

4 - A31 WB / Lymington Bottom (S)	B-CD	215	54		486	0.443	215	0.8	0.8	13.273	B
	B-AD	53	13		362	0.147	53	0.2	0.2	11.657	B
	A-B	50	12				50				
	A-C	644	161				644				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	189	47		652	0.290	189	0.4	0.4	7.773	A
	C-ABD	0	0		421	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	66	16		642	0.102	66	0.2	0.1	6.249	A
	C-AB	139	35		870	0.160	140	0.2	0.2	4.931	A
	C-A	519	130				519				
	A-BC	0	0	4.49	3113	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	202	51		482	0.420	204	1.2	0.7	13.067	B
	A-BC	617	154	4.49	1807	0.341	618	1.4	1.0	3.041	A
	A-D	0	0	4.49	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	139	35		683	0.204	140	0.4	0.3	6.629	A
	C-ABD	0	0		437	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	87	22		620	0.141	87	0.2	0.2	6.767	A
	C-AB	155	39		938	0.165	155	0.3	0.2	4.600	A
	C-A	557	139				557				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	176	44		525	0.335	177	0.8	0.5	10.384	B
	B-AD	44	11		399	0.109	44	0.2	0.1	10.130	B
	A-B	40	10				40				
	A-C	526	131				526				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	155	39		682	0.227	155	0.4	0.3	6.832	A
	C-ABD	0	0		449	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

09:00 - 09:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	55	14		674	0.082	55	0.1	0.1	5.822	A
	C-AB	117	29		870	0.134	117	0.2	0.2	4.780	A
	C-A	434	109				434				
	A-BC	0	0	3.76	3118	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	169	42		507	0.334	170	0.7	0.5	10.711	B
	A-BC	516	129	3.76	1811	0.285	517	1.0	0.8	2.794	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	117	29		707	0.165	117	0.3	0.2	6.101	A
	C-ABD	0	0		459	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	73	18		655	0.111	73	0.2	0.1	6.190	A
	C-AB	129	32		938	0.138	130	0.2	0.2	4.456	A
	C-A	467	117				467				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	147	37		552	0.267	148	0.5	0.4	8.916	A
	B-AD	37	9		423	0.086	37	0.1	0.1	9.309	A
	A-B	34	8				34				
	A-C	440	110				440				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	129	32		704	0.184	130	0.3	0.2	6.271	A
	C-ABD	0	0		469	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.60	A

2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		6.26	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.35	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		3.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	75	100.000
	C - A31 WB		ONE HOUR	✓	767	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	585	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	214	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	139	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000
	B - A31 East Side Cut Thru		ONE HOUR	✓	89	100.000
	C - A31 EB		ONE HOUR	✓	662	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	705	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	239	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	98	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	FLAT	4.00
	B - A31 West Side Cut Thru		

	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	FLAT	4.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	75	0	0
	C - A31 WB	607	160	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	62	523	0
	B - Lymington Bottom Rd (N)	0	0	139	75
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	139	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	89	0	0
	C - A31 EB	564	98	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	88	617	0
	B - Lymington Bottom Rd (S)	0	0	150	89
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	98	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	1	0	0

Heavy Vehicle Percentages

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	0	2	0
	B - Lymington Bottom Rd (N)	0	0	0	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	0	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	2	0	0

Heavy Vehicle Percentages

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	1	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.14	7.08	0.2	A	69	103
	C-AB	0.20	5.15	0.3	A	147	220
	C-A					557	835
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.49	14.81	1.0	B	196	295
	A-BC	0.35	3.06	1.1	A	537	805
	A-D	0.00	0.00	0.0	A	0	0

	D-ABC	0.22	6.80	0.3	A	128	191
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0
3 - A31 EB / Lymington Bottom (S)	B-AC	0.16	6.75	0.2	A	82	123
	C-AB	0.12	4.34	0.1	A	90	135
	C-A					518	776
	A-B					0	0
	A-C					0	0
4 - A31 WB / Lymington Bottom (S)	B-CD	0.44	13.33	0.8	B	178	268
	B-AD	0.14	12.00	0.2	B	41	61
	A-B					81	121
	A-C					566	849
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.17	6.81	0.2	A	90	135
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	56	14		669	0.084	56	0.0	0.1	5.868	A
	C-AB	120	30		875	0.138	120	0.0	0.2	4.762	A
	C-A	457	114				457				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	161	40		530	0.304	159	0.0	0.4	9.681	A
	A-BC	440	110	4.00	1827	0.241	438	0.0	0.6	2.592	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	105	26		732	0.143	104	0.0	0.2	5.728	A
	C-ABD	0	0		478	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	C-A	0	0				0				
	B-AC	67	17		696	0.096	67	0.0	0.1	5.713	A
	C-AB	74	18		938	0.079	73	0.0	0.1	4.162	A
	C-A	425	106				425				
	A-B	0	0				0				
4 - A31 WB / Lymington Bottom (S)	A-C	0	0				0				
	B-CD	146	37		554	0.264	145	0.0	0.4	8.772	A

