B4100 east)	3.65	0.00	Y	Arm J5:3 Left	40.00	100.0 %	1908	1908
J5:2/2 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	Inf	100.0 %	2120	2120
J5:2/3 (B4100 east)	3.65	0.00	N	Arm J5:8 Ahead	40.00	100.0 %	2043	2043
J5:3/1	Infinite Saturation Flow						Inf	Inf
J5:3/2	Infinite Saturation Flow						Inf	Inf
J5:4/1 (A43)	3.65	0.00	N	Arm J4:3 Left	30.00	100.0 %	2019	2019
J5:4/2 (A43)	3.65	0.00	N	Arm J4:3 Left	40.00	100.0 %	2043	2043
J5:4/3 (A43)	3.65	0.00	Y	Arm J5:6 Ahead	40.00	100.0 %	1908	1908
J5:5/1 (B4100 west)	3.65	0.00	Y	Arm J5:1 Ahead	Inf	100.0 %	1980	1980
J5:5/2 (B4100 west)	3.65	0.00	N	Arm J5:1 Ahead	Inf	100.0 %	2120	2120
J5:5/3 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:5/4 (B4100 west)	3.65	0.00	N	Arm J5:7 Ahead	Inf	100.0 %	2120	2120
J5:6/1	4.00	0.00	Y	Arm J5:1 Right	40.00	100.0 %	1942	1942
J5:7/1	4.00	0.00	Y	Arm J5:3 Right	60.00	100.0 %	1966	1966
J5:7/2	4.00	0.00	N	Arm J5:3 Right	60.00	100.0 %	2102	2102
J5:8/1	4.00	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	1966	1966
J5:8/2	4.00	0.00	N	Arm J4:3 Ahead	60.00	100.0 %	2102	2102
J5:9/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2031 Option 25 - AM Peak' (FG1: '2031 Opt 25 - AM', Plan 1: 'Network Control Plan 1')

C1 - Padbury

Stage Timings

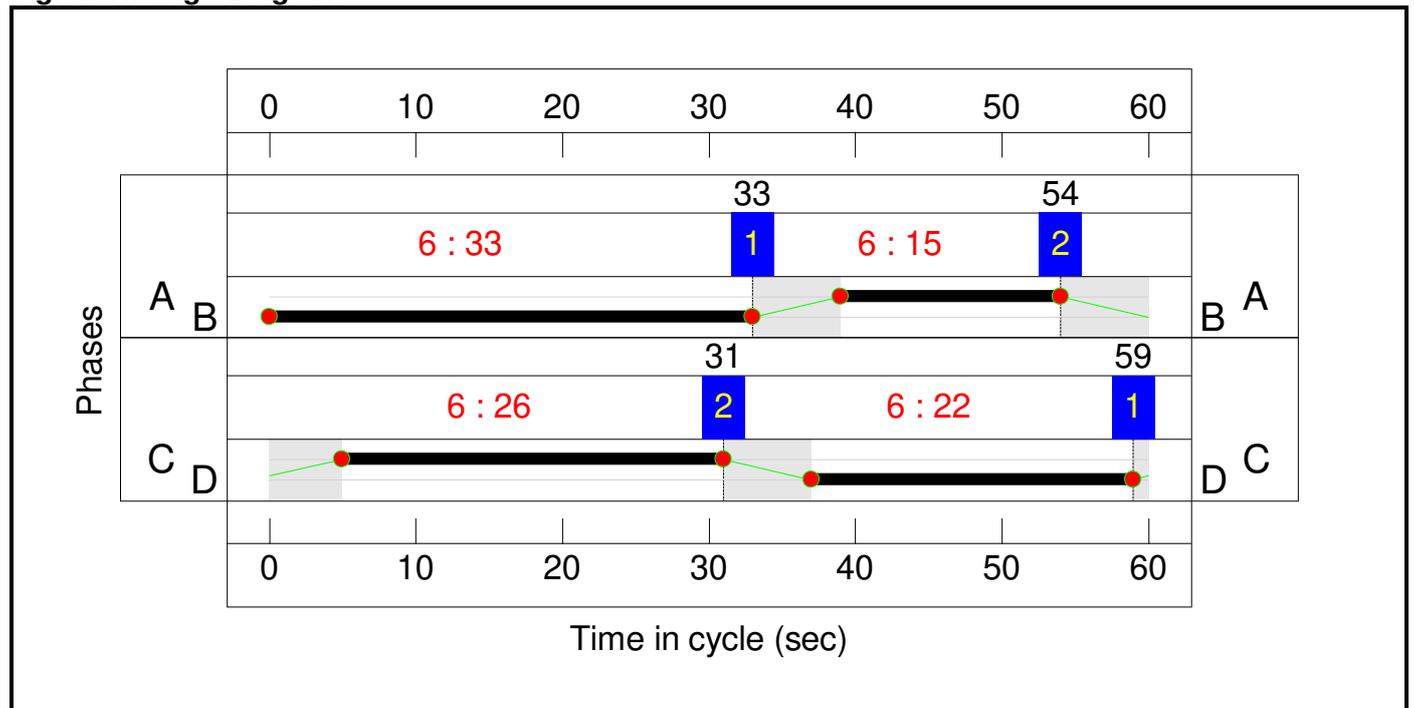
Stage Stream: 1

Stage	1	2
Duration	15	33
Change Point	33	54

Stage Stream: 2

Stage	1	2
Duration	26	22
Change Point	59	31

Signal Timings Diagram



C2 - Cherwell

Stage Timings

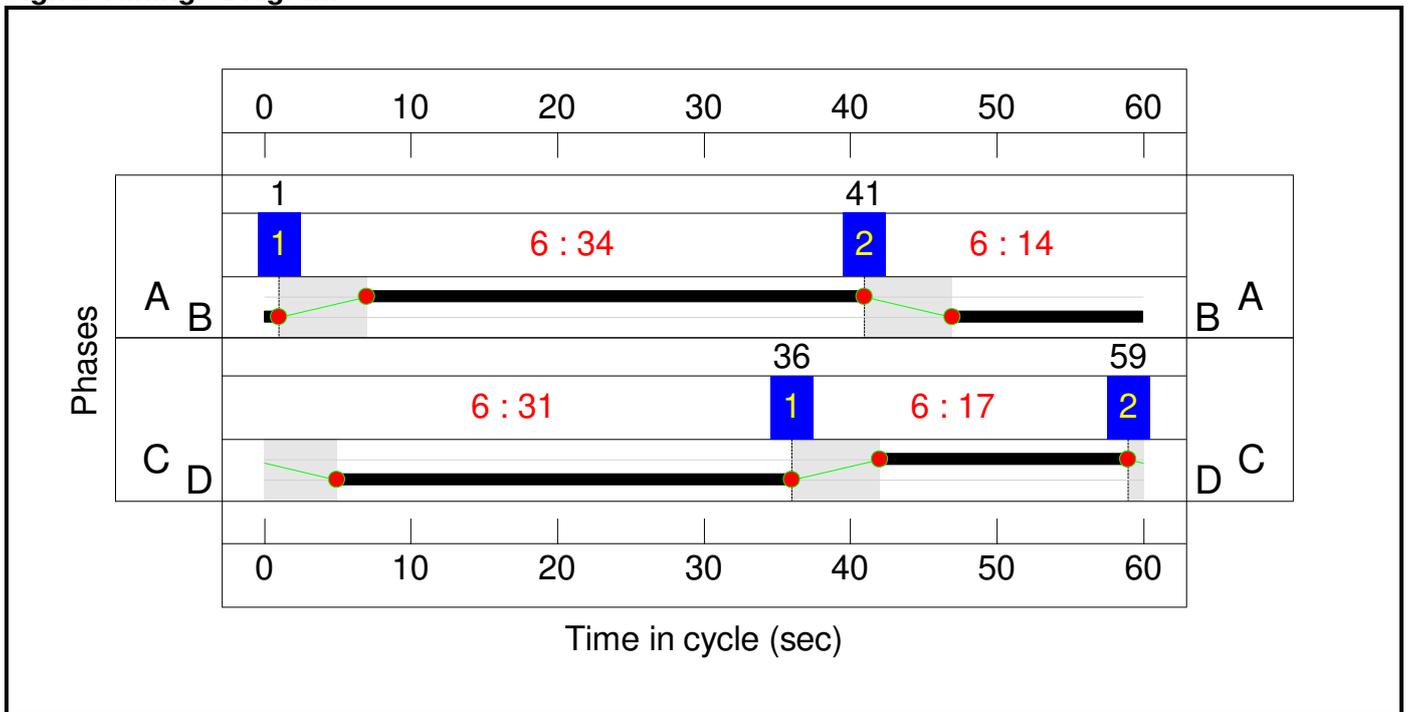
Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	1	41

Stage Stream: 2

Stage	1	2
Duration	17	31
Change Point	36	59

Signal Timings Diagram



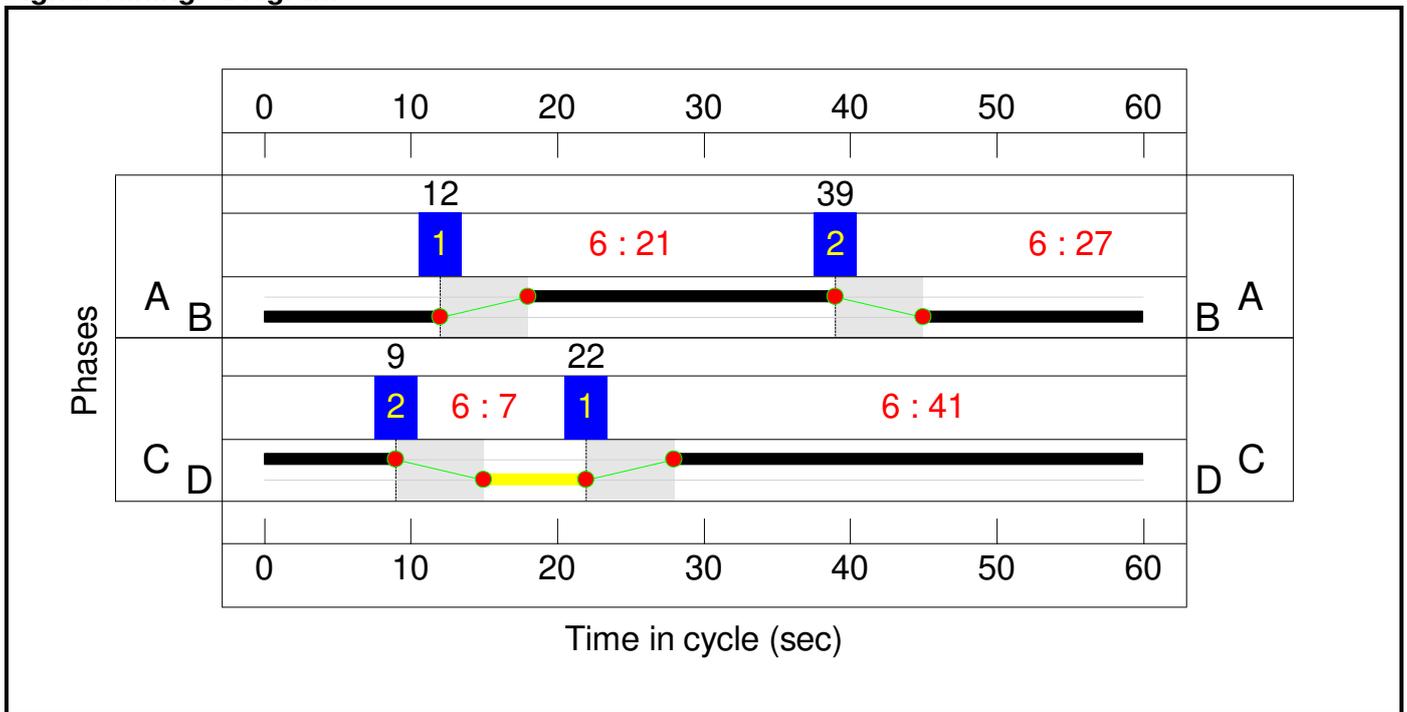
C3 - Ardley Stage Timings Stage Stream: 1

Stage	1	2
Duration	21	27
Change Point	12	39

Stage Stream: 2

Stage	1	2
Duration	41	7
Change Point	22	9

Signal Timings Diagram



C4 - Baynards Green

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	59	19

Stage Stream: 2

Stage	1	2
Duration	34	14
Change Point	24	4

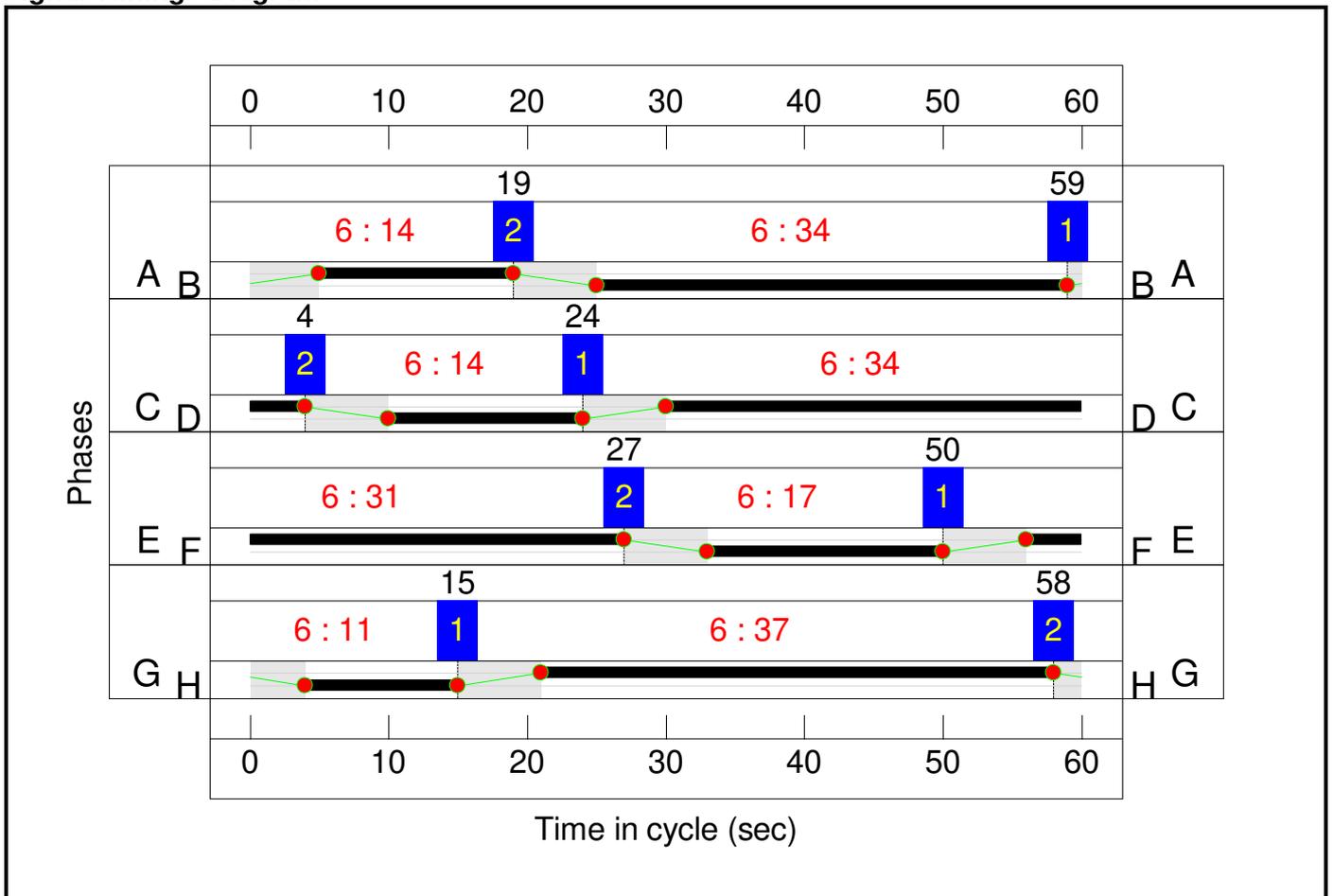
Stage Stream: 3

Stage	1	2
Duration	31	17
Change Point	50	27

Stage Stream: 4

Stage	1	2
Duration	37	11
Change Point	15	58

Signal Timings Diagram



C5 - B4100 Roundabout

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	27
Change Point	59	26

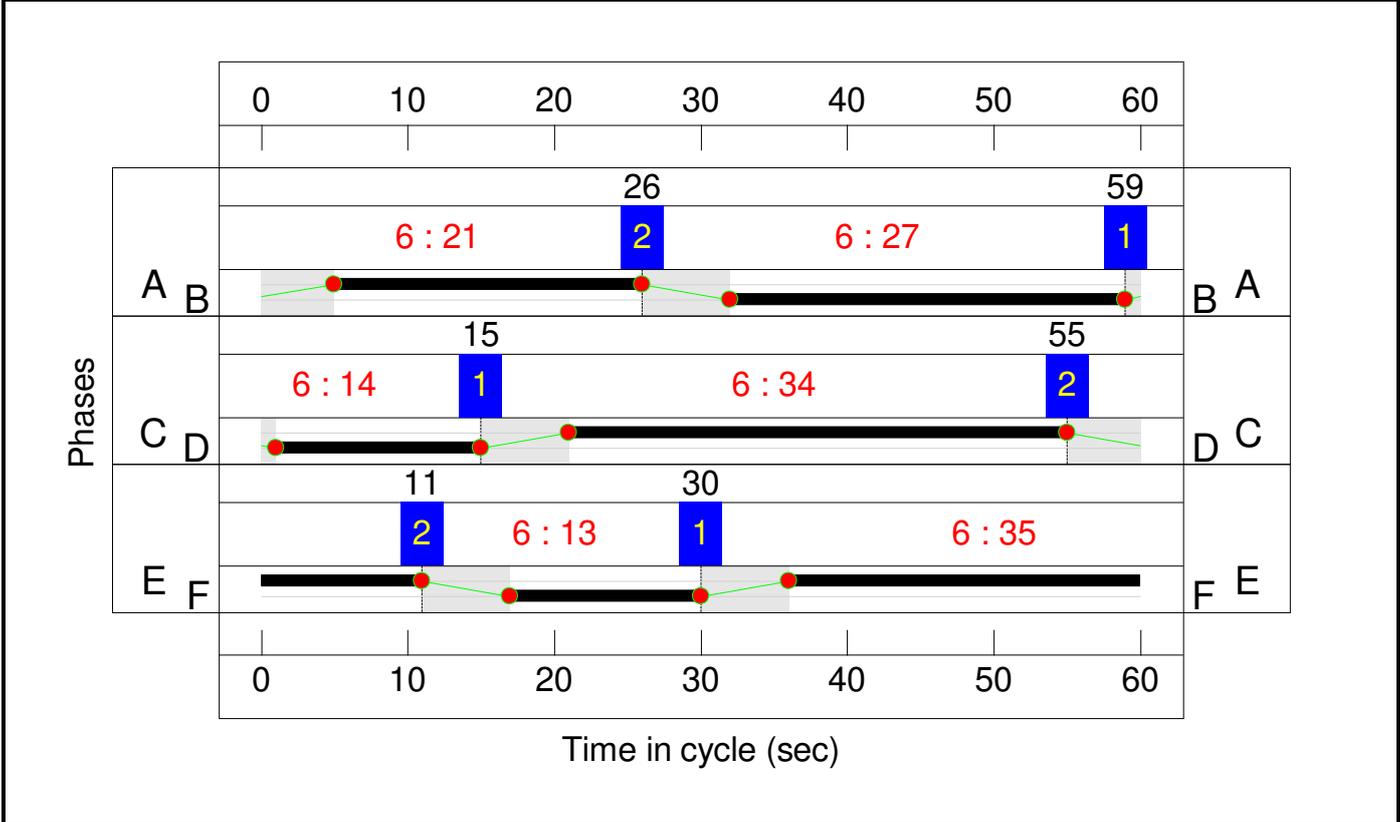
Stage Stream: 2

Stage	1	2
Duration	34	14
Change Point	15	55

Stage Stream: 3

Stage	1	2
Duration	35	13
Change Point	30	11

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Option25 Network Model	-	-	N/A	-	-		-	-	-	-	-	-	83.4%
J1: Padbury Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	81.2%
1/1+1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	33	-	1246	1922:2058	1051+483	81.2 : 81.2%
2/1	Ahead	U	N/A	N/A	-		-	-	-	1228	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	26	-	236	1886	849	27.8%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	26	-	257	2019	909	28.3%
4/1	Ahead	U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	22	-	711	2058:1908	744+616	52.3 : 52.3%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	22	-	351	2058	789	44.5%
6/1	Right	U	1:1	N/A	C1:A		1	15	-	374	1980	528	70.8%
6/2	Right	U	1:1	N/A	C1:A		1	15	-	351	2120	565	62.1%
7/1	Ahead	U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
J2: Cherwell	-	-	N/A	-	-		-	-	-	-	-	-	78.3%
1/2+1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	34	-	1228	1980:1980	1131+439	78.2 : 78.2%
1/3	A43 Ahead	U	2:1	N/A	C2:A		1	34	-	743	1980	1155	64.3%
2/1	A43 Ahead	O	N/A	N/A	-		-	-	-	408	Inf	1172	34.8%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	521	Inf	1172	44.5%
3/1	Ahead	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