	B-AD	34	8		413	0.081	33	0.0	0.1	9.479	A
	A-B	66	17				66				
	A-C	465	116				465				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	74	18		693	0.106	73	0.0	0.1	5.804	A
	C-ABD	0	0		459	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	67	17		636	0.106	67	0.1	0.1	6.327	A
	C-AB	144	36		875	0.164	144	0.2	0.2	4.920	A
	C-A	546	136				546				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	192	48		508	0.379	192	0.4	0.6	11.356	B
	A-BC	526	131	4.00	1827	0.288	525	0.6	0.8	2.770	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	125	31		711	0.176	125	0.2	0.2	6.140	A
	C-ABD	0	0		459	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	80	20		669	0.120	80	0.1	0.1	6.109	A
	C-AB	88	22		938	0.094	88	0.1	0.1	4.236	A
	C-A	507	127				507				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	175	44		525	0.333	174	0.4	0.5	10.254	B
	B-AD	40	10		388	0.103	40	0.1	0.1	10.348	B
	A-B	79	20				79				
	A-C	555	139				555				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	88	22		669	0.132	88	0.1	0.2	6.189	A
	C-ABD	0	0		437	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	83	21		591	0.140	82	0.1	0.2	7.073	A
	C-AB	176	44		875	0.201	176	0.2	0.3	5.147	A
	C-A	668	167				668				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	236	59		479	0.492	234	0.6	0.9	14.636	B
	A-BC	644	161	4.00	1827	0.353	643	0.8	1.1	3.050	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	153	38		683	0.224	153	0.2	0.3	6.791	A
	C-ABD	0	0		433	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	98	24		631	0.155	98	0.1	0.2	6.747	A
	C-AB	108	27		938	0.115	108	0.1	0.1	4.337	A
	C-A	621	155				621				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	214	54		484	0.442	213	0.5	0.8	13.217	B
	B-AD	49	12		349	0.140	49	0.1	0.2	11.976	B
	A-B	97	24				97				
	A-C	679	170				679				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	108	27		637	0.169	108	0.2	0.2	6.800	A
	C-ABD	0	0		406	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	83	21		591	0.140	83	0.2	0.2	7.077	A
	C-AB	176	44		875	0.201	176	0.3	0.3	5.149	A
	C-A	668	167				668				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	236	59		479	0.492	236	0.9	1.0	14.809	B
	A-BC	644	161	4.00	1827	0.353	644	1.1	1.1	3.056	A

	A-D	0	0	4.00	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	153	38		682	0.22 4	153	0.3	0.3	6.800	A
	C-ABD	0	0		432	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	98	24		631	0.15 5	98	0.2	0.2	6.751	A
	C-AB	108	27		938	0.11 5	108	0.1	0.1	4.337	A
	C-A	621	155				621				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	214	54		484	0.44 2	214	0.8	0.8	13.32 6	B
	B-AD	49	12		349	0.14 0	49	0.2	0.2	12.00 0	B
	A-B	97	24				97				
	A-C	679	170				679				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	108	27		637	0.16 9	108	0.2	0.2	6.807	A
	C-ABD	0	0		406	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	67	17		636	0.10 6	68	0.2	0.1	6.333	A
	C-AB	144	36		875	0.16 4	144	0.3	0.2	4.924	A
	C-A	546	136				546				
	A-BC	0	0	4.00	3117	0.00 0	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	192	48		508	0.37 9	194	1.0	0.6	11.52 0	B
	A-BC	526	131	4.00	1827	0.28 8	527	1.1	0.8	2.778	A
	A-D	0	0	4.00	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	125	31		710	0.17 6	125	0.3	0.2	6.153	A
	C-ABD	0	0		458	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	80	20		669	0.12 0	80	0.2	0.1	6.119	A
	C-AB	88	22		938	0.09 4	88	0.1	0.1	4.237	A
	C-A	507	127				507				
	A-B	0	0				0				
	A-C	0	0				0				

4 - A31 WB / Lymington Bottom (S)	B-CD	175	44		525	0.33 3	176	0.8	0.5	10.35 5	B
	B-AD	40	10		387	0.10 3	40	0.2	0.1	10.37 3	B
	A-B	79	20				79				
	A-C	555	139				555				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	88	22		669	0.13 2	88	0.2	0.2	6.198	A
	C-ABD	0	0		437	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

18:00 - 18:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	56	14		669	0.08 4	57	0.1	0.1	5.88 3	A
	C-AB	120	30		875	0.13 8	121	0.2	0.2	4.77 3	A
	C-A	457	114				457				
	A-BC	0	0	4.00	3117	0.00 0	0	0.0	0.0	0.00 0	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	161	40		529	0.30 5	162	0.6	0.4	9.82 8	A
	A-BC	440	110	4.00	1827	0.24 1	441	0.8	0.6	2.60 5	A
	A-D	0	0	4.00	0	0.00 0	0	0.0	0.0	0.00 0	A
	D-ABC	105	26		731	0.14 3	105	0.2	0.2	5.74 9	A
	C-ABD	0	0		477	0.00 0	0	0.0	0.0	0.00 0	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	67	17		696	0.09 6	67	0.1	0.1	5.72 6	A
	C-AB	74	18		938	0.07 9	74	0.1	0.1	4.16 8	A
	C-A	425	106				425				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	146	37		554	0.26 4	147	0.5	0.4	8.86 0	A
	B-AD	34	8		413	0.08 1	34	0.1	0.1	9.50 5	A
	A-B	66	17				66				
	A-C	465	116				465				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.00 0	A
	D-ABC	74	18		693	0.10 6	74	0.2	0.1	5.81 6	A
	C-ABD	0	0		459	0.00 0	0	0.0	0.0	0.00 0	A
	C-D	0	0				0				
	C-A	0	0				0				

2024 Year of Submission, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.61	A
2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		7.43	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.77	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Year of Submission	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	75	100.000
	C - A31 WB		ONE HOUR	✓	755	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	707	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	232	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	160	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000

	B - A31 East Side Cut Thru		ONE HOUR	✓	100	100.000
	C - A31 EB		ONE HOUR	✓	817	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	650	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	252	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	177	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	[ONEHOUR]	5.00
	B - A31 West Side Cut Thru		
	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	[ONEHOUR]	5.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	75	0	0
	C - A31 WB	595	160	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	47	660	0
	B - Lymington Bottom Rd (N)	0	0	157	75
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	160	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	100	0	0
	C - A31 EB	640	177	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	46	604	0
	B - Lymington Bottom Rd (S)	0	0	152	100
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	177	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	3	1	0

Heavy Vehicle Percentages

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	2	3	0
	B - Lymington Bottom Rd (N)	0	0	1	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	1	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	3	0	0

Heavy Vehicle Percentages

4 - A31 WB /
Lymington
Bottom (S)

From	To			
	A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
A - A31 WB	0	0	3	0
B - Lymington Bottom Rd (S)	0	0	0	0
C - A31 WB Exit	0	0	0	0
D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.14	7.08	0.2	A	69	103
	C-AB	0.20	5.19	0.3	A	147	220
	C-A					546	819
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.58	19.40	1.3	C	213	319
	A-BC	0.43	3.54	1.5	A	649	973
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.27	7.69	0.4	A	147	220
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
3 - A31 EB / Lymington Bottom (S)	C-A					0	0
	B-AC	0.20	7.95	0.2	A	92	138
	C-AB	0.21	4.85	0.3	A	162	244
	A-B					0	0
	A-C					0	0
4 - A31 WB / Lymington Bottom (S)	B-CD	0.46	13.98	0.9	B	185	278
	B-AD	0.16	12.01	0.2	B	46	69
	A-B					42	63
	A-C					554	831
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.30	7.96	0.4	A	162	244
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
----------	--------	-----------------------	-------------------------	----------------------------	-------------------	-----	---------------------	-------------------	-----------------	-----------	-------------------------------