5/1	MSA Left	U	2:2	N/A	C2:C		1	17	-	295	1871	561	52.6%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	17	-	287	1965	590	48.7%
6/1	Ahead	U	N/A	N/A	-		-	-	-	933	Inf	Inf	0.0%
6/2	Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1+8/2	Ahead Right	U	2:1	N/A	C2:B		1	14	-	521	1886:2000	344+405	69.6 : 69.6%
9/1	Right	U	N/A	N/A	-		-	-	-	85	Inf	Inf	0.0%
10/1+10/2	Ahead	U	2:2	N/A	C2:D		1	31	-	282	2120:2120	648+621	22.2 : 22.2%
10/3	Ahead	U	2:2	N/A	C2:D		1	31	-	885	2120	1131	78.3%
10/4	Ahead	U	2:2	N/A	C2:D		1	31	-	743	2120	1131	65.7%
11/1	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
11/2	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
J3: Ardley roundabout	-	-	N/A	-	-		-	-	-	-	-	-	74.2%
1/1+1/2	Ahead	O	N/A	N/A	-		-	-	-	159	Inf : Inf	632+353	16.1 : 16.1%
2/1	Ahead	U	3:2	N/A	C3:C		1	41	-	933	1980	1386	67.3%
2/2	Ahead	U	3:2	N/A	C3:C		1	41	-	897	1980	1386	64.7%
3/1		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	897	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
6/1+6/2	Right	U	3:2	N/A	C3:D		1	7	-	26	1980:1980	264+0	9.8 : 0.0%
7/1	Ahead	U	3:1	N/A	C3:B		1	27	-	156	1980	924	16.9%
7/2	Right	U	3:1	N/A	C3:B		1	27	-	409	2120	989	41.3%
7/3	Right	U	3:1	N/A	C3:B		1	27	-	251	2120	989	25.4%

8/1	Ahead	U	N/A	N/A	-	-	-	-	447	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-	-	-	-	482	Inf	Inf	0.0%
9/1	Left	O	N/A	N/A	-	-	-	-	437	Inf	589	74.2%
9/2	Ahead	O	N/A	N/A	-	-	-	-	260	Inf	492	52.9%
10/1	Left	U	N/A	N/A	-	-	-	-	800	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-	-	-	-	447	Inf	Inf	0.0%
10/3	Right Ahead	U	N/A	N/A	-	-	-	-	508	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	697	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-	-	-	-	323	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-	-	-	-	846	Inf	Inf	0.0%
13/1	Right	U	N/A	N/A	-	-	-	-	736	Inf	Inf	0.0%
13/2	Right	U	N/A	N/A	-	-	-	-	409	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-	-	-	-	451	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-	-	-	-	1396	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-	-	-	-	341	Inf	Inf	0.0%
15/1	Left Ahead	U	3:1	N/A	C3:A	1	21	-	528	1980	726	72.7%
15/2+15/3	Ahead	U	3:1	N/A	C3:A	1	21	-	609	2120:2120	704+706	43.2 : 43.2%
16/1		U	N/A	N/A	-	-	-	-	1396	Inf	Inf	0.0%
16/2		U	N/A	N/A	-	-	-	-	341	Inf	Inf	0.0%
17/1	Ahead	U	N/A	N/A	-	-	-	-	528	Inf	Inf	0.0%
17/2	Ahead	U	N/A	N/A	-	-	-	-	609	Inf	Inf	0.0%
18/1	Ahead	U	N/A	N/A	-	-	-	-	1137	Inf	Inf	0.0%
J4: Baynards Green	-	-	N/A	-	-	-	-	-	-	-	-	83.4%
1/2+1/1	A43 North Left	U	4:1	N/A	C4:B	1	34	-	1477	2120:1980	1237+566	83.4 : 78.8%
1/3+1/4	A43 North Ahead	U	4:1	N/A	C4:B	1	34	-	1555	2120:1922	1021+996	77.1 : 77.1%
2/1	Ahead	U	4:2	N/A	C4:C	1	34	-	839	2120	1237	67.8%
2/2	Ahead Right	U	4:2	N/A	C4:C	1	34	-	827	2120	1237	66.9%
3/2+3/1	B4100 East Left Ahead	U	4:2	N/A	C4:D	1	14	-	683	2120:1980	399+495	76.4 : 76.4%

3/3+3/4	B4100 East Ahead	U	4:2	N/A	C4:D		1	14	-	534	2120:2120	530+484	52.6 : 52.6%
4/1	Ahead	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
5/1	Right	U	4:3	N/A	C4:E		1	31	-	439	1980	1056	41.6%
5/2	Right	U	4:3	N/A	C4:E		1	31	-	305	2120	1131	27.0%
5/3	Right	U	4:3	N/A	C4:E		1	31	-	279	2120	1131	24.7%
5/4	Right	U	4:3	N/A	C4:E		1	31	-	255	2120	1131	22.6%
6/1	A43 South Ahead Ahead2	U	4:3	N/A	C4:F		1	17	-	323	1933	580	55.7%
6/2+6/3	A43 South Ahead	U	4:3	N/A	C4:F		1	17	-	846	1922:1922	577+577	73.4 : 73.4%
7/1	Ahead	U	4:4	N/A	C4:G		1	37	-	565	2120	1343	42.1%
7/2	Ahead	U	4:4	N/A	C4:G		1	37	-	702	2120	1343	52.3%
7/3	Ahead Right	U	4:4	N/A	C4:G		1	37	-	678	2120	1343	50.5%
8/1		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
9/1+9/2	B4100 West Left Ahead	U	4:4	N/A	C4:H		1	11	-	492	1887:1894	377+379	64.1 : 66.0%
10/1		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
11/1	Ahead	U	4:1	N/A	C4:A		1	14	-	174	1980	495	35.2%
11/2	Right Ahead	U	4:1	N/A	C4:A		1	14	-	254	2120	530	47.9%
12/1	Ahead	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1169	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	1169	Inf	Inf	0.0%
J5: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.6%
1/1		U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%

2/2+2/1	B4100 east Left Ahead	U	5:3	N/A	C5:F		1	13	-	586	2120:1908	495+260	77.6 : 77.6%
2/3	B4100 east Ahead	U	5:3	N/A	C5:F		1	13	-	282	2043	477	59.2%
3/1	Ahead	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
4/1	A43 Left	U	5:2	N/A	C5:D		1	14	-	299	2019	505	59.2%
4/2+4/3	A43 Left Ahead	U	5:2	N/A	C5:D		1	14	-	531	2043:1908	431+477	58.5 : 58.5%
5/1+5/2	B4100 west Ahead	U	5:1	N/A	C5:B		1	27	-	750	1980:2120	652+691	55.9 : 55.9%
5/3+5/4	B4100 west Ahead	U	5:1	N/A	C5:B		1	27	-	1044	2120:2120	653+705	76.9 : 76.9%
6/1	Right	U	5:1	N/A	C5:A		1	21	-	279	1942	712	39.2%
7/1	Right	U	5:3	N/A	C5:E		1	35	-	502	1966	1180	42.6%
7/2	Right	U	5:3	N/A	C5:E		1	35	-	542	2102	1261	43.0%
8/1	Ahead	U	5:2	N/A	C5:C		1	34	-	384	1966	1147	33.5%
8/2	Ahead	U	5:2	N/A	C5:C		1	34	-	282	2102	1226	23.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1246	Inf	Inf	0.0%

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: Option25 Network Model	-	-	1944	0	0	65.5	26.0	0.0	91.5	-	-	-	-
J1: Padbury Roundabout	-	-	0	0	0	7.2	3.5	0.0	10.6	-	-	-	-
1/1+1/2	1246	1246	-	-	-	1.5	2.1	-	3.7	10.6	25.4	2.1	27.6
2/1	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	236	236	-	-	-	0.1	0.2	-	0.3	4.9	0.7	0.2	0.9
3/2	257	257	-	-	-	0.2	0.2	-	0.4	5.2	0.9	0.2	1.1
4/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	711	711	-	-	-	2.7	0.5	-	3.3	16.7	4.9	0.5	5.4
5/3	351	351	-	-	-	1.3	0.4	-	1.7	17.9	4.3	0.4	4.7
6/1	374	374	-	-	-	0.6	0.0	-	0.6	6.1	1.2	0.0	1.2
6/2	351	351	-	-	-	0.6	0.0	-	0.6	6.1	0.9	0.0	0.9
7/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Cherwell	-	-	929	0	0	11.6	5.5	0.0	17.1	-	-	-	-
1/2+1/1	1228	1228	-	-	-	2.1	1.8	-	3.9	11.5	4.9	1.8	6.7
1/3	743	743	-	-	-	1.6	0.9	-	2.5	12.0	10.0	0.9	10.9
2/1	408	408	408	0	0	0.1	0.3	-	0.4	3.4	4.3	0.3	4.6
2/2	521	521	521	0	0	0.0	0.4	-	0.4	2.9	2.3	0.4	2.7
3/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	295	295	-	-	-	1.4	0.6	-	2.0	24.2	4.0	0.6	4.6
5/2	287	287	-	-	-	1.4	0.5	-	1.8	23.2	3.9	0.5	4.4
6/1	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

7/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	521	521	-	-	-	2.5	1.1	-	3.6	25.1	3.7	1.1	4.8
9/1	85	85	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1+10/2	282	282	-	-	-	0.8	0.0	-	0.8	9.9	2.8	0.0	2.8
10/3	885	885	-	-	-	1.3	0.0	-	1.3	5.3	3.0	0.0	3.0
10/4	743	743	-	-	-	0.4	0.0	-	0.4	2.0	1.0	0.0	1.0
11/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Ardley roundabout	-	-	1015	0	0	9.5	6.4	0.0	15.9	-	-	-	-
1/1+1/2	159	159	318	0	0	0.0	0.1	-	0.1	2.8	0.2	0.1	0.3
2/1	933	933	-	-	-	0.9	1.0	-	1.9	7.3	13.3	1.0	14.3
2/2	897	897	-	-	-	0.6	0.9	-	1.5	5.9	11.1	0.9	12.0
3/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	26	26	-	-	-	0.2	0.1	-	0.2	29.9	0.4	0.1	0.4
7/1	156	156	-	-	-	0.2	0.1	-	0.3	6.2	1.3	0.1	1.5
7/2	409	409	-	-	-	0.6	0.4	-	1.0	8.5	2.7	0.4	3.1
7/3	251	251	-	-	-	0.9	0.2	-	1.1	15.7	2.3	0.2	2.5
8/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	437	437	437	0	0	0.8	1.4	-	2.2	18.5	5.1	1.4	6.5
9/2	260	260	260	0	0	0.6	0.6	-	1.1	15.9	2.9	0.6	3.4
10/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

11/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	846	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1396	1396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	528	528	-	-	-	2.4	1.3	-	3.7	25.4	7.5	1.3	8.8
15/2+15/3	609	609	-	-	-	2.4	0.4	-	2.8	16.3	3.7	0.4	4.1
16/1	1396	1396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1137	1137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Baynards Green	-	-	0	0	0	25.1	6.8	0.0	31.9	-	-	-	-
1/2+1/1	1477	1477	-	-	-	3.7	2.2	-	6.0	14.6	13.7	2.2	16.0
1/3+1/4	1555	1555	-	-	-	3.7	1.7	-	5.3	12.3	8.7	1.7	10.4
2/1	839	839	-	-	-	0.4	0.0	-	0.4	1.7	0.9	0.0	0.9
2/2	827	827	-	-	-	0.3	0.0	-	0.3	1.5	1.0	0.0	1.0
3/2+3/1	683	683	-	-	-	4.4	0.0	-	4.4	23.3	10.4	0.0	10.4
3/3+3/4	534	534	-	-	-	3.2	0.0	-	3.2	21.7	4.4	0.0	4.4
4/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	439	439	-	-	-	0.2	0.0	-	0.2	1.8	1.0	0.0	1.0
5/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.6	0.0	0.6
5/3	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/4	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	323	323	-	-	-	1.6	0.6	-	2.2	24.6	4.5	0.6	5.1
6/2+6/3	846	846	-	-	-	4.4	1.4	-	5.8	24.7	6.2	1.4	7.6

7/1	565	565	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	492	492	-	-	-	3.0	0.9	-	3.9	28.8	3.8	0.9	4.7
10/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	174	174	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
11/2	254	254	-	-	-	0.0	0.0	-	0.0	0.2	0.1	0.0	0.1
12/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1169	1169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1169	1169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: Unnamed Junction	-	-	0	0	0	12.1	3.8	0.0	16.0	-	-	-	-
1/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	586	586	-	-	-	3.4	1.7	-	5.1	31.4	6.0	1.7	7.7
2/3	282	282	-	-	-	1.6	0.7	-	2.3	29.6	4.2	0.7	4.9
3/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	299	299	-	-	-	1.7	0.7	-	2.4	29.2	4.8	0.7	5.5
4/2+4/3	531	531	-	-	-	2.3	0.7	-	3.0	20.2	3.7	0.7	4.4
5/1+5/2	750	750	-	-	-	2.0	0.0	-	2.0	9.6	6.7	0.0	6.7
5/3+5/4	1044	1044	-	-	-	1.1	0.0	-	1.1	3.7	2.4	0.0	2.4
6/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
7/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

8/1	384	384	-	-	-	0.0	0.0	-	0.0	0.4	0.4	0.0	0.4																																																																																																		
8/2	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
9/1	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
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Scenario 2: '2031 Option 25 - PM Peak' (FG2: '2031 Opt 25 - PM', Plan 1: 'Network Control Plan 1')

C1 - Padbury

Stage Timings

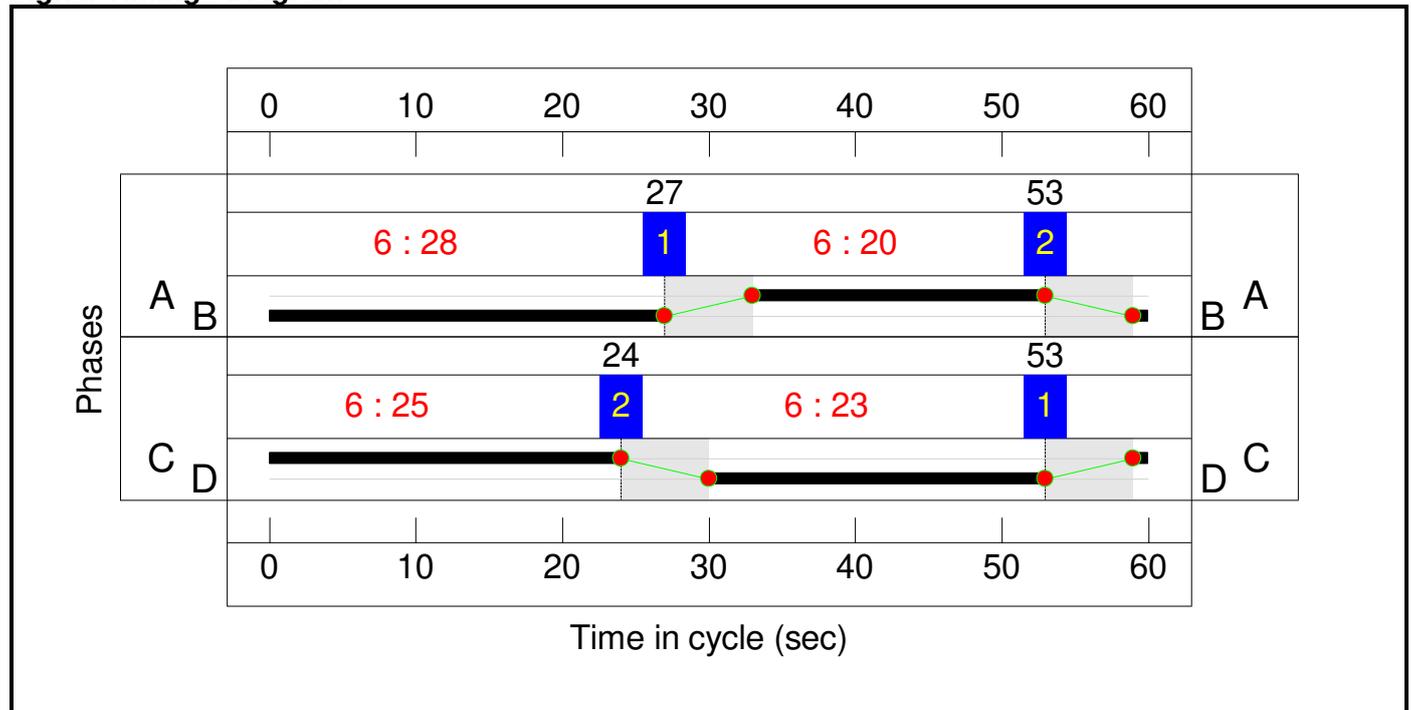
Stage Stream: 1

Stage	1	2
Duration	20	28
Change Point	27	53

Stage Stream: 2

Stage	1	2
Duration	25	23
Change Point	53	24

Signal Timings Diagram



C2 - Cherwell

Stage Timings

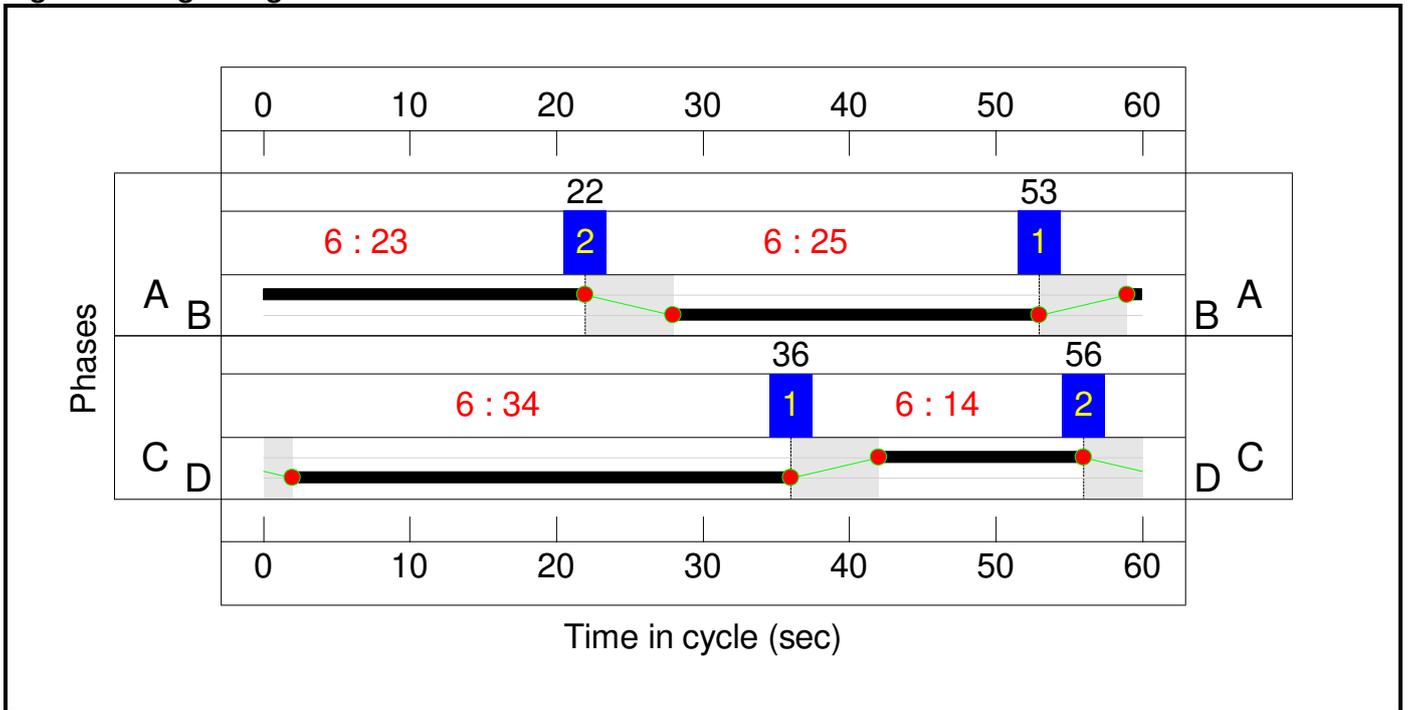
Stage Stream: 1

Stage	1	2
Duration	23	25
Change Point	53	22

Stage Stream: 2

Stage	1	2
Duration	14	34
Change Point	36	56

Signal Timings Diagram



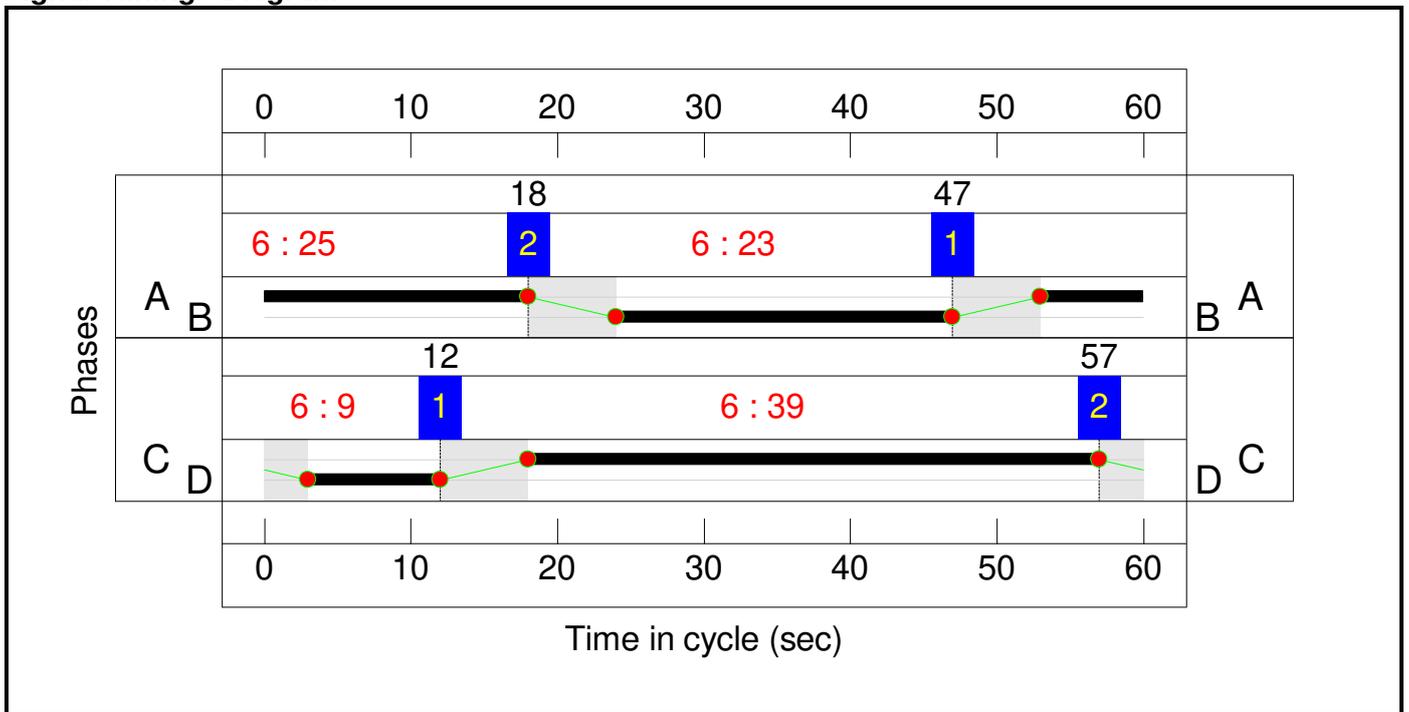
C3 - Ardley Stage Timings Stage Stream: 1

Stage	1	2
Duration	25	23
Change Point	47	18

Stage Stream: 2

Stage	1	2
Duration	39	9
Change Point	12	57

Signal Timings Diagram



C4 - Baynards Green

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	30	18
Change Point	49	25

Stage Stream: 2

Stage	1	2
Duration	31	17
Change Point	17	54

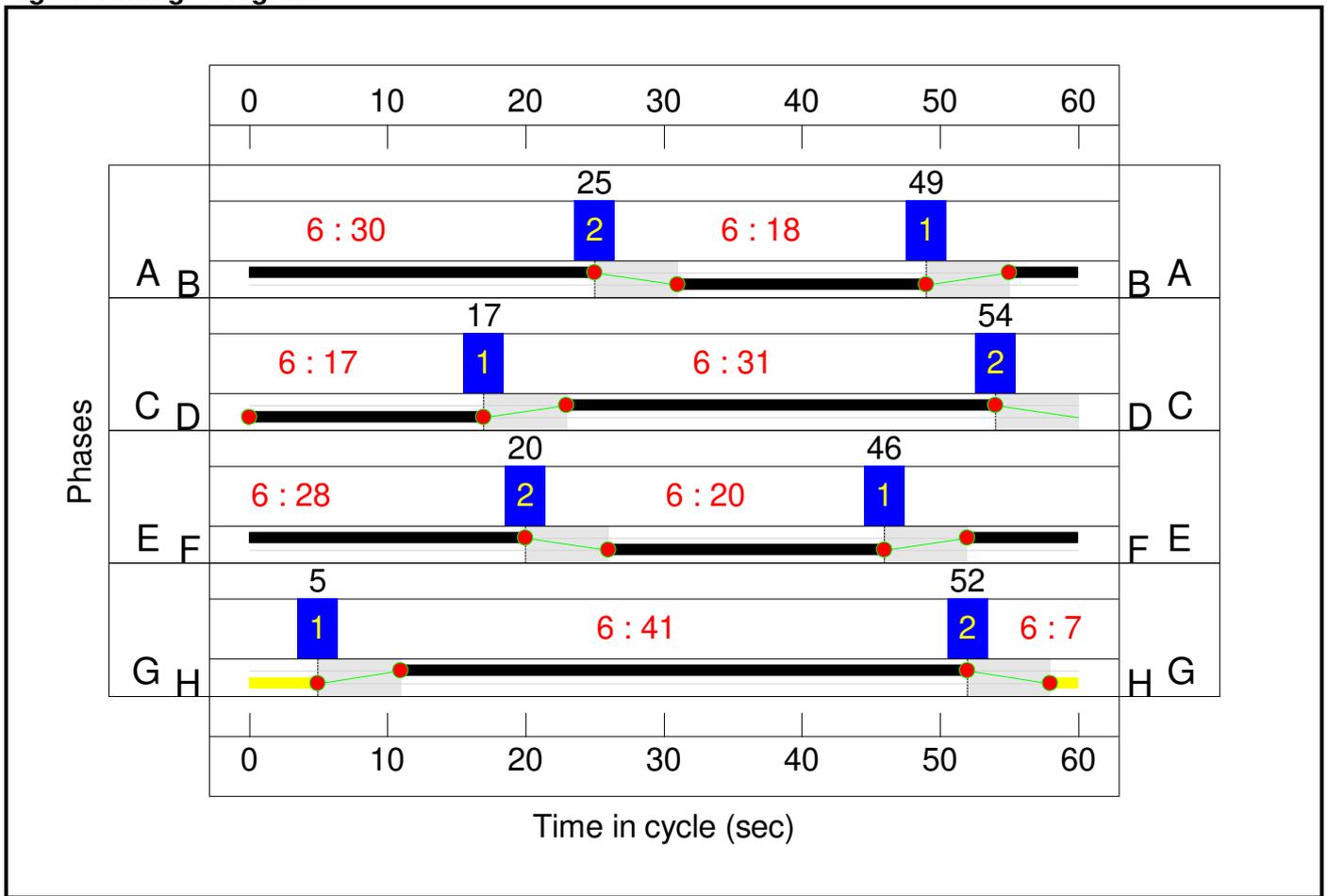
Stage Stream: 3

Stage	1	2
Duration	28	20
Change Point	46	20

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	5	52

Signal Timings Diagram



C5 - B4100 Roundabout

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	15
Change Point	51	30

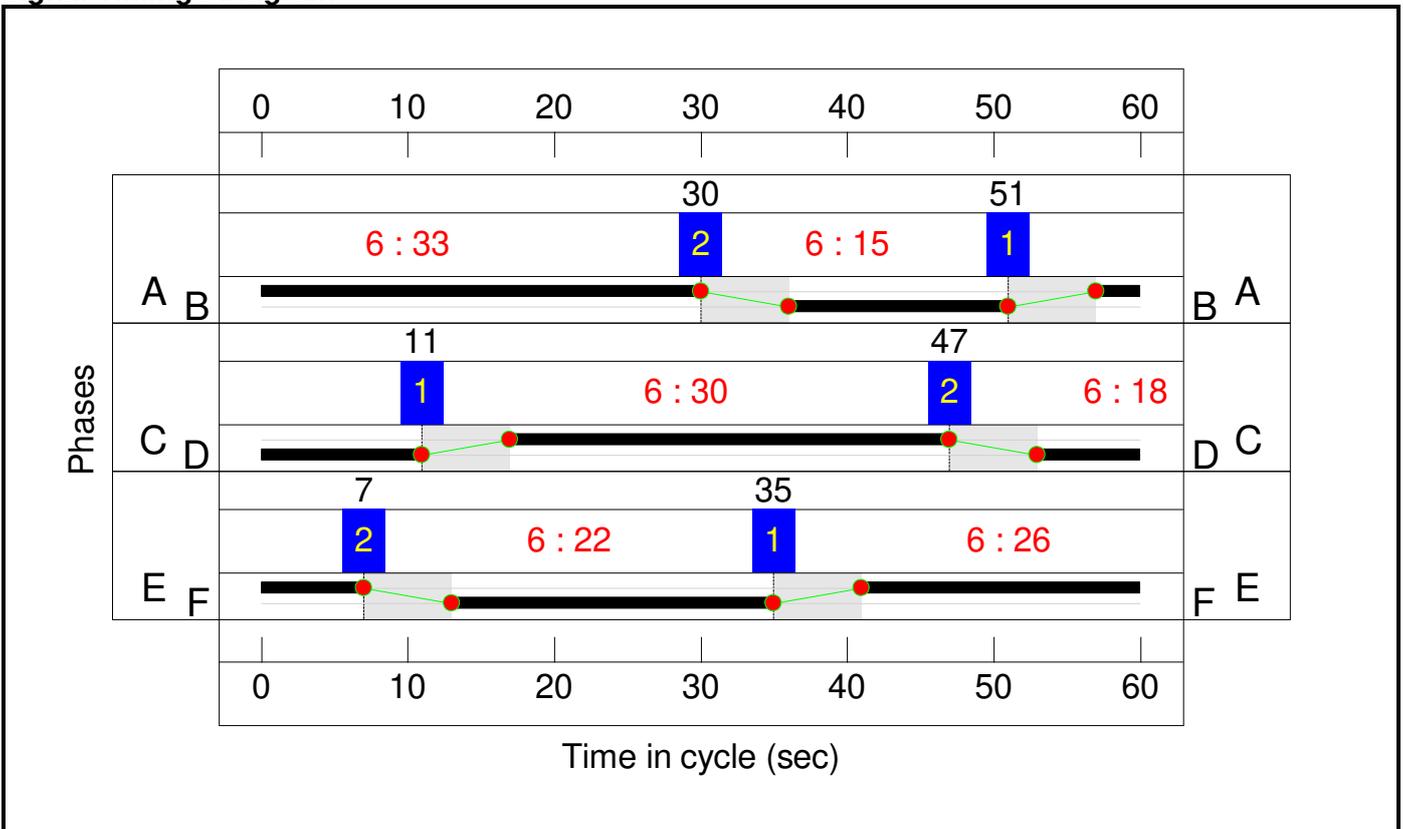
Stage Stream: 2

Stage	1	2
Duration	30	18
Change Point	11	47

Stage Stream: 3

Stage	1	2
Duration	26	22
Change Point	35	7

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Option25 Network Model	-	-	N/A	-	-		-	-	-	-	-	-	84.7%
J1: Padbury Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	56.4%
1/1+1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	28	-	783	1922:2058	929+590	51.6 : 51.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	25	-	394	1886	817	48.2%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	25	-	424	2019	875	48.5%
4/1	Ahead	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	23	-	709	2058:1908	766+598	52.0 : 52.0%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	23	-	200	2058	823	24.3%
6/1	Right	U	1:1	N/A	C1:A		1	20	-	391	1980	693	56.4%
6/2	Right	U	1:1	N/A	C1:A		1	20	-	200	2120	742	27.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	1136	Inf	Inf	0.0%
J2: Cherwell	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/2+1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	23	-	870	1980:1980	792+498	67.4 : 67.4%
1/3	A43 Ahead	U	2:1	N/A	C2:A		1	23	-	504	1980	792	63.6%
2/1	A43 Ahead	O	N/A	N/A	-		-	-	-	689	Inf	1157	59.5%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	740	Inf	1157	63.9%
3/1	Ahead	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%

5/1	MSA Left	U	2:2	N/A	C2:C		1	14	-	258	1871	468	55.2%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	14	-	342	1965	491	69.6%
6/1	Ahead	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
6/2	Ahead	U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	818	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
8/1+8/2	Ahead Right	U	2:1	N/A	C2:B		1	25	-	740	1886:2000	371+654	72.2 : 72.2%
9/1	Right	U	N/A	N/A	-		-	-	-	129	Inf	Inf	0.0%
10/1+10/2	Ahead	U	2:2	N/A	C2:D		1	34	-	472	2120:2120	653+717	34.5 : 34.5%
10/3	Ahead	U	2:2	N/A	C2:D		1	34	-	534	2120	1237	43.2%
10/4	Ahead	U	2:2	N/A	C2:D		1	34	-	504	2120	1237	40.8%
11/1	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
11/2	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
J3: Ardley roundabout	-	-	N/A	-	-		-	-	-	-	-	-	74.6%
1/1+1/2	Ahead	O	N/A	N/A	-		-	-	-	359	Inf : Inf	152+358	70.4 : 70.4%
2/1	Ahead	U	3:2	N/A	C3:C		1	39	-	549	1980	1320	41.6%
2/2	Ahead	U	3:2	N/A	C3:C		1	39	-	702	1980	1320	53.2%
3/1		U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1+6/2	Right	U	3:2	N/A	C3:D		1	9	-	247	1980:1980	224+253	51.7 : 51.7%
7/1	Ahead	U	3:1	N/A	C3:B		1	23	-	201	1980	792	25.4%
7/2	Right	U	3:1	N/A	C3:B		1	23	-	467	2120	848	55.1%
7/3	Right	U	3:1	N/A	C3:B		1	23	-	315	2120	848	37.1%

8/1	Ahead	U	N/A	N/A	-	-	-	-	713	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-	-	-	-	716	Inf	Inf	0.0%
9/1	Left	O	N/A	N/A	-	-	-	-	291	Inf	724	40.2%
9/2	Ahead	O	N/A	N/A	-	-	-	-	325	Inf	565	57.6%
10/1	Left	U	N/A	N/A	-	-	-	-	894	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-	-	-	-	713	Inf	Inf	0.0%
10/3	Right Ahead	U	N/A	N/A	-	-	-	-	963	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	616	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-	-	-	-	518	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-	-	-	-	1139	Inf	Inf	0.0%
13/1	Right	U	N/A	N/A	-	-	-	-	858	Inf	Inf	0.0%
13/2	Right	U	N/A	N/A	-	-	-	-	642	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-	-	-	-	711	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-	-	-	-	956	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-	-	-	-	175	Inf	Inf	0.0%
15/1	Left Ahead	U	3:1	N/A	C3:A	1	25	-	640	1980	858	74.6%
15/2+15/3	Ahead	U	3:1	N/A	C3:A	1	25	-	1038	2120:2120	774+777	66.9 : 66.9%
16/1		U	N/A	N/A	-	-	-	-	956	Inf	Inf	0.0%
16/2		U	N/A	N/A	-	-	-	-	175	Inf	Inf	0.0%
17/1	Ahead	U	N/A	N/A	-	-	-	-	640	Inf	Inf	0.0%
17/2	Ahead	U	N/A	N/A	-	-	-	-	1038	Inf	Inf	0.0%
18/1	Ahead	U	N/A	N/A	-	-	-	-	1678	Inf	Inf	0.0%
J4: Baynards Green	-	-	N/A	-	-	-	-	-	-	-	-	84.7%
1/2+1/1	A43 North Left	U	4:1	N/A	C4:B	1	18	-	1008	2120:1980	671+627	80.6 : 74.5%
1/3+1/4	A43 North Ahead	U	4:1	N/A	C4:B	1	18	-	939	2120:1922	671+609	73.3 : 73.4%
2/1	Ahead	U	4:2	N/A	C4:C	1	31	-	512	2120	1131	45.3%
2/2	Ahead Right	U	4:2	N/A	C4:C	1	31	-	465	2120	1131	41.1%
3/2+3/1	B4100 East Left Ahead	U	4:2	N/A	C4:D	1	17	-	952	2120:1980	636+506	83.3 : 83.3%