1 - A31 WB / Lymington Bottom (N)	B-AC	56	14		669	0.084	56	0.0	0.1	5.870	A
	C-AB	120	30		870	0.138	120	0.0	0.2	4.795	A
	C-A	448	112				448				
	A-BC	0	0	3.76	3118	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	175	44		505	0.346	173	0.0	0.5	10.779	B
	A-BC	532	133	3.76	1811	0.294	529	0.0	0.8	2.808	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	120	30		705	0.171	120	0.0	0.2	6.145	A
	C-ABD	0	0		457	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	75	19		650	0.116	75	0.0	0.1	6.254	A
	C-AB	133	33		938	0.142	133	0.0	0.2	4.467	A
	C-A	482	120				482				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	152	38		548	0.278	151	0.0	0.4	9.024	A
	B-AD	38	9		420	0.090	37	0.0	0.1	9.406	A
	A-B	35	9				35				
	A-C	455	114				455				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	133	33		700	0.190	132	0.0	0.2	6.326	A
	C-ABD	0	0		466	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	67	17		636	0.106	67	0.1	0.1	6.330	A
	C-AB	144	36		870	0.165	144	0.2	0.2	4.955	A
	C-A	535	134				535				
	A-BC	0	0	4.49	3113	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	209	52		478	0.437	208	0.5	0.8	13.289	B
	A-BC	636	159	4.49	1807	0.352	635	0.8	1.1	3.080	A
	A-D	0	0	4.49	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	144	36		679	0.212	144	0.2	0.3	6.719	A
	C-ABD	0	0		433	0.000	0	0.0	0.0	0.000	A

	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	90	22		613	0.147	90	0.1	0.2	6.874	A
	C-AB	159	40		938	0.170	159	0.2	0.2	4.621	A
	C-A	575	144				575				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	182	45		519	0.350	181	0.4	0.5	10.616	B
	B-AD	45	11		395	0.114	45	0.1	0.1	10.291	B
	A-B	41	10				41				
	A-C	543	136				543				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	159	40		678	0.235	159	0.2	0.3	6.929	A
	C-ABD	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	83	21		591	0.140	82	0.1	0.2	7.078	A
	C-AB	176	44		870	0.202	176	0.2	0.3	5.186	A
	C-A	655	164				655				
	A-BC	0	0	5.51	3105	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	255	64		441	0.579	253	0.8	1.3	18.942	C
	A-BC	778	195	5.51	1803	0.432	777	1.1	1.5	3.522	A
	A-D	0	0	5.51	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	176	44		645	0.273	176	0.3	0.4	7.668	A
	C-ABD	0	0		401	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	110	28		563	0.196	110	0.2	0.2	7.937	A
	C-AB	195	49		938	0.208	195	0.2	0.3	4.843	A
	C-A	705	176				705				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	222	56		480	0.464	221	0.5	0.8	13.845	B
	B-AD	55	14		355	0.155	55	0.1	0.2	11.984	B
	A-B	51	13				51				
	A-C	665	166				665				

	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	195	49		647	0.301	194	0.3	0.4	7.939	A
	C-ABD	0	0		416	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	83	21		591	0.140	83	0.2	0.2	7.082	A
	C-AB	176	44		870	0.202	176	0.3	0.3	5.188	A
	C-A	655	164				655				
	A-BC	0	0	5.51	3105	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	255	64		441	0.580	255	1.3	1.3	19.397	C
	A-BC	778	195	5.51	1803	0.432	778	1.5	1.5	3.536	A
	A-D	0	0	5.51	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	176	44		644	0.273	176	0.4	0.4	7.688	A
	C-ABD	0	0		401	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	110	28		563	0.196	110	0.2	0.2	7.949	A
	C-AB	195	49		938	0.208	195	0.3	0.3	4.845	A
	C-A	705	176				705				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	222	56		480	0.464	222	0.8	0.9	13.977	B
	B-AD	55	14		355	0.155	55	0.2	0.2	12.013	B
	A-B	51	13				51				
	A-C	665	166				665				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	195	49		647	0.301	195	0.4	0.4	7.956	A
	C-ABD	0	0		416	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	67	17		636	0.106	68	0.2	0.1	6.339	A

	C-AB	144	36		870	0.165	144	0.3	0.2	4.962	A
	C-A	535	134				535				
	A-BC	0	0	4.49	3113	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	209	52		477	0.437	211	1.3	0.8	13.637	B
	A-BC	636	159	4.49	1807	0.352	637	1.5	1.1	3.092	A
	A-D	0	0	4.49	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	144	36		678	0.212	144	0.4	0.3	6.743	A
	C-ABD	0	0		433	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	90	22		613	0.147	90	0.2	0.2	6.887	A
	C-AB	159	40		938	0.170	159	0.3	0.2	4.625	A
	C-A	575	144				575				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	182	45		519	0.350	183	0.9	0.5	10.732	B
	B-AD	45	11		394	0.114	45	0.2	0.1	10.317	B
	A-B	41	10				41				
	A-C	543	136				543				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	159	40		678	0.235	160	0.4	0.3	6.947	A
	C-ABD	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