3/3+3/4	B4100 East Ahead	U	4:2	N/A	C4:D		1	17	-	983	2120:2120	581+580	84.7 : 84.7%
4/1	Ahead	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
5/1	Right	U	4:3	N/A	C4:E		1	28	-	460	1980	957	48.1%
5/2	Right	U	4:3	N/A	C4:E		1	28	-	530	2120	1025	51.7%
5/3	Right	U	4:3	N/A	C4:E		1	28	-	492	2120	1025	48.0%
5/4	Right	U	4:3	N/A	C4:E		1	28	-	491	2120	1025	47.9%
6/1	A43 South Ahead Ahead2	U	4:3	N/A	C4:F		1	20	-	518	1928	675	76.8%
6/2+6/3	A43 South Ahead	U	4:3	N/A	C4:F		1	20	-	1139	1922:1922	673+673	84.6 : 84.7%
7/1	Ahead	U	4:4	N/A	C4:G		1	41	-	998	2120	1484	67.3%
7/2	Ahead	U	4:4	N/A	C4:G		1	41	-	1061	2120	1484	71.5%
7/3	Ahead Right	U	4:4	N/A	C4:G		1	41	-	1061	2120	1484	71.5%
8/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%
9/1+9/2	B4100 West Left Ahead	U	4:4	N/A	C4:H		1	7	-	331	1889:1894	252+253	65.9 : 65.3%
10/1		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	1061	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	1051	Inf	Inf	0.0%
11/1	Ahead	U	4:1	N/A	C4:A		1	30	-	133	1980	1023	13.0%
11/2	Right Ahead	U	4:1	N/A	C4:A		1	30	-	171	2120	1095	15.6%
12/1	Ahead	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1657	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	1657	Inf	Inf	0.0%
J5: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.9%
1/1		U	N/A	N/A	-		-	-	-	568	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%

2/2+2/1	B4100 east Left Ahead	U	5:3	N/A	C5:F		1	22	-	742	2120:1908	710+319	72.1 : 72.1%
2/3	B4100 east Ahead	U	5:3	N/A	C5:F		1	22	-	507	2043	783	64.7%
3/1	Ahead	U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	283	Inf	Inf	0.0%
4/1	A43 Left	U	5:2	N/A	C5:D		1	18	-	440	2019	639	68.8%
4/2+4/3	A43 Left Ahead	U	5:2	N/A	C5:D		1	18	-	696	2043:1908	611+282	77.9 : 77.9%
5/1+5/2	B4100 west Ahead	U	5:1	N/A	C5:B		1	15	-	721	1980:2120	449+481	77.6 : 77.6%
5/3+5/4	B4100 west Ahead	U	5:1	N/A	C5:B		1	15	-	553	2120:2120	461+483	58.6 : 58.6%
6/1	Right	U	5:1	N/A	C5:A		1	33	-	220	1942	1100	20.0%
7/1	Right	U	5:3	N/A	C5:E		1	26	-	270	1966	885	30.5%
7/2	Right	U	5:3	N/A	C5:E		1	26	-	283	2102	946	29.9%
8/1	Ahead	U	5:2	N/A	C5:C		1	30	-	512	1966	1016	50.4%
8/2	Ahead	U	5:2	N/A	C5:C		1	30	-	507	2102	1086	46.7%
9/1	Ahead	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%

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: Option25 Network Model	-	-	2763	0	0	77.9	29.2	0.0	107.1	-	-	-	-
J1: Padbury Roundabout	-	-	0	0	0	6.4	2.2	0.0	8.6	-	-	-	-
1/1+1/2	783	783	-	-	-	1.1	0.5	-	1.6	7.4	19.7	0.5	20.3
2/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	394	394	-	-	-	0.7	0.5	-	1.2	11.0	4.4	0.5	4.8
3/2	424	424	-	-	-	0.9	0.5	-	1.4	11.9	5.7	0.5	6.1
4/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	709	709	-	-	-	2.6	0.5	-	3.1	15.9	4.9	0.5	5.4
5/3	200	200	-	-	-	0.7	0.2	-	0.8	14.9	2.2	0.2	2.3
6/1	391	391	-	-	-	0.3	0.0	-	0.3	2.5	0.4	0.0	0.4
6/2	200	200	-	-	-	0.1	0.0	-	0.1	2.5	0.2	0.0	0.2
7/1	1136	1136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Cherwell	-	-	1429	0	0	14.4	6.5	0.0	21.0	-	-	-	-
1/2+1/1	870	870	-	-	-	4.7	1.0	-	5.8	23.8	8.2	1.0	9.2
1/3	504	504	-	-	-	1.7	0.9	-	2.6	18.5	5.4	0.9	6.3
2/1	689	689	689	0	0	0.7	0.7	-	1.4	7.5	10.1	0.7	10.8
2/2	740	740	740	0	0	0.1	0.9	-	1.0	5.0	4.1	0.9	5.0
3/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	258	258	-	-	-	1.4	0.6	-	2.0	28.1	3.7	0.6	4.3
5/2	342	342	-	-	-	1.9	1.1	-	3.1	32.3	5.1	1.1	6.3
6/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

7/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	740	740	-	-	-	2.2	1.3	-	3.5	16.9	4.2	1.3	5.5
9/1	129	129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1+10/2	472	472	-	-	-	1.6	0.0	-	1.6	12.4	3.7	0.0	3.7
10/3	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Ardley roundabout	-	-	1334	0	0	12.5	7.2	0.0	19.7	-	-	-	-
1/1+1/2	359	359	718	0	0	0.3	1.2	-	1.5	15.2	1.9	1.2	3.1
2/1	549	549	-	-	-	0.1	0.4	-	0.4	2.7	0.4	0.4	0.7
2/2	702	702	-	-	-	1.0	0.6	-	1.6	8.2	8.3	0.6	8.9
3/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	247	247	-	-	-	1.4	0.5	-	1.9	27.5	2.0	0.5	2.5
7/1	201	201	-	-	-	0.5	0.2	-	0.7	12.5	2.2	0.2	2.4
7/2	467	467	-	-	-	0.6	0.6	-	1.2	9.5	1.2	0.6	1.8
7/3	315	315	-	-	-	1.9	0.3	-	2.1	24.5	4.8	0.3	5.1
8/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	291	291	291	0	0	0.0	0.3	-	0.4	4.7	1.0	0.3	1.3
9/2	325	325	325	0	0	0.5	0.7	-	1.1	12.6	2.9	0.7	3.6
10/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	963	963	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

11/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	1139	1139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	711	711	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	640	640	-	-	-	2.5	1.4	-	4.0	22.4	8.9	1.4	10.3
15/2+15/3	1038	1038	-	-	-	3.7	1.0	-	4.7	16.3	6.5	1.0	7.5
16/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	1038	1038	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1678	1678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Baynards Green	-	-	0	0	0	30.1	8.3	0.0	38.5	-	-	-	-
1/2+1/1	1008	1008	-	-	-	5.2	1.7	-	6.9	24.7	8.3	1.7	10.0
1/3+1/4	939	939	-	-	-	4.8	1.4	-	6.1	23.5	7.2	1.4	8.6
2/1	512	512	-	-	-	0.1	0.0	-	0.1	0.5	0.3	0.0	0.3
2/2	465	465	-	-	-	0.1	0.0	-	0.1	0.5	0.3	0.0	0.3
3/2+3/1	952	952	-	-	-	4.8	0.0	-	4.8	18.0	11.6	0.0	11.6
3/3+3/4	983	983	-	-	-	4.7	0.0	-	4.7	17.1	7.4	0.0	7.4
4/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	460	460	-	-	-	0.1	0.0	-	0.1	0.8	0.7	0.0	0.7
5/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.6	0.0	0.6
5/3	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/4	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	518	518	-	-	-	2.5	1.6	-	4.1	28.6	7.6	1.6	9.2
6/2+6/3	1139	1139	-	-	-	5.7	2.7	-	8.4	26.5	8.7	2.7	11.4

7/1	998	998	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	331	331	-	-	-	2.3	0.9	-	3.2	35.0	2.6	0.9	3.6
10/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	133	133	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
11/2	171	171	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
12/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1657	1657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1657	1657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: Unnamed Junction	-	-	0	0	0	14.3	5.0	0.0	19.4	-	-	-	-
1/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	742	742	-	-	-	3.0	1.3	-	4.2	20.6	6.8	1.3	8.1
2/3	507	507	-	-	-	2.1	0.9	-	3.0	21.7	6.9	0.9	7.8
3/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	283	283	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	440	440	-	-	-	2.7	1.1	-	3.8	30.8	7.1	1.1	8.2
4/2+4/3	696	696	-	-	-	3.5	1.7	-	5.2	26.9	7.8	1.7	9.5
5/1+5/2	721	721	-	-	-	2.4	0.0	-	2.4	12.0	7.1	0.0	7.1
5/3+5/4	553	553	-	-	-	0.6	0.0	-	0.6	4.1	0.5	0.0	0.5
6/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.1	0.4	0.0	0.4
7/2	283	283	-	-	-	0.0	0.0	-	0.0	0.1	0.5	0.0	0.5

8/1	512	512	-	-	-	0.1	0.0	-	0.1	0.4	0.5	0.0	0.5																																																																																																		
8/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
9/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
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Scenario 3: '2031 Option 25 - Off Peak' (FG3: '2031 Opt 25 - off-peak', Plan 1: 'Network Control Plan 1')

C1 - Padbury

Stage Timings

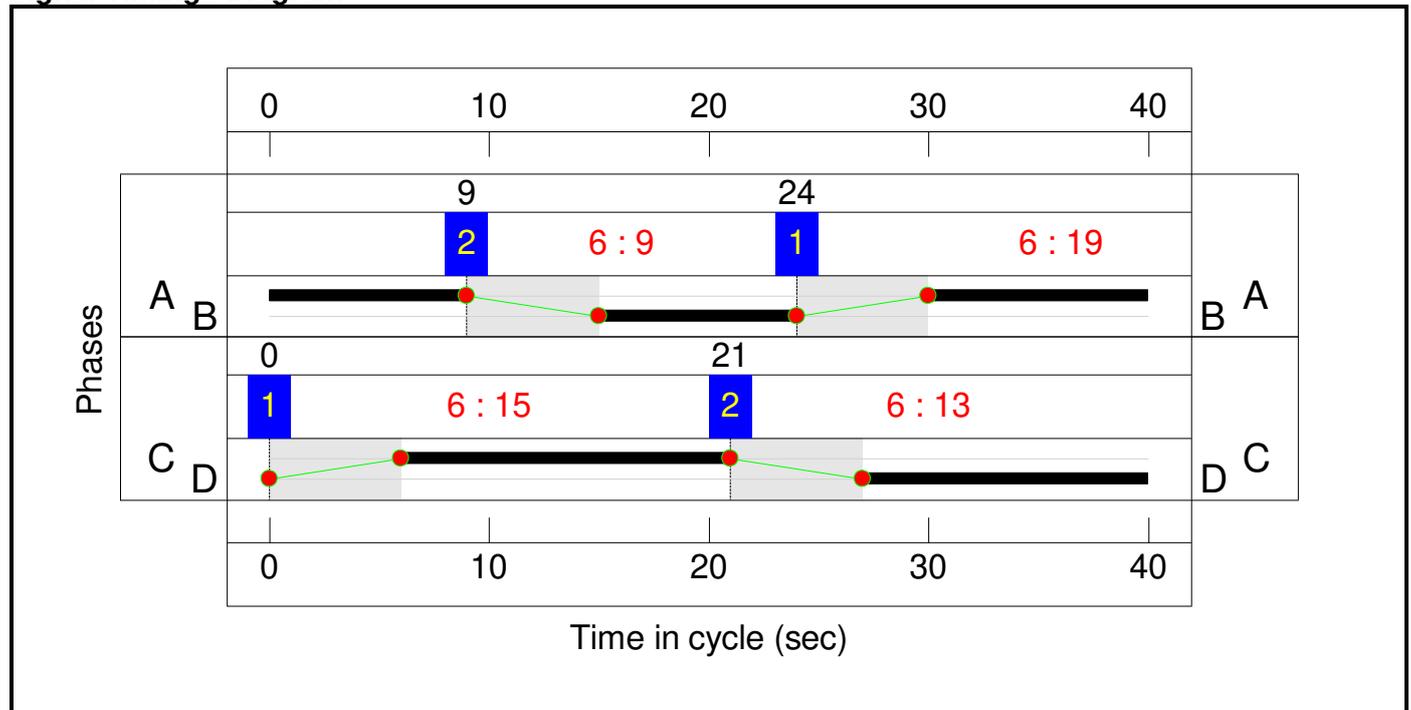
Stage Stream: 1

Stage	1	2
Duration	19	9
Change Point	24	9

Stage Stream: 2

Stage	1	2
Duration	15	13
Change Point	0	21

Signal Timings Diagram



C2 - Cherwell

Stage Timings

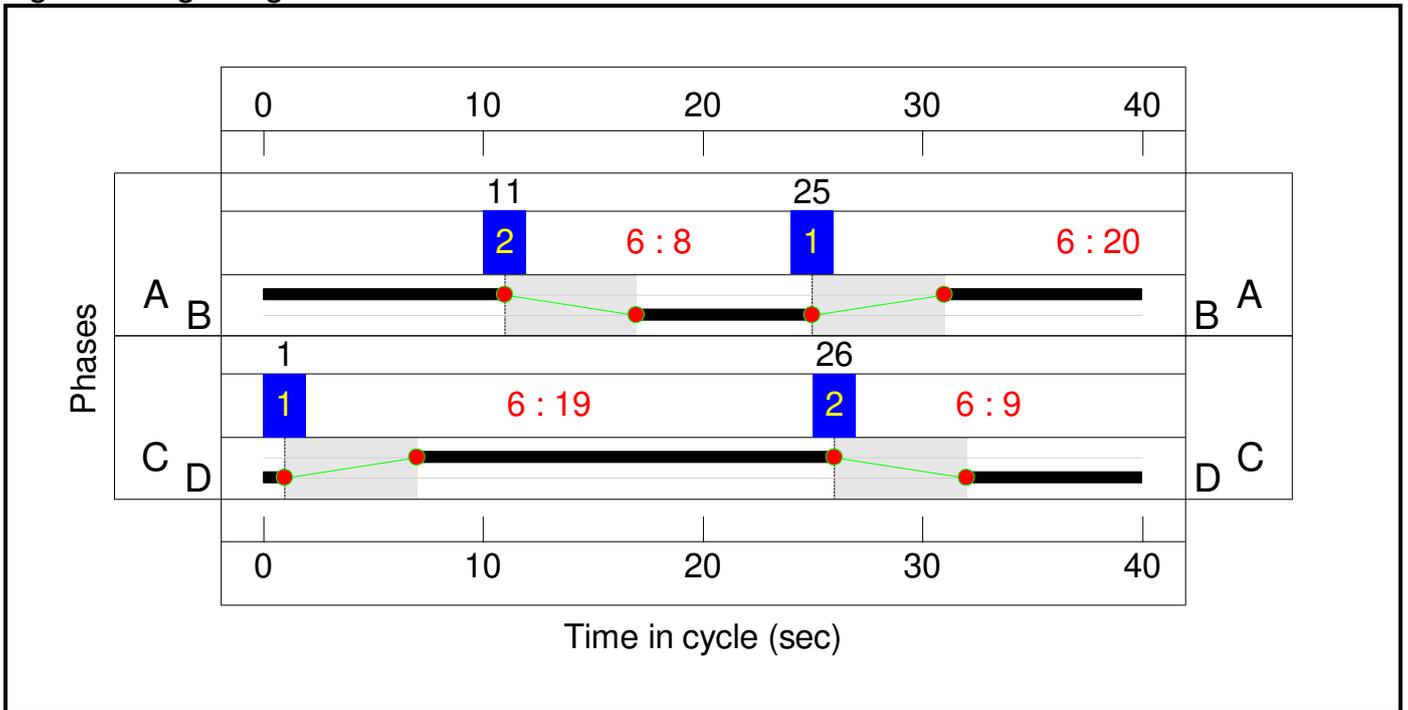
Stage Stream: 1

Stage	1	2
Duration	20	8
Change Point	25	11

Stage Stream: 2

Stage	1	2
Duration	19	9
Change Point	1	26

Signal Timings Diagram



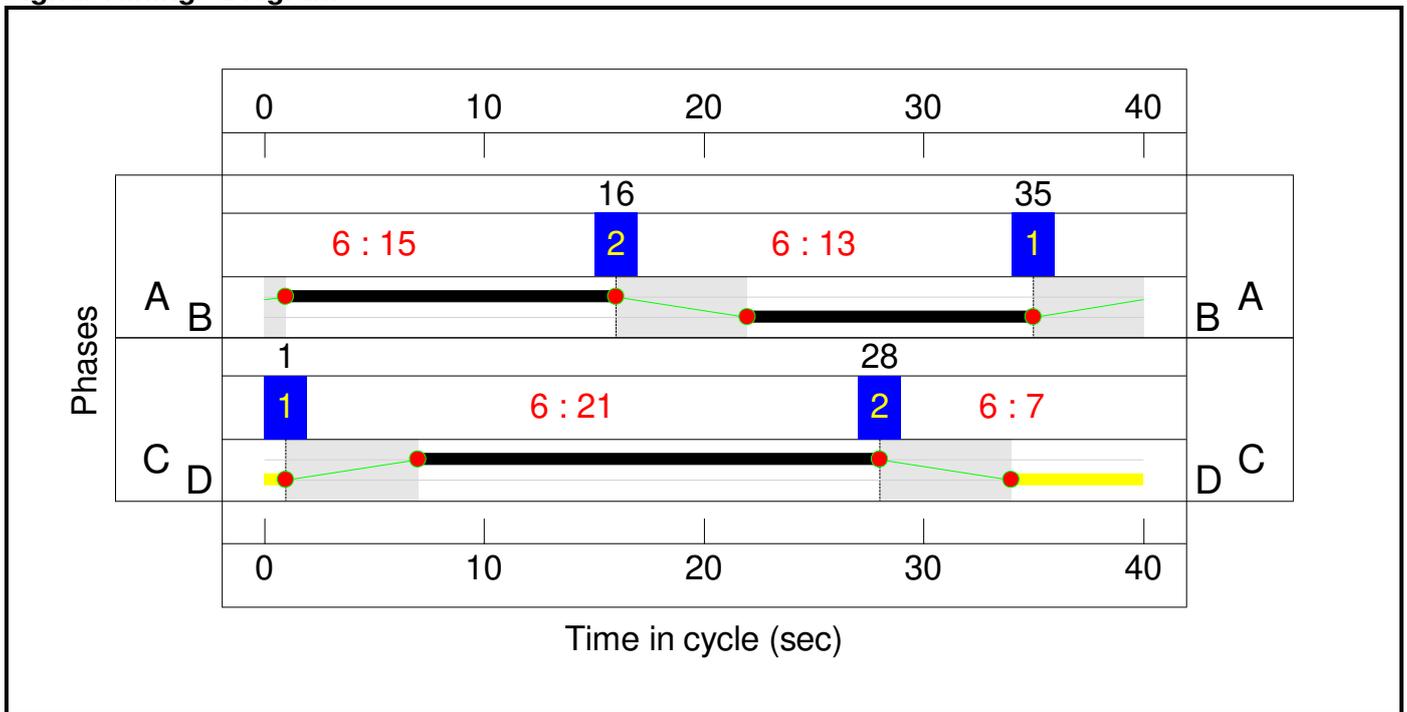
C3 - Ardley Stage Timings Stage Stream: 1

Stage	1	2
Duration	15	13
Change Point	35	16

Stage Stream: 2

Stage	1	2
Duration	21	7
Change Point	1	28

Signal Timings Diagram



C4 - Baynards Green

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	16	12
Change Point	39	21

Stage Stream: 2

Stage	1	2
Duration	19	9
Change Point	19	4

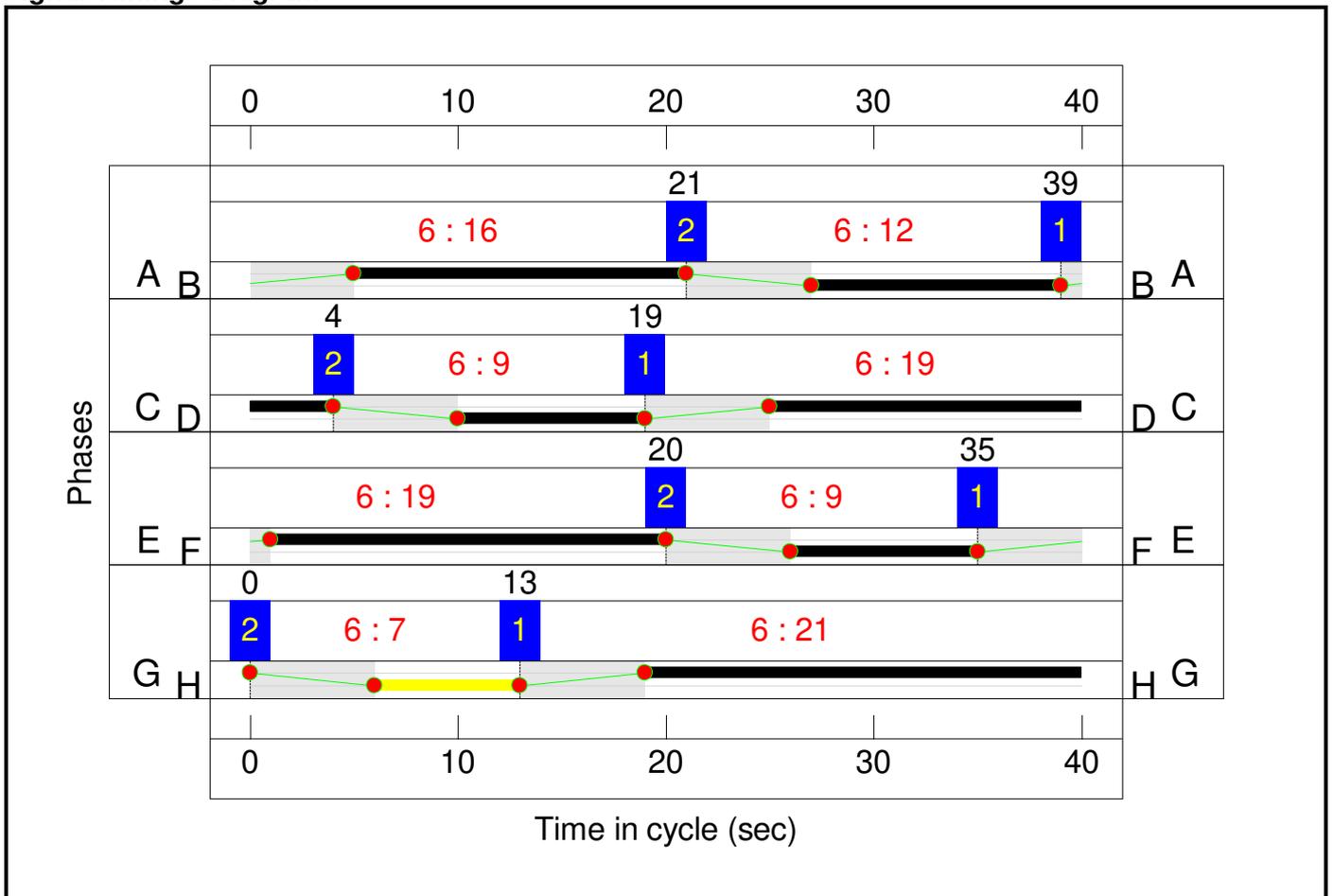
Stage Stream: 3

Stage	1	2
Duration	19	9
Change Point	35	20

Stage Stream: 4

Stage	1	2
Duration	21	7
Change Point	13	0

Signal Timings Diagram



C5 - B4100 Roundabout

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	11	17
Change Point	6	23

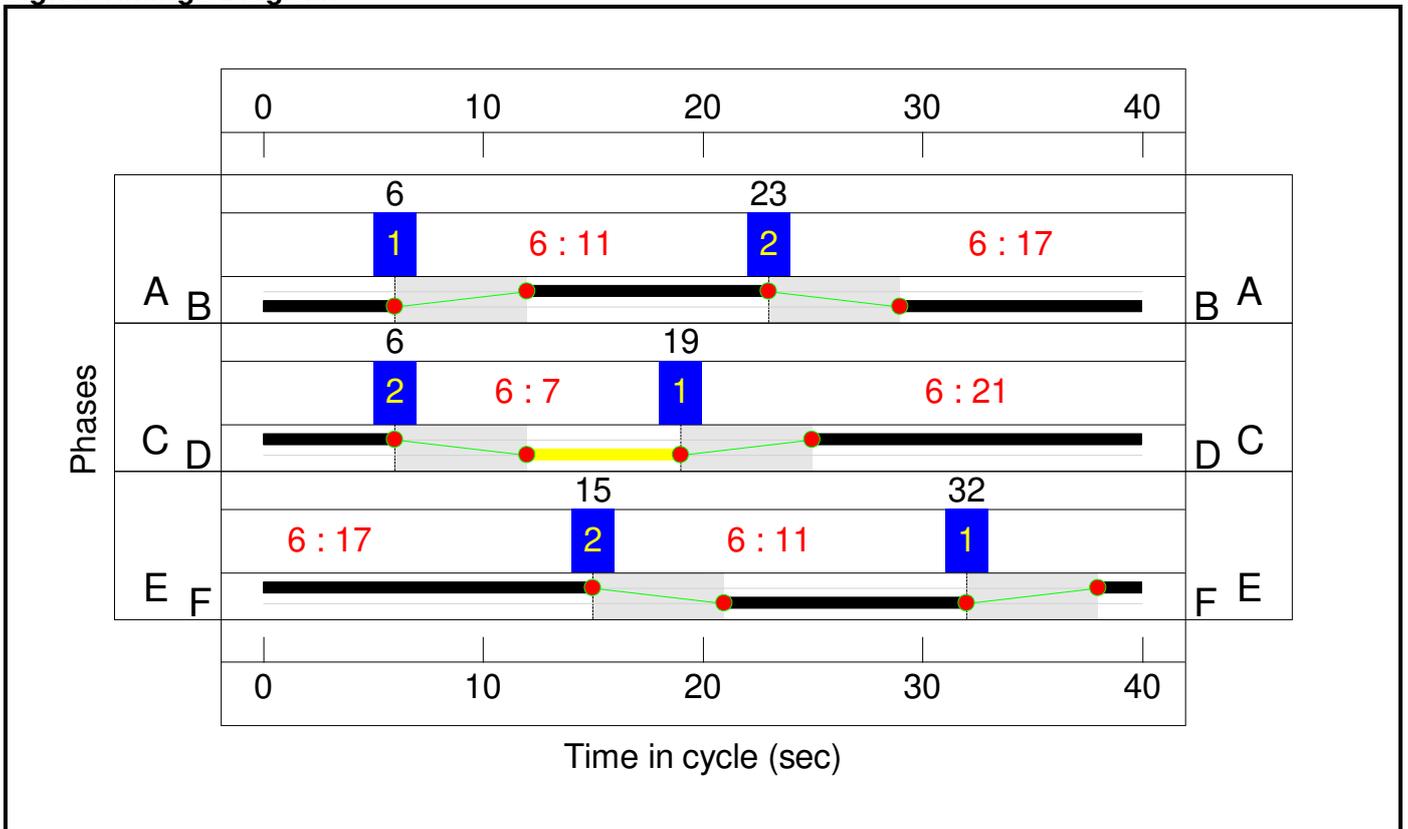
Stage Stream: 2

Stage	1	2
Duration	21	7
Change Point	19	6

Stage Stream: 3

Stage	1	2
Duration	17	11
Change Point	32	15

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Option25 Network Model	-	-	N/A	-	-		-	-	-	-	-	-	35.5%
J1: Padbury Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	33.6%
1/1+1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	9	-	263	1922:2058	480+515	18.7 : 33.6%
2/1	Ahead	U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	15	-	60	1886	754	8.0%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	15	-	112	2019	808	13.9%
4/1	Ahead	U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	13	-	242	2058:1908	720+227	25.5 : 25.5%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	13	-	14	2058	720	1.9%
6/1	Right	U	1:1	N/A	C1:A		1	19	-	157	1980	990	15.9%
6/2	Right	U	1:1	N/A	C1:A		1	19	-	14	2120	1060	1.3%
7/1	Ahead	U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
J2: Cherwell	-	-	N/A	-	-		-	-	-	-	-	-	35.3%
1/2+1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	20	-	247	1980:1980	1040+667	15.3 : 13.2%
1/3	A43 Ahead	U	2:1	N/A	C2:A		1	20	-	187	1980	1040	18.0%
2/1	A43 Ahead	O	N/A	N/A	-		-	-	-	144	Inf	1191	12.1%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	164	Inf	1191	13.8%
3/1	Ahead	U	N/A	N/A	-		-	-	-	60	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%

5/1	MSA Left	U	2:2	N/A	C2:C		1	19	-	72	1871	935	7.7%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	19	-	81	1965	982	8.2%
6/1	Ahead	U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
6/2	Ahead	U	N/A	N/A	-		-	-	-	232	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
8/1+8/2	Ahead Right	U	2:1	N/A	C2:B		1	8	-	164	1886:2000	303+450	21.8 : 21.8%
9/1	Right	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
10/1+10/2	Ahead	U	2:2	N/A	C2:D		1	9	-	98	2120:2120	392+319	13.8 : 13.8%
10/3	Ahead	U	2:2	N/A	C2:D		1	9	-	159	2120	530	30.0%
10/4	Ahead	U	2:2	N/A	C2:D		1	9	-	187	2120	530	35.3%
11/1	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%
11/2	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	90	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
J3: Ardley roundabout	-	-	N/A	-	-		-	-	-	-	-	-	21.3%
1/1+1/2	Ahead	O	N/A	N/A	-		-	-	-	68	Inf : Inf	205+867	6.3 : 6.3%
2/1	Ahead	U	3:2	N/A	C3:C		1	21	-	167	1980	1089	15.3%
2/2	Ahead	U	3:2	N/A	C3:C		1	21	-	232	1980	1089	21.3%
3/1		U	N/A	N/A	-		-	-	-	219	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
6/1+6/2	Right	U	3:2	N/A	C3:D		1	7	-	36	1980:1980	331+265	6.0 : 6.0%
7/1	Ahead	U	3:1	N/A	C3:B		1	13	-	46	1980	693	6.6%
7/2	Right	U	3:1	N/A	C3:B		1	13	-	113	2120	742	15.2%
7/3	Right	U	3:1	N/A	C3:B		1	13	-	74	2120	742	10.0%
8/1	Ahead	U	N/A	N/A	-		-	-	-	138	Inf	Inf	0.0%

8/2	Ahead	U	N/A	N/A	-	-	-	-	170	Inf	Inf	0.0%
9/1	Left	O	N/A	N/A	-	-	-	-	95	Inf	908	10.5%
9/2	Ahead	O	N/A	N/A	-	-	-	-	76	Inf	856	8.9%
10/1	Left	U	N/A	N/A	-	-	-	-	219	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-	-	-	-	138	Inf	Inf	0.0%
10/3	Right Ahead	U	N/A	N/A	-	-	-	-	206	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	171	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-	-	-	-	44	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-	-	-	-	323	Inf	Inf	0.0%
13/1	Right	U	N/A	N/A	-	-	-	-	206	Inf	Inf	0.0%
13/2	Right	U	N/A	N/A	-	-	-	-	138	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-	-	-	-	151	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-	-	-	-	282	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-	-	-	-	91	Inf	Inf	0.0%
15/1	Left Ahead	U	3:1	N/A	C3:A	1	15	-	152	1980	792	19.2%
15/2+15/3	Ahead	U	3:1	N/A	C3:A	1	15	-	215	2120:2120	848+848	12.7 : 12.6%
16/1		U	N/A	N/A	-	-	-	-	282	Inf	Inf	0.0%
16/2		U	N/A	N/A	-	-	-	-	91	Inf	Inf	0.0%
17/1	Ahead	U	N/A	N/A	-	-	-	-	152	Inf	Inf	0.0%
17/2	Ahead	U	N/A	N/A	-	-	-	-	215	Inf	Inf	0.0%
18/1	Ahead	U	N/A	N/A	-	-	-	-	367	Inf	Inf	0.0%
J4: Baynards Green	-	-	N/A	-	-	-	-	-	-	-	-	33.9%
1/2+1/1	A43 North Left	U	4:1	N/A	C4:B	1	12	-	323	2120:1980	689+644	29.6 : 18.5%
1/3+1/4	A43 North Ahead	U	4:1	N/A	C4:B	1	12	-	324	2120:1922	689+625	24.2 : 25.1%
2/1	Ahead	U	4:2	N/A	C4:C	1	19	-	179	2120	1060	16.9%
2/2	Ahead Right	U	4:2	N/A	C4:C	1	19	-	165	2120	1060	15.6%
3/2+3/1	B4100 East Left Ahead	U	4:2	N/A	C4:D	1	9	-	210	2120:1980	530+495	19.8 : 21.2%

3/3+3/4	B4100 East Ahead	U	4:2	N/A	C4:D		1	9	-	201	2120:2120	530+220	26.8 : 26.8%
4/1	Ahead	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
5/1	Right	U	4:3	N/A	C4:E		1	19	-	118	1980	990	11.9%
5/2	Right	U	4:3	N/A	C4:E		1	19	-	105	2120	1060	9.9%
5/3	Right	U	4:3	N/A	C4:E		1	19	-	142	2120	1060	13.4%
5/4	Right	U	4:3	N/A	C4:E		1	19	-	59	2120	1060	5.6%
6/1	A43 South Ahead Ahead2	U	4:3	N/A	C4:F		1	9	-	44	1942	485	9.1%
6/2+6/3	A43 South Ahead	U	4:3	N/A	C4:F		1	9	-	323	1922:1922	480+480	33.9 : 33.3%
7/1	Ahead	U	4:4	N/A	C4:G		1	21	-	134	2120	1166	11.5%
7/2	Ahead	U	4:4	N/A	C4:G		1	21	-	305	2120	1166	26.2%
7/3	Ahead Right	U	4:4	N/A	C4:G		1	21	-	219	2120	1166	18.8%
8/1		U	N/A	N/A	-		-	-	-	133	Inf	Inf	0.0%
9/1+9/2	B4100 West Left Ahead	U	4:4	N/A	C4:H		1	7	-	106	1888:1894	378+379	14.3 : 13.7%
10/1		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
11/1	Ahead	U	4:1	N/A	C4:A		1	16	-	40	1980	842	4.8%
11/2	Right Ahead	U	4:1	N/A	C4:A		1	16	-	54	2120	901	6.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	182	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
J5: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	35.5%
1/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%

2/2+2/1	B4100 east Left Ahead	U	5:3	N/A	C5:F		1	11	-	220	2120:1908	636+222	25.6 : 25.6%
2/3	B4100 east Ahead	U	5:3	N/A	C5:F		1	11	-	56	2043	613	9.1%
3/1	Ahead	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
4/1	A43 Left	U	5:2	N/A	C5:D		1	7	-	47	2019	404	11.6%
4/2+4/3	A43 Left Ahead	U	5:2	N/A	C5:D		1	7	-	210	2043:1908	409+183	35.5 : 35.5%
5/1+5/2	B4100 west Ahead	U	5:1	N/A	C5:B		1	17	-	191	1980:2120	741+748	12.8 : 12.8%
5/3+5/4	B4100 west Ahead	U	5:1	N/A	C5:B		1	17	-	206	2120:2120	186+907	18.8 : 18.8%
6/1	Right	U	5:1	N/A	C5:A		1	11	-	65	1942	583	11.2%
7/1	Right	U	5:3	N/A	C5:E		1	17	-	35	1966	885	4.0%
7/2	Right	U	5:3	N/A	C5:E		1	17	-	171	2102	946	18.1%
8/1	Ahead	U	5:2	N/A	C5:C		1	21	-	163	1966	1081	15.1%
8/2	Ahead	U	5:2	N/A	C5:C		1	21	-	56	2102	1156	4.8%
9/1	Ahead	U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%

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: Option25 Network Model	-	-	615	0	0	13.6	3.1	0.0	16.7	-	-	-	-
J1: Padbury Roundabout	-	-	0	0	0	2.0	0.5	0.0	2.5	-	-	-	-
1/1+1/2	263	263	-	-	-	1.1	0.2	-	1.3	17.1	1.4	0.2	1.6
2/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	60	60	-	-	-	0.1	0.0	-	0.1	7.9	0.3	0.0	0.3
3/2	112	112	-	-	-	0.2	0.1	-	0.3	8.1	0.5	0.1	0.6
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	242	242	-	-	-	0.6	0.2	-	0.8	11.7	1.4	0.2	1.6
5/3	14	14	-	-	-	0.0	0.0	-	0.0	11.3	0.1	0.0	0.1
6/1	157	157	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	14	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Cherwell	-	-	308	0	0	2.2	0.6	0.0	2.7	-	-	-	-
1/2+1/1	247	247	-	-	-	0.2	0.1	-	0.3	4.1	0.3	0.1	0.4
1/3	187	187	-	-	-	0.1	0.1	-	0.2	3.1	0.7	0.1	0.8
2/1	144	144	144	0	0	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1
2/2	164	164	164	0	0	0.0	0.1	-	0.1	1.8	0.0	0.1	0.1
3/1	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	72	72	-	-	-	0.1	0.0	-	0.1	7.3	0.4	0.0	0.4
5/2	81	81	-	-	-	0.1	0.0	-	0.2	7.2	0.5	0.0	0.5
6/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