09:00 - 09:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	56	14		668	0.084	57	0.1	0.1	5.883	A
	C-AB	120	30		870	0.138	121	0.2	0.2	4.804	A
	C-A	448	112				448				
	A-BC	0	0	3.76	3118	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	175	44		503	0.347	176	0.8	0.5	11.017	B
	A-BC	532	133	3.76	1811	0.294	533	1.1	0.8	2.827	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	120	30		704	0.171	121	0.3	0.2	6.181	A
	C-ABD	0	0		456	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				

	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	75	19		649	0.116	75	0.2	0.1	6.275	A
	C-AB	133	33		938	0.142	133	0.2	0.2	4.477	A
	C-A	482	120				482				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	152	38		548	0.278	153	0.5	0.4	9.126	A
	B-AD	38	9		419	0.090	38	0.1	0.1	9.433	A
	A-B	35	9				35				
	A-C	455	114				455				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	133	33		700	0.190	134	0.3	0.2	6.355	A
	C-ABD	0	0		466	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

2024 Year of Submission, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.61	A
2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		6.56	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.37	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		3.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Year of Submission	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	77	100.000
	C - A31 WB		ONE HOUR	✓	792	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	604	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	221	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	165	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000
	B - A31 East Side Cut Thru		ONE HOUR	✓	92	100.000
	C - A31 EB		ONE HOUR	✓	683	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	728	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	247	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	101	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	FLAT	4.00
	B - A31 West Side Cut Thru		
	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	FLAT	4.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	77	0	0
	C - A31 WB	627	165	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	64	540	0
	B - Lymington Bottom Rd (N)	0	0	144	77
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	165	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	92	0	0
	C - A31 EB	582	101	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	91	637	0
	B - Lymington Bottom Rd (S)	0	0	155	92
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	101	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	1	0	0

Heavy Vehicle Percentages

2 - A31 EB /
Lymington
Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	0	2	0
	B - Lymington Bottom Rd (N)	0	0	0	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	0	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington
Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	2	0	0

Heavy Vehicle Percentages

4 - A31 WB /
Lymington
Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	1	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.15	7.22	0.2	A	71	106
	C-AB	0.21	5.19	0.3	A	151	227
	C-A					575	863
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.51	15.62	1.0	C	203	304
	A-BC	0.36	3.11	1.1	A	554	831
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.27	7.26	0.4	A	151	227
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
3 - A31 EB / Lymington Bottom (S)	C-A					0	0
	B-AC	0.16	6.88	0.2	A	84	127
	C-AB	0.12	4.35	0.1	A	93	139
	C-A					534	801
	A-B					0	0
4 - A31 WB / Lymington Bottom (S)	A-C					0	0
	B-CD	0.46	14.08	0.9	B	184	277

	B-AD	0.15	12.39	0.2	B	42	63
	A-B					84	125
	A-C					585	877
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.18	6.93	0.2	A	93	139
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	58	14		664	0.087	58	0.0	0.1	5.935	A
	C-AB	124	31		875	0.142	124	0.0	0.2	4.785	A
	C-A	472	118				472				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	166	42		526	0.316	165	0.0	0.5	9.901	A
	A-BC	455	114	4.00	1827	0.249	452	0.0	0.7	2.619	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	124	31		728	0.171	123	0.0	0.2	5.943	A
	C-ABD	0	0		475	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	69	17		692	0.100	69	0.0	0.1	5.774	A
	C-AB	76	19		938	0.081	76	0.0	0.1	4.174	A
	C-A	438	110				438				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	151	38		549	0.276	150	0.0	0.4	8.983	A
	B-AD	35	9		409	0.085	34	0.0	0.1	9.610	A
	A-B	69	17				69				
	A-C	480	120				480				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	76	19		689	0.110	76	0.0	0.1	5.861	A
	C-ABD	0	0		455	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	69	17		630	0.110	69	0.1	0.1	6.418	A
	C-AB	148	37		875	0.169	148	0.2	0.2	4.950	A
	C-A	564	141				564				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	199	50		504	0.394	198	0.5	0.6	11.729	B
	A-BC	543	136	4.00	1827	0.297	542	0.7	0.8	2.809	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	148	37		707	0.210	148	0.2	0.3	6.440	A
	C-ABD	0	0		455	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	83	21		664	0.125	83	0.1	0.1	6.193	A
	C-AB	91	23		938	0.097	91	0.1	0.1	4.250	A
	C-A	523	131				523				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	181	45		519	0.348	180	0.4	0.5	10.606	B
	B-AD	41	10		382	0.108	41	0.1	0.1	10.547	B
	A-B	82	20				82				
	A-C	573	143				573				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	91	23		665	0.137	91	0.1	0.2	6.269	A
	C-ABD	0	0		432	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	85	21		583	0.145	85	0.1	0.2	7.217	A
	C-AB	182	45		875	0.208	181	0.2	0.3	5.188	A
	C-A	690	173				690				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	243	61		474	0.513	242	0.6	1.0	15.405	C
	A-BC	665	166	4.00	1827	0.364	664	0.8	1.1	3.103	A