7/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	164	164	-	-	-	0.5	0.1	-	0.7	15.0	1.0	0.1	1.1
9/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1+10/2	98	98	-	-	-	0.3	0.0	-	0.3	10.2	0.6	0.0	0.6
10/3	159	159	-	-	-	0.6	0.0	-	0.6	12.5	1.0	0.0	1.0
10/4	187	187	-	-	-	0.3	0.0	-	0.3	6.5	0.5	0.0	0.5
11/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Ardley roundabout	-	-	307	0	0	1.4	0.8	0.0	2.2	-	-	-	-
1/1+1/2	68	68	136	0	0	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0
2/1	167	167	-	-	-	0.0	0.1	-	0.1	2.5	0.1	0.1	0.2
2/2	232	232	-	-	-	0.1	0.1	-	0.2	3.5	0.3	0.1	0.4
3/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	36	36	-	-	-	0.1	0.0	-	0.2	16.4	0.2	0.0	0.2
7/1	46	46	-	-	-	0.1	0.0	-	0.1	11.5	0.4	0.0	0.4
7/2	113	113	-	-	-	0.1	0.1	-	0.2	6.0	0.7	0.1	0.8
7/3	74	74	-	-	-	0.2	0.1	-	0.2	11.5	0.5	0.1	0.6
8/1	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	95	95	95	0	0	0.0	0.1	-	0.1	2.2	0.0	0.1	0.1
9/2	76	76	76	0	0	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
10/1	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

11/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	44	44	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	138	138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	152	152	-	-	-	0.3	0.1	-	0.4	10.6	1.1	0.1	1.2
15/2+15/3	215	215	-	-	-	0.5	0.1	-	0.5	8.8	0.8	0.1	0.8
16/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Baynards Green	-	-	0	0	0	6.1	0.7	0.0	6.8	-	-	-	-
1/2+1/1	323	323	-	-	-	0.9	0.2	-	1.1	11.7	1.6	0.2	1.8
1/3+1/4	324	324	-	-	-	0.9	0.2	-	1.1	11.8	1.3	0.2	1.5
2/1	179	179	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
2/2	165	165	-	-	-	0.0	0.0	-	0.0	0.4	0.1	0.0	0.1
3/2+3/1	210	210	-	-	-	1.1	0.0	-	1.1	18.6	1.2	0.0	1.2
3/3+3/4	201	201	-	-	-	1.4	0.0	-	1.4	25.8	1.6	0.0	1.6
4/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	118	118	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1
5/2	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/4	59	59	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	44	44	-	-	-	0.1	0.0	-	0.2	15.7	0.4	0.0	0.4
6/2+6/3	323	323	-	-	-	1.1	0.3	-	1.4	15.1	1.4	0.3	1.7

7/1	134	134	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
7/2	305	305	-	-	-	0.0	0.0	-	0.0	0.2	0.0	0.0	0.0
7/3	219	219	-	-	-	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0
8/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	106	106	-	-	-	0.4	0.1	-	0.5	16.0	0.5	0.1	0.6
10/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	54	54	-	-	-	0.0	0.0	-	0.0	0.3	0.0	0.0	0.0
12/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: Unnamed Junction	-	-	0	0	0	1.9	0.6	0.0	2.5	-	-	-	-
1/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	220	220	-	-	-	0.6	0.2	-	0.8	13.3	1.4	0.2	1.5
2/3	56	56	-	-	-	0.2	0.1	-	0.2	13.4	0.4	0.1	0.5
3/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	47	47	-	-	-	0.2	0.1	-	0.2	17.6	0.5	0.1	0.5
4/2+4/3	210	210	-	-	-	0.7	0.3	-	1.0	17.1	1.5	0.3	1.8
5/1+5/2	191	191	-	-	-	0.2	0.0	-	0.2	4.3	0.4	0.0	0.4
5/3+5/4	206	206	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0
6/1	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	171	171	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0

8/1	163	163	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1																																																																																																		
8/2	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
9/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
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Scenario 4: '2031 Option 25 - Inter Peak' (FG4: '2031 Opt 25 - inter-peak', Plan 1: 'Network Control Plan 1')

C1 - Padbury

Stage Timings

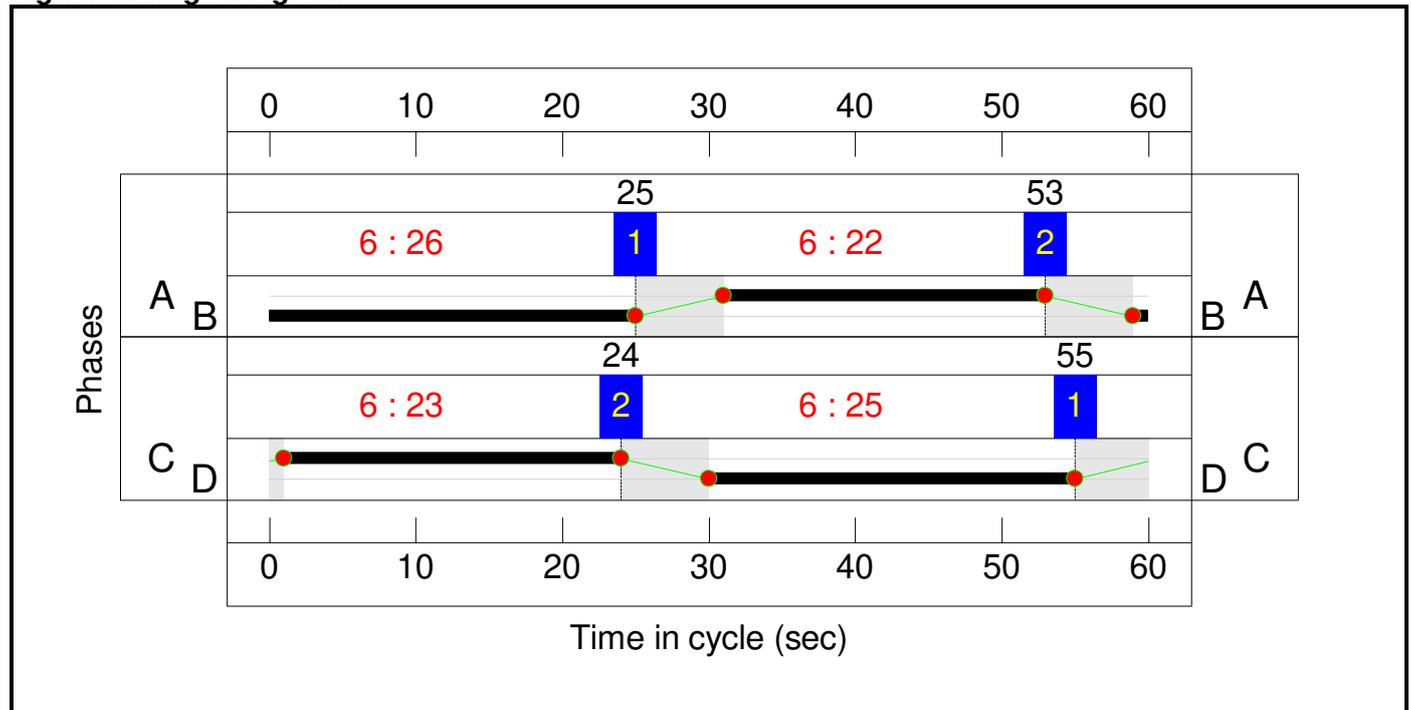
Stage Stream: 1

Stage	1	2
Duration	22	26
Change Point	25	53

Stage Stream: 2

Stage	1	2
Duration	23	25
Change Point	55	24

Signal Timings Diagram



C2 - Cherwell

Stage Timings

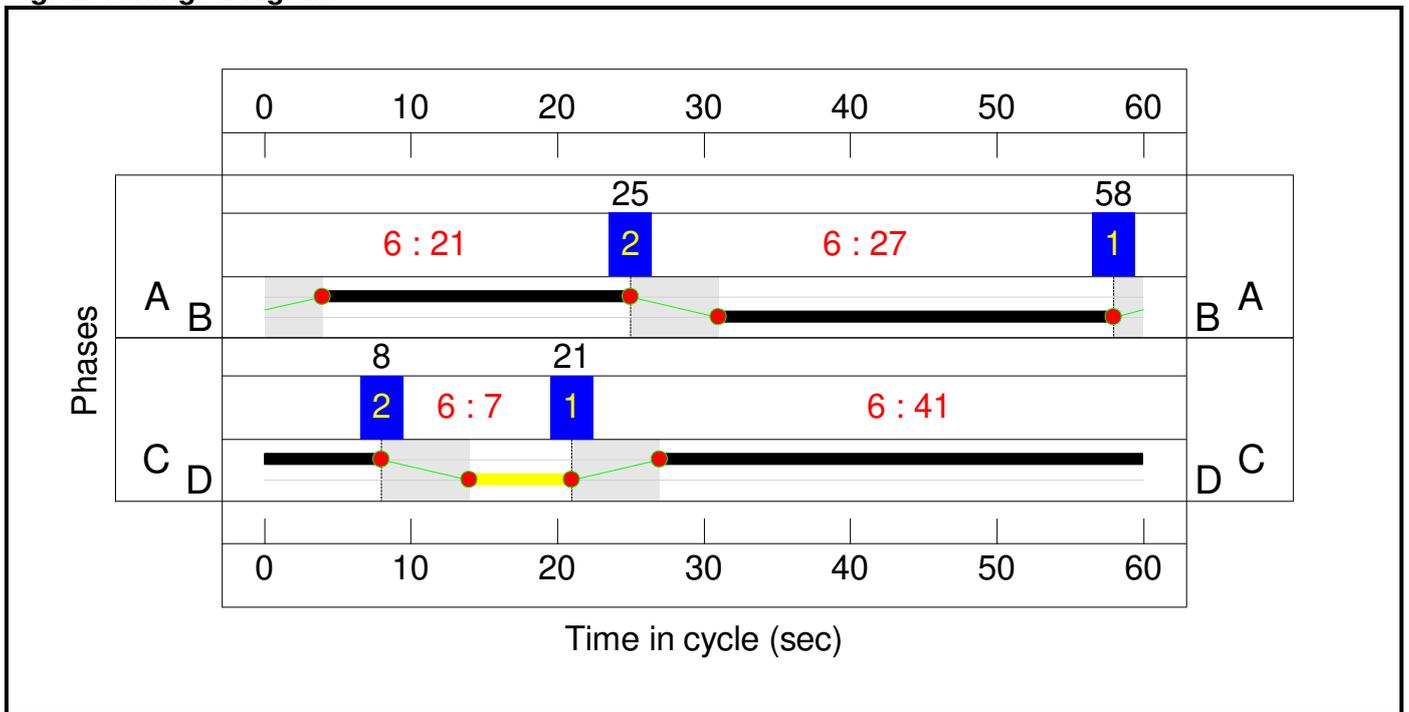
Stage Stream: 1

Stage	1	2
Duration	28	20
Change Point	0	34

Stage Stream: 2

Stage	1	2
Duration	20	28
Change Point	37	3

Signal Timings Diagram



C4 - Baynards Green

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	14	34
Change Point	59	19

Stage Stream: 2

Stage	1	2
Duration	34	14
Change Point	24	4

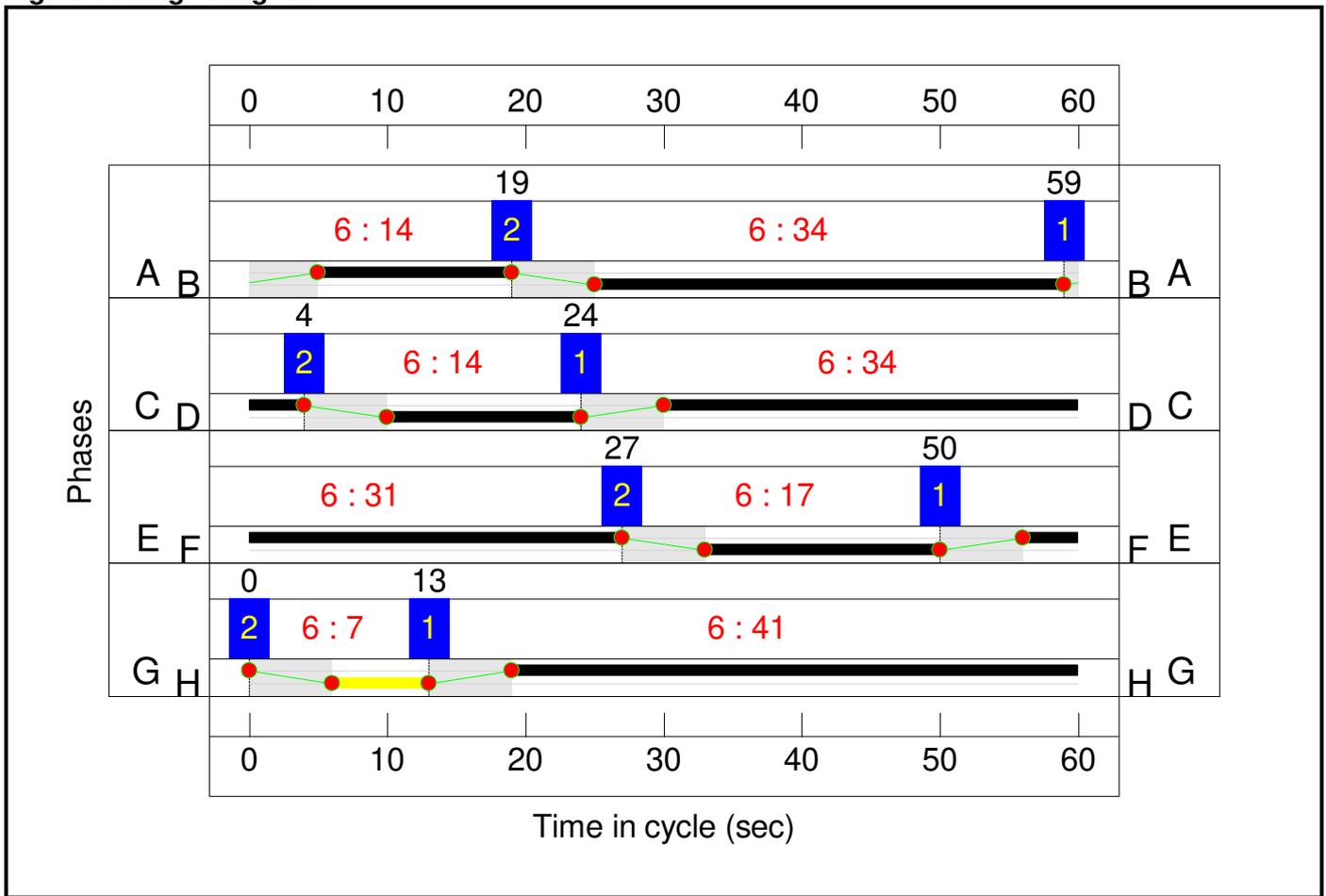
Stage Stream: 3

Stage	1	2
Duration	31	17
Change Point	50	27

Stage Stream: 4

Stage	1	2
Duration	41	7
Change Point	13	0

Signal Timings Diagram



C5 - B4100 Roundabout

Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	15
Change Point	47	26

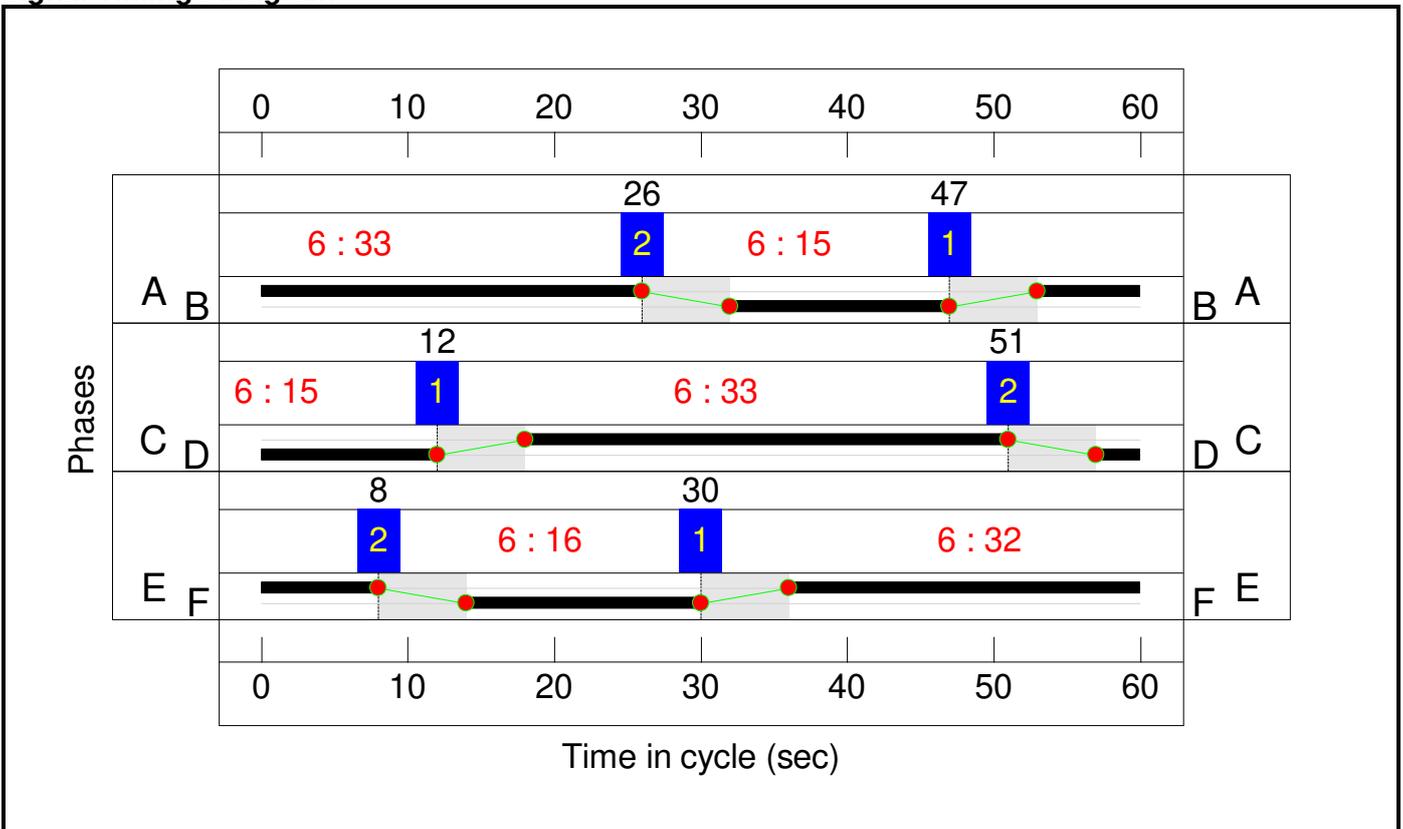
Stage Stream: 2

Stage	1	2
Duration	33	15
Change Point	12	51

Stage Stream: 3

Stage	1	2
Duration	32	16
Change Point	30	8

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Option25 Network Model	-	-	N/A	-	-		-	-	-	-	-	-	78.0%
J1: Padbury Roundabout	-	-	N/A	-	-		-	-	-	-	-	-	70.4%
1/1+1/2	A43 north Ahead	U	1:1	N/A	C1:B		1	26	-	903	1922:2058	865+418	70.4 : 70.4%
2/1	Ahead	U	N/A	N/A	-		-	-	-	969	Inf	Inf	0.0%
2/2	Ahead	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
3/1	A43 south Ahead	U	1:2	N/A	C1:C		1	23	-	265	1886	754	35.1%
3/2	A43 south Ahead	U	1:2	N/A	C1:C		1	23	-	320	2019	808	39.6%
4/1	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	347	Inf	Inf	0.0%
5/2+5/1	Junction 10 s'bound offslip Left Ahead	U	1:2	N/A	C1:D		1	25	-	652	2058:1908	812+556	47.7 : 47.7%
5/3	Junction 10 s'bound offslip Ahead	U	1:2	N/A	C1:D		1	25	-	225	2058	892	25.2%
6/1	Right	U	1:1	N/A	C1:A		1	22	-	360	1980	759	47.4%
6/2	Right	U	1:1	N/A	C1:A		1	22	-	225	2120	813	27.7%
7/1	Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
J2: Cherwell	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/2+1/1	A43 Left Ahead	U	2:1	N/A	C2:A		1	28	-	969	1980:1980	957+433	69.7 : 69.7%
1/3	A43 Ahead	U	2:1	N/A	C2:A		1	28	-	519	1980	957	54.2%
2/1	A43 Ahead	O	N/A	N/A	-		-	-	-	489	Inf	1168	41.9%
2/2	A43 Ahead	O	N/A	N/A	-		-	-	-	561	Inf	1168	48.0%
3/1	Ahead	U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%

5/1	MSA Left	U	2:2	N/A	C2:C		1	20	-	246	1871	655	37.6%
5/2	MSA Left Ahead	U	2:2	N/A	C2:C		1	20	-	281	1965	688	40.9%
6/1	Ahead	U	N/A	N/A	-		-	-	-	695	Inf	Inf	0.0%
6/2	Ahead	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
7/1	Ahead	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
7/2	Right	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
8/1+8/2	Ahead Right	U	2:1	N/A	C2:B		1	20	-	561	1886:2000	358+534	62.9 : 62.9%
9/1	Right	U	N/A	N/A	-		-	-	-	96	Inf	Inf	0.0%
10/1+10/2	Ahead	U	2:2	N/A	C2:D		1	28	-	336	2120:2120	590+576	28.8 : 28.8%
10/3	Ahead	U	2:2	N/A	C2:D		1	28	-	667	2120	1025	65.1%
10/4	Ahead	U	2:2	N/A	C2:D		1	28	-	519	2120	1025	50.7%
11/1	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
11/2	M40 SB onslip Ahead	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
12/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
12/2		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
J3: Ardley roundabout	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/1+1/2	Ahead	O	N/A	N/A	-		-	-	-	231	Inf : Inf	311+487	29.0 : 29.0%
2/1	Ahead	U	3:2	N/A	C3:C		1	41	-	695	1980	1386	50.1%
2/2	Ahead	U	3:2	N/A	C3:C		1	41	-	676	1980	1386	48.8%
3/1		U	N/A	N/A	-		-	-	-	755	Inf	Inf	0.0%
4/1	Ahead	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
4/2	Right Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
6/1+6/2	Right	U	3:2	N/A	C3:D		1	7	-	121	1980:1980	218+194	29.3 : 29.3%
7/1	Ahead	U	3:1	N/A	C3:B		1	27	-	158	1980	924	17.1%
7/2	Right	U	3:1	N/A	C3:B		1	27	-	390	2120	989	39.4%
7/3	Right	U	3:1	N/A	C3:B		1	27	-	252	2120	989	25.5%

8/1	Ahead	U	N/A	N/A	-	-	-	-	513	Inf	Inf	0.0%
8/2	Ahead	U	N/A	N/A	-	-	-	-	537	Inf	Inf	0.0%
9/1	Left	O	N/A	N/A	-	-	-	-	324	Inf	688	47.1%
9/2	Ahead	O	N/A	N/A	-	-	-	-	260	Inf	534	48.7%
10/1	Left	U	N/A	N/A	-	-	-	-	755	Inf	Inf	0.0%
10/2	Ahead	U	N/A	N/A	-	-	-	-	513	Inf	Inf	0.0%
10/3	Right Ahead	U	N/A	N/A	-	-	-	-	658	Inf	Inf	0.0%
11/1	Ahead	U	N/A	N/A	-	-	-	-	584	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-	-	-	-	358	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-	-	-	-	899	Inf	Inf	0.0%
13/1	Right	U	N/A	N/A	-	-	-	-	710	Inf	Inf	0.0%
13/2	Right	U	N/A	N/A	-	-	-	-	468	Inf	Inf	0.0%
13/3	Right	U	N/A	N/A	-	-	-	-	517	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-	-	-	-	1083	Inf	Inf	0.0%
14/2	Ahead	U	N/A	N/A	-	-	-	-	193	Inf	Inf	0.0%
15/1	Left Ahead	U	3:1	N/A	C3:A	1	21	-	520	1980	726	71.6%
15/2+15/3	Ahead	U	3:1	N/A	C3:A	1	21	-	733	2120:2120	704+706	52.0 : 52.0%
16/1		U	N/A	N/A	-	-	-	-	1083	Inf	Inf	0.0%
16/2		U	N/A	N/A	-	-	-	-	193	Inf	Inf	0.0%
17/1	Ahead	U	N/A	N/A	-	-	-	-	520	Inf	Inf	0.0%
17/2	Ahead	U	N/A	N/A	-	-	-	-	733	Inf	Inf	0.0%
18/1	Ahead	U	N/A	N/A	-	-	-	-	1253	Inf	Inf	0.0%
J4: Baynards Green	-	-	N/A	-	-	-	-	-	-	-	-	78.0%
1/2+1/1	A43 North Left	U	4:1	N/A	C4:B	1	34	-	1106	2120:1980	1237+759	56.6 : 53.5%
1/3+1/4	A43 North Ahead	U	4:1	N/A	C4:B	1	34	-	1110	2120:1922	1023+994	55.0 : 55.0%
2/1	Ahead	U	4:2	N/A	C4:C	1	34	-	594	2120	1237	48.0%
2/2	Ahead Right	U	4:2	N/A	C4:C	1	34	-	583	2120	1237	47.1%
3/2+3/1	B4100 East Left Ahead	U	4:2	N/A	C4:D	1	14	-	707	2120:1980	530+495	66.0 : 72.1%

3/3+3/4	B4100 East Ahead	U	4:2	N/A	C4:D		1	14	-	698	2120:2120	530+509	67.2 : 67.2%
4/1	Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
4/2	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
5/1	Right	U	4:3	N/A	C4:E		1	31	-	401	1980	1056	38.0%
5/2	Right	U	4:3	N/A	C4:E		1	31	-	350	2120	1131	31.0%
5/3	Right	U	4:3	N/A	C4:E		1	31	-	356	2120	1131	31.5%
5/4	Right	U	4:3	N/A	C4:E		1	31	-	342	2120	1131	30.2%
6/1	A43 South Ahead Ahead2	U	4:3	N/A	C4:F		1	17	-	358	1930	579	61.8%
6/2+6/3	A43 South Ahead	U	4:3	N/A	C4:F		1	17	-	899	1922:1922	577+577	78.0 : 77.9%
7/1	Ahead	U	4:4	N/A	C4:G		1	41	-	658	2120	1484	44.3%
7/2	Ahead	U	4:4	N/A	C4:G		1	41	-	806	2120	1484	54.3%
7/3	Ahead Right	U	4:4	N/A	C4:G		1	41	-	791	2120	1484	53.3%
8/1		U	N/A	N/A	-		-	-	-	451	Inf	Inf	0.0%
9/1+9/2	B4100 West Left Ahead	U	4:4	N/A	C4:H		1	7	-	366	1888:1894	252+253	72.3 : 72.9%
10/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
11/1	Ahead	U	4:1	N/A	C4:A		1	14	-	137	1980	495	27.7%
11/2	Right Ahead	U	4:1	N/A	C4:A		1	14	-	188	2120	530	35.5%
12/1	Ahead	U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
12/2	Ahead	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
13/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%
13/2		U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
14/1	Ahead	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
15/1	Ahead	U	N/A	N/A	-		-	-	-	1257	Inf	Inf	0.0%
J5: Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.8%
1/1		U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%

2/2+2/1	B4100 east Left Ahead	U	5:3	N/A	C5:F		1	16	-	611	2120:1908	568+262	73.6 : 73.6%
2/3	B4100 east Ahead	U	5:3	N/A	C5:F		1	16	-	332	2043	579	57.4%
3/1	Ahead	U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
3/2	Ahead	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
4/1	A43 Left	U	5:2	N/A	C5:D		1	15	-	289	2019	538	53.7%
4/2+4/3	A43 Left Ahead	U	5:2	N/A	C5:D		1	15	-	588	2043:1908	536+325	68.3 : 68.3%
5/1+5/2	B4100 west Ahead	U	5:1	N/A	C5:B		1	15	-	654	1980:2120	447+481	70.5 : 70.5%
5/3+5/4	B4100 west Ahead	U	5:1	N/A	C5:B		1	15	-	710	2120:2120	453+484	75.8 : 75.8%
6/1	Right	U	5:1	N/A	C5:A		1	33	-	222	1942	1100	20.2%
7/1	Right	U	5:3	N/A	C5:E		1	32	-	343	1966	1081	31.7%
7/2	Right	U	5:3	N/A	C5:E		1	32	-	367	2102	1156	31.7%
8/1	Ahead	U	5:2	N/A	C5:C		1	33	-	418	1966	1114	37.5%
8/2	Ahead	U	5:2	N/A	C5:C		1	33	-	332	2102	1191	27.9%
9/1	Ahead	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%

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: Option25 Network Model	-	-	2096	0	0	62.8	19.9	0.0	82.7	-	-	-	-
J1: Padbury Roundabout	-	-	0	0	0	5.5	2.4	0.0	7.9	-	-	-	-
1/1+1/2	903	903	-	-	-	1.4	1.2	-	2.6	10.4	20.6	1.2	21.8
2/1	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	265	265	-	-	-	0.3	0.3	-	0.6	8.0	2.4	0.3	2.7
3/2	320	320	-	-	-	0.4	0.3	-	0.7	8.2	3.0	0.3	3.3
4/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	652	652	-	-	-	2.1	0.5	-	2.6	14.1	4.4	0.5	4.9
5/3	225	225	-	-	-	0.7	0.2	-	0.8	13.5	2.4	0.2	2.5
6/1	360	360	-	-	-	0.3	0.0	-	0.3	3.5	0.6	0.0	0.6
6/2	225	225	-	-	-	0.2	0.0	-	0.2	3.5	0.4	0.0	0.4
7/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Cherwell	-	-	1050	0	0	9.6	4.0	0.0	13.7	-	-	-	-
1/2+1/1	969	969	-	-	-	2.1	1.1	-	3.2	12.0	3.9	1.1	5.0
1/3	519	519	-	-	-	1.1	0.6	-	1.7	11.9	4.2	0.6	4.8
2/1	489	489	489	0	0	0.2	0.4	-	0.5	4.0	6.2	0.4	6.5
2/2	561	561	561	0	0	0.0	0.5	-	0.5	3.0	1.7	0.5	2.2
3/1	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	246	246	-	-	-	1.0	0.3	-	1.3	19.0	3.0	0.3	3.3
5/2	281	281	-	-	-	1.2	0.3	-	1.5	19.2	3.5	0.3	3.9
6/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

7/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1+8/2	561	561	-	-	-	2.1	0.8	-	2.9	18.8	3.5	0.8	4.4
9/1	96	96	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1+10/2	336	336	-	-	-	1.9	0.0	-	1.9	20.8	3.8	0.0	3.8
10/3	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/4	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: Ardley roundabout	-	-	1046	0	0	9.0	4.7	0.0	13.7	-	-	-	-
1/1+1/2	231	231	462	0	0	0.1	0.2	-	0.3	4.2	0.5	0.2	0.7
2/1	695	695	-	-	-	0.1	0.5	-	0.6	3.0	2.2	0.5	2.7
2/2	676	676	-	-	-	0.3	0.5	-	0.8	4.1	4.6	0.5	5.0
3/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1+6/2	121	121	-	-	-	0.7	0.2	-	0.9	28.2	0.9	0.2	1.1
7/1	158	158	-	-	-	0.3	0.1	-	0.4	9.6	1.3	0.1	1.4
7/2	390	390	-	-	-	0.9	0.3	-	1.2	10.8	2.2	0.3	2.5
7/3	252	252	-	-	-	1.0	0.2	-	1.2	16.9	3.2	0.2	3.4
8/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	324	324	324	0	0	0.0	0.4	-	0.5	5.4	1.2	0.4	1.6
9/2	260	260	260	0	0	0.3	0.5	-	0.7	10.3	2.2	0.5	2.6
10/1	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

11/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	520	520	-	-	-	2.4	1.2	-	3.6	25.0	7.4	1.2	8.6
15/2+15/3	733	733	-	-	-	3.0	0.5	-	3.5	17.2	4.6	0.5	5.1
16/1	1083	1083	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
17/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	1253	1253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J4: Baynards Green	-	-	0	0	0	24.0	5.1	0.0	29.1	-	-	-	-
1/2+1/1	1106	1106	-	-	-	2.3	0.6	-	2.9	9.4	7.2	0.6	7.8
1/3+1/4	1110	1110	-	-	-	2.2	0.6	-	2.8	9.2	5.3	0.6	5.9
2/1	594	594	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5
2/2	583	583	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6
3/2+3/1	707	707	-	-	-	5.4	0.0	-	5.4	27.6	10.4	0.0	10.4
3/3+3/4	698	698	-	-	-	4.5	0.0	-	4.5	23.1	5.9	0.0	5.9
4/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	401	401	-	-	-	0.2	0.0	-	0.2	1.7	0.7	0.0	0.7
5/2	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/3	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/4	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.6	0.0	0.6
6/1	358	358	-	-	-	1.8	0.8	-	2.6	26.1	5.1	0.8	5.9
6/2+6/3	899	899	-	-	-	4.8	1.7	-	6.5	26.2	6.7	1.7	8.5

7/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/3	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.6	0.0	0.6
8/1	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1+9/2	366	366	-	-	-	2.5	1.3	-	3.8	37.7	2.9	1.3	4.2
10/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	137	137	-	-	-	0.0	0.0	-	0.0	0.4	0.1	0.0	0.1
11/2	188	188	-	-	-	0.0	0.0	-	0.0	0.3	0.1	0.0	0.1
12/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1257	1257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J5: Unnamed Junction	-	-	0	0	0	14.7	3.7	0.0	18.4	-	-	-	-
1/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
1/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2+2/1	611	611	-	-	-	3.1	1.4	-	4.5	26.7	6.2	1.4	7.5
2/3	332	332	-	-	-	1.7	0.7	-	2.4	25.7	4.7	0.7	5.4
3/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	289	289	-	-	-	1.8	0.6	-	2.4	30.1	4.7	0.6	5.3
4/2+4/3	588	588	-	-	-	3.0	1.1	-	4.0	24.6	5.9	1.1	7.0
5/1+5/2	654	654	-	-	-	2.6	0.0	-	2.6	14.3	6.8	0.0	6.8
5/3+5/4	710	710	-	-	-	2.4	0.0	-	2.4	12.0	4.1	0.0	4.1
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	343	343	-	-	-	0.0	0.0	-	0.0	0.2	0.3	0.0	0.3
7/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

8/1	418	418	-	-	-	0.0	0.0	-	0.0	0.4	0.4	0.0	0.4																																																																																																		
8/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
9/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0																																																																																																		
<table> <tr> <td>C1 - Padbury</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>27.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.18</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C1 - Padbury</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>88.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.72</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2 - Cherwell</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>29.1</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>7.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C2 - Cherwell</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>38.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.74</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3 - Ardley</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>25.7</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.89</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C3 - Ardley</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>79.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>2.31</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4 - Baynards Green</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>59.0</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>5.73</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4 - Baynards Green</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>24.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>10.23</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4 - Baynards Green</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>15.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>9.32</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C4 - Baynards Green</td> <td>Stream: 4 PRC for Signalled Lanes (%)</td> <td>23.5</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>3.84</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C5 - B4100 Roundabout</td> <td>Stream: 1 PRC for Signalled Lanes (%)</td> <td>18.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>4.97</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C5 - B4100 Roundabout</td> <td>Stream: 2 PRC for Signalled Lanes (%)</td> <td>31.8</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.48</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td>C5 - B4100 Roundabout</td> <td>Stream: 3 PRC for Signalled Lanes (%)</td> <td>22.3</td> <td>Total Delay for Signalled Lanes (pcuHr):</td> <td>6.91</td> <td>Cycle Time (s):</td> <td>60</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%)</td> <td>15.3</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>82.73</td> <td></td> <td></td> </tr> </table>														C1 - Padbury	Stream: 1 PRC for Signalled Lanes (%)	27.8	Total Delay for Signalled Lanes (pcuHr):	3.18	Cycle Time (s):	60	C1 - Padbury	Stream: 2 PRC for Signalled Lanes (%)	88.8	Total Delay for Signalled Lanes (pcuHr):	4.72	Cycle Time (s):	60	C2 - Cherwell	Stream: 1 PRC for Signalled Lanes (%)	29.1	Total Delay for Signalled Lanes (pcuHr):	7.89	Cycle Time (s):	60	C2 - Cherwell	Stream: 2 PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr):	4.74	Cycle Time (s):	60	C3 - Ardley	Stream: 1 PRC for Signalled Lanes (%)	25.7	Total Delay for Signalled Lanes (pcuHr):	9.89	Cycle Time (s):	60	C3 - Ardley	Stream: 2 PRC for Signalled Lanes (%)	79.5	Total Delay for Signalled Lanes (pcuHr):	2.31	Cycle Time (s):	60	C4 - Baynards Green	Stream: 1 PRC for Signalled Lanes (%)	59.0	Total Delay for Signalled Lanes (pcuHr):	5.73	Cycle Time (s):	60	C4 - Baynards Green	Stream: 2 PRC for Signalled Lanes (%)	24.8	Total Delay for Signalled Lanes (pcuHr):	10.23	Cycle Time (s):	60	C4 - Baynards Green	Stream: 3 PRC for Signalled Lanes (%)	15.3	Total Delay for Signalled Lanes (pcuHr):	9.32	Cycle Time (s):	60	C4 - Baynards Green	Stream: 4 PRC for Signalled Lanes (%)	23.5	Total Delay for Signalled Lanes (pcuHr):	3.84	Cycle Time (s):	60	C5 - B4100 Roundabout	Stream: 1 PRC for Signalled Lanes (%)	18.8	Total Delay for Signalled Lanes (pcuHr):	4.97	Cycle Time (s):	60	C5 - B4100 Roundabout	Stream: 2 PRC for Signalled Lanes (%)	31.8	Total Delay for Signalled Lanes (pcuHr):	6.48	Cycle Time (s):	60	C5 - B4100 Roundabout	Stream: 3 PRC for Signalled Lanes (%)	22.3	Total Delay for Signalled Lanes (pcuHr):	6.91	Cycle Time (s):	60		PRC Over All Lanes (%)	15.3	Total Delay Over All Lanes(pcuHr):	82.73		
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APPENDIX B

JOURNEY TIME ANALYSIS

Key route journey time comparison for 2031 option 25 vs reference case- morning peak							
From	To	Option 25 average journey (s)	Reference average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Reference Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	88	376	-288	36.38	155.27	-119
M40 south	A43 north of Baynards green	130	189	-59	39.56	57.55	-18
A43 north of Baynards Green	M40 north	185	414	-230	4.51	10.12	-6
M40 north	A43 north of Baynards green	105	105	1	1.96	1.95	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	182	485	-302			
B430 (or Ardley Bypass)	A43 north of Baynards green	222	237	-14			
M40 south	B430 (or Ardley Bypass)	104	144	-41			
B430 (or Ardley Bypass)	M40 south	211	254	-44			
M40 north	B430 (or Ardley Bypass)	143	428	-285			
B430 (or Ardley Bypass)	M40 north	120	144	-24			
M40 north	MSA	85	247	-162	5.19	15.03	-10
M40 south	MSA	158	146	12	9.27	8.55	1
MSA	M40 south	91	105	-14	7.47	8.59	-1
MSA	M40 north	115	93	21	4.62	3.76	1
B4100 east	B4100 west	115	61	55	9.79	5.15	5
B4100 west	B4100 east	61	79	-18	5.01	6.50	-1
Net change				-1390	Net change		-149

Key route journey time comparison for 2031 option 25 vs reference case - evening peak							
From	To	Option 25 average journey (s)	Reference average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Reference Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	99	227	-128	24.46	56.25	-32
M40 south	A43 north of Baynards green	132	227	-95	58.60	100.52	-42
A43 north of Baynards Green	M40 north	210	194	16	4.96	4.59	0
M40 north	A43 north of Baynards green	108	120	-12	2.61	2.90	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	199	257	-58			
B430 (or Ardley Bypass)	A43 north of Baynards green	240	242	-2			
M40 south	B430 (or Ardley Bypass)	90	175	-85			
B430 (or Ardley Bypass)	M40 south	200	238	-38			
M40 north	B430 (or Ardley Bypass)	137	222	-85			
B430 (or Ardley Bypass)	M40 north	117	143	-26			
M40 north	MSA	79	119	-39	5.04	7.54	-2
M40 south	MSA	171	156	15	11.77	10.75	1
MSA	M40 south	95	82	13	6.82	5.90	1
MSA	M40 north	125	76	49	6.81	4.16	3
B4100 east	B4100 west	96	68	29	9.93	6.98	3
B4100 west	B4100 east	80	67	13	5.41	4.54	1
Net change				-434	Net change		-68

Key route journey time comparison for 2031 option 25 vs 2031 option 18 - morning peak							
From	To	Option 25 average journey (s)	Option 18 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 18 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	88	99	-10	36.38	40.67	-4
M40 south	A43 north of Baynards green	130	224	-95	39.56	68.44	-29
A43 north of Baynards Green	M40 north	185	210	-25	4.51	5.13	-1
M40 north	A43 north of Baynards green	105	107	-2	1.96	2.00	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	182	242	-60	37.75	50.08	-12
B430 (or Ardley Bypass)	A43 north of Baynards green	222	219	3	18.65	18.40	0
M40 south	B430 (or Ardley Bypass)	104	85	19	12.56	10.31	2
B430 (or Ardley Bypass)	M40 south	211	99	112	13.57	6.35	7
M40 north	B430 (or Ardley Bypass)	143	206	-62	18.24	26.14	-8
B430 (or Ardley Bypass)	M40 north	120	131	-10	10.94	11.87	-1
M40 north	MSA	85	98	-12	5.19	5.94	-1
M40 south	MSA	158	171	-13	9.27	10.00	-1
MSA	M40 south	91	141	-50	7.47	11.59	-4
MSA	M40 north	115	126	-11	4.62	5.06	0
B4100 east	B4100 west	115	73	42	9.79	6.21	4
B4100 west	B4100 east	61	75	-14	5.01	6.14	-1
Net change				-188	Net change		-49

Key route journey time comparison for 2031 option 25 vs 2031 option 18 - evening peak							
From	To	Option 25 average journey (s)	Option 18 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 18 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	99	102	-4	24.46	25.33	-1
M40 south	A43 north of Baynards green	132	250	-118	58.60	110.99	-52
A43 north of Baynards Green	M40 north	210	202	8	4.96	4.76	0
M40 north	A43 north of Baynards green	108	121	-14	2.61	2.93	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	199	235	-36	19.09	22.54	-3
B430 (or Ardley Bypass)	A43 north of Baynards green	240	256	-16	40.20	42.86	-3
M40 south	B430 (or Ardley Bypass)	90	83	7	7.25	6.68	1
B430 (or Ardley Bypass)	M40 south	200	103	98	22.29	11.42	11
M40 north	B430 (or Ardley Bypass)	137	210	-74	12.39	19.05	-7
B430 (or Ardley Bypass)	M40 north	117	154	-36	12.75	16.68	-4
M40 north	MSA	79	110	-31	5.04	7.00	-2
M40 south	MSA	171	176	-5	11.77	12.14	0
MSA	M40 south	95	130	-35	6.82	9.32	-3
MSA	M40 north	125	109	16	6.81	5.92	1
B4100 east	B4100 west	96	79	17	9.93	8.17	2
B4100 west	B4100 east	80	66	14	5.41	4.47	1
Net change				-208	Net change		-60

Key route journey time comparison for 2031 option 25 vs 2031 option 19 - morning peak							
From	To	Option 25 average journey (s)	Option 19 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 19 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	88	99	-10	36.38	40.63	-4
M40 south	A43 north of Baynards green	130	229	-100	39.56	69.94	-30
A43 north of Baynards Green	M40 north	185	163	22	4.51	3.98	1
M40 north	A43 north of Baynards green	105	97	8	1.96	1.81	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	182	221	-38	37.75	45.67	-8
B430 (or Ardley Bypass)	A43 north of Baynards green	222	238	-16	18.65	19.95	-1
M40 south	B430 (or Ardley Bypass)	104	89	14	12.56	10.83	2
B430 (or Ardley Bypass)	M40 south	211	99	112	13.57	6.37	7
M40 north	B430 (or Ardley Bypass)	143	191	-48	18.24	24.32	-6
B430 (or Ardley Bypass)	M40 north	120	157	-36	10.94	14.24	-3
M40 north	MSA	85	93	-7	5.19	5.63	0
M40 south	MSA	158	166	-8	9.27	9.72	0
MSA	M40 south	91	141	-50	7.47	11.54	-4
MSA	M40 north	115	104	11	4.62	4.19	0
B4100 east	B4100 west	115	73	42	9.79	6.21	4
B4100 west	B4100 east	61	75	-14	5.01	6.14	-1
Net change				-117	Net change		-46

Key route journey time comparison for 2031 option 25 vs 2031 option 19 - evening peak							
From	To	Option 25 average journey (s)	Option 19 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 19 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	99	102	-4	24.46	25.38	-1
M40 south	A43 north of Baynards green	132	238	-106	58.60	105.58	-47
A43 north of Baynards Green	M40 north	210	187	23	4.96	4.41	1
M40 north	A43 north of Baynards green	108	122	-14	2.61	2.94	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	199	250	-50	19.09	23.92	-5
B430 (or Ardley Bypass)	A43 north of Baynards green	240	260	-20	40.20	43.57	-3
M40 south	B430 (or Ardley Bypass)	90	81	9	7.25	6.54	1
B430 (or Ardley Bypass)	M40 south	200	114	86	22.29	12.73	10
M40 north	B430 (or Ardley Bypass)	137	222	-85	12.39	20.06	-8
B430 (or Ardley Bypass)	M40 north	117	178	-61	12.75	19.35	-7
M40 north	MSA	79	111	-32	5.04	7.05	-2
M40 south	MSA	171	163	7	11.77	11.26	1
MSA	M40 south	95	132	-36	6.82	9.42	-3
MSA	M40 north	125	85	40	6.81	4.63	2
B4100 east	B4100 west	96	79	17	9.93	8.17	2
B4100 west	B4100 east	80	66	14	5.41	4.47	1
Net change				-212	Net change		-59

Key route journey time comparison for 2031 option 25 vs reference case - off-peak							
From	To	Option 25 average journey (s)	Reference average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Reference Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	87	148	-62	7.45	12.74	-5
M40 south	A43 north of Baynards green	121	173	-52	11.73	16.78	-5
A43 north of Baynards Green	M40 north	176	141	35	1.07	0.86	0
M40 north	A43 north of Baynards green	125	90	35	0.70	0.50	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	173	203	-30			
B430 (or Ardley Bypass)	A43 north of Baynards green	233	228	5			
M40 south	B430 (or Ardley Bypass)	87	133	-46			
B430 (or Ardley Bypass)	M40 south	195	225	-30			
M40 north	B430 (or Ardley Bypass)	132	167	-35			
B430 (or Ardley Bypass)	M40 north	106	141	-36			
M40 north	MSA	66	71	-6	1.06	1.15	0
M40 south	MSA	127	116	11	2.12	1.93	0
MSA	M40 south	74	86	-12	1.49	1.73	0
MSA	M40 north	94	79	15	1.14	0.96	0
B4100 east	B4100 west	72	52	20	1.76	1.27	0
B4100 west	B4100 east	43	48	-5	0.84	0.93	0
Net change				-191	Net change		-9

Key route journey time comparison for 2031 option 25 vs reference case - inter-peak							
From	To	Option 25 average journey (s)	Reference average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Reference Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	85	196	-112	24.89	57.74	-33
M40 south	A43 north of Baynards green	131	183	-52	43.70	60.95	-17
A43 north of Baynards Green	M40 north	177	170	7	3.79	3.64	0
M40 north	A43 north of Baynards green	108	121	-13	2.06	2.32	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	171	235	-64			
B430 (or Ardley Bypass)	A43 north of Baynards green	238	230	8			
M40 south	B430 (or Ardley Bypass)	90	143	-53			
B430 (or Ardley Bypass)	M40 south	205	241	-36			
M40 north	B430 (or Ardley Bypass)	136	213	-76			
B430 (or Ardley Bypass)	M40 north	120	142	-22			
M40 north	MSA	84	112	-29	4.62	6.21	-2
M40 south	MSA	161	130	32	9.15	7.34	2
MSA	M40 south	86	90	-4	5.88	6.12	0
MSA	M40 north	114	83	31	4.80	3.50	1
B4100 east	B4100 west	113	63	50	9.46	5.29	4
B4100 west	B4100 east	70	70	0	4.64	4.65	0
Net change				-333	Net change		-45

Key route journey time comparison for 2031 option 25 vs 2031 option 18 - off-peak							
From	To	Option 25 average journey (s)	Option 18 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 18 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	87	89	-2	7.45	7.64	0
M40 south	A43 north of Baynards green	121	201	-80	11.73	19.53	-8
A43 north of Baynards Green	M40 north	176	155	21	1.07	0.95	0
M40 north	A43 north of Baynards green	125	96	30	0.70	0.53	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	173	187	-14	6.83	7.37	-1
B430 (or Ardley Bypass)	A43 north of Baynards green	233	216	18	7.65	7.06	1
M40 south	B430 (or Ardley Bypass)	87	68	19	2.30	1.80	0
B430 (or Ardley Bypass)	M40 south	195	90	106	4.45	2.04	2
M40 north	B430 (or Ardley Bypass)	132	150	-18	3.73	4.24	-1
B430 (or Ardley Bypass)	M40 north	106	120	-15	2.73	3.11	0
M40 north	MSA	66	61	5	1.06	0.98	0
M40 south	MSA	127	151	-24	2.12	2.52	0
MSA	M40 south	74	113	-39	1.49	2.26	-1
MSA	M40 north	94	99	-6	1.14	1.21	0
B4100 east	B4100 west	72	56	16	1.76	1.38	0
B4100 west	B4100 east	43	48	-5	0.84	0.93	0
Net change				10	Net change		-7

Key route journey time comparison for 2031 option 25 vs 2031 option 18 - inter-peak							
From	To	Option 25 average journey (s)	Option 18 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 18 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	85	97	-13	24.89	28.62	-4
M40 south	A43 north of Baynards green	131	230	-99	43.70	76.70	-33
A43 north of Baynards Green	M40 north	177	195	-18	3.79	4.16	0
M40 north	A43 north of Baynards green	108	107	1	2.06	2.05	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	171	218	-47	23.02	29.36	-6
B430 (or Ardley Bypass)	A43 north of Baynards green	238	258	-20	26.60	28.83	-2
M40 south	B430 (or Ardley Bypass)	90	76	15	8.14	6.80	1
B430 (or Ardley Bypass)	M40 south	205	100	105	16.05	7.86	8
M40 north	B430 (or Ardley Bypass)	136	194	-58	13.22	18.83	-6
B430 (or Ardley Bypass)	M40 north	120	149	-29	10.67	13.22	-3
M40 north	MSA	84	80	3	4.62	4.44	0
M40 south	MSA	161	164	-3	9.15	9.31	0
MSA	M40 south	86	124	-38	5.88	8.48	-3
MSA	M40 north	114	104	10	4.80	4.38	0
B4100 east	B4100 west	113	66	47	9.46	5.52	4
B4100 west	B4100 east	70	64	6	4.64	4.27	0
Net change				-138	Net change		-42

Key route journey time comparison for 2031 option 25 vs 2031 option 19 - off-peak							
From	To	Option 25 average journey (s)	Option 19 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 19 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	87	89	-2	7.45	7.63	0
M40 south	A43 north of Baynards green	121	201	-81	11.73	19.56	-8
A43 north of Baynards Green	M40 north	176	143	33	1.07	0.87	0
M40 north	A43 north of Baynards green	125	96	30	0.70	0.53	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	173	222	-49	6.83	8.77	-2
B430 (or Ardley Bypass)	A43 north of Baynards green	233	219	14	7.65	7.18	0
M40 south	B430 (or Ardley Bypass)	87	69	18	2.30	1.83	0
B430 (or Ardley Bypass)	M40 south	195	102	93	4.45	2.33	2
M40 north	B430 (or Ardley Bypass)	132	179	-47	3.73	5.07	-1
B430 (or Ardley Bypass)	M40 north	106	148	-42	2.73	3.82	-1
M40 north	MSA	66	60	6	1.06	0.96	0
M40 south	MSA	127	144	-17	2.12	2.40	0
MSA	M40 south	74	118	-44	1.49	2.37	-1
MSA	M40 north	94	74	20	1.14	0.90	0
B4100 east	B4100 west	72	56	16	1.76	1.38	0
B4100 west	B4100 east	43	48	-5	0.84	0.93	0
Net change				-58	Net change		-9

Key route journey time comparison for 2031 option 25 vs 2031 option 19 - inter-peak							
From	To	Option 25 average journey (s)	Option 19 average journey (s)	Difference (s)	Option 25 Total Journey (pcuHr)	Option 19 Total Journey (pcuHr)	Difference (pcuHr)
A43 north of Baynards Green	M40 south	85	97	-13	24.89	28.62	-4
M40 south	A43 north of Baynards green	131	226	-95	43.70	75.37	-32
A43 north of Baynards Green	M40 north	177	155	22	3.79	3.32	0
M40 north	A43 north of Baynards green	108	112	-4	2.06	2.14	0
A43 north of Baynards Green	B430 (or Ardley Bypass)	171	216	-45	23.02	29.07	-6
B430 (or Ardley Bypass)	A43 north of Baynards green	238	227	11	26.60	25.39	1
M40 south	B430 (or Ardley Bypass)	90	82	8	8.14	7.40	1
B430 (or Ardley Bypass)	M40 south	205	101	104	16.05	7.87	8
M40 north	B430 (or Ardley Bypass)	136	203	-67	13.22	19.69	-6
B430 (or Ardley Bypass)	M40 north	120	143	-23	10.67	12.75	-2
M40 north	MSA	84	91	-7	4.62	5.01	0
M40 south	MSA	161	165	-4	9.15	9.36	0
MSA	M40 south	86	119	-33	5.88	8.10	-2
MSA	M40 north	114	85	29	4.80	3.59	1
B4100 east	B4100 west	113	66	47	9.46	5.52	4
B4100 west	B4100 east	70	64	6	4.64	4.27	0
Net change				-63	Net change		-37

APPENDIX C

M40 J10 MERGE AND DIVERGE 2031 TRAFFIC FLOWS

Diverges	zones	AM1 (0645 to 0745)						AM2 (0745 to 0845)						PM (1630 to 1730)					
		downstream mainline			diverge flow			downstream mainline			diverge flow			downstream mainline			diverge flow		
		vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV
M40 NB Ardley diverge	from 4 to 3,4,8,9,10,11,	3873	400	10.3%	587	126	21.5%	4134	307	7.4%	575	122	21.2%	6207	447	7.2%	488	128	26.2%
M40 NB A43 diverge	from 4 to 1,2,7	2976	274	9.2%	897	158	17.6%	3091	122	3.9%	1043	126	12.1%	4691	319	6.8%	1516	141	9.3%
M40 SB diverge	from 6 to all	3883	671	17.3%	898	98	10.9%	3318	474	14.3%	971	104	10.7%	3475	301	8.7%	850	77	9.1%

Merges		AM1 (0645 to 0745)						AM2 (0745 to 0845)						PM (1630 to 1730)					
		upstream mainline			merge flow			upstream mainline			merge flow			upstream mainline			merge flow		
		vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV	vph	hgv	%HGV
A43 to M40 SB merge	from 1,2,7 to 4	3883	671	17.3%	1397	231	16.5%	3318	474	14.3%	1393	212	15.2%	3475	301	8.7%	853	86	10.1%
Cherwell to M40 SB merge	from 3,4,8,9,10,11 to 4	5280	902	17.1%	421	144	34.2%	4711	686	14.6%	437	140	32.0%	4328	387	8.9%	612	118	19.3%
M40 NB merge	from all to 6	2976	400	13.4%	663	72	10.9%	3091	307	9.9%	744	69	9.3%	4691	447	9.5%	842	70	8.3%