	A-D	0	0	4.00	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	182	45		678	0.26 8	181	0.3	0.4	7.246	A
	C-ABD	0	0		428	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	101	25		625	0.16 2	101	0.1	0.2	6.869	A
	C-AB	111	28		938	0.11 9	111	0.1	0.1	4.355	A
	C-A	641	160				641				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	221	55		477	0.46 4	220	0.5	0.8	13.94 2	B
	B-AD	51	13		342	0.14 8	50	0.1	0.2	12.35 6	B
	A-B	100	25				100				
	A-C	701	175				701				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	111	28		631	0.17 6	111	0.2	0.2	6.921	A
	C-ABD	0	0		400	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	85	21		583	0.14 5	85	0.2	0.2	7.221	A
	C-AB	182	45		875	0.20 8	182	0.3	0.3	5.190	A
	C-A	690	173				690				
	A-BC	0	0	4.00	3117	0.00 0	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	243	61		474	0.51 4	243	1.0	1.0	15.61 6	C
	A-BC	665	166	4.00	1827	0.36 4	665	1.1	1.1	3.109	A
	A-D	0	0	4.00	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	182	45		677	0.26 8	182	0.4	0.4	7.261	A
	C-ABD	0	0		428	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	101	25		625	0.16 2	101	0.2	0.2	6.877	A
	C-AB	111	28		938	0.11 9	111	0.1	0.1	4.355	A
	C-A	641	160				641				
	A-B	0	0				0				
	A-C	0	0				0				

4 - A31 WB / Lymington Bottom (S)	B-CD	221	55		477	0.464	221	0.8	0.9	14.077	B
	B-AD	51	13		341	0.148	51	0.2	0.2	12.387	B
	A-B	100	25				100				
	A-C	701	175				701				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	111	28		631	0.176	111	0.2	0.2	6.927	A
	C-ABD	0	0		400	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	69	17		630	0.110	69	0.2	0.1	6.427	A
	C-AB	148	37		875	0.169	149	0.3	0.2	4.955	A
	C-A	564	141				564				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	199	50		504	0.395	200	1.0	0.7	11.920	B
	A-BC	543	136	4.00	1827	0.297	544	1.1	0.9	2.818	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	148	37		706	0.210	149	0.4	0.3	6.461	A
	C-ABD	0	0		454	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	83	21		664	0.125	83	0.2	0.1	6.204	A
	C-AB	91	23		938	0.097	91	0.1	0.1	4.251	A
	C-A	523	131				523				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	181	45		519	0.348	182	0.9	0.5	10.726	B
	B-AD	41	10		382	0.108	42	0.2	0.1	10.576	B
	A-B	82	20				82				
	A-C	573	143				573				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	91	23		665	0.137	91	0.2	0.2	6.276	A
	C-ABD	0	0		432	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

18:00 - 18:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	58	14		663	0.087	58	0.1	0.1	5.948	A
	C-AB	124	31		875	0.142	124	0.2	0.2	4.797	A
	C-A	472	118				472				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	166	42		526	0.317	167	0.7	0.5	10.065	B
	A-BC	455	114	4.00	1827	0.249	455	0.9	0.7	2.631	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	124	31		728	0.171	124	0.3	0.2	5.970	A
	C-ABD	0	0		474	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	69	17		692	0.100	69	0.1	0.1	5.785	A
	C-AB	76	19		938	0.081	76	0.1	0.1	4.179	A
	C-A	438	110				438				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	151	38		549	0.276	152	0.5	0.4	9.082	A
	B-AD	35	9		408	0.085	35	0.1	0.1	9.638	A
	A-B	69	17				69				
	A-C	480	120				480				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	76	19		689	0.110	76	0.2	0.1	5.873	A
	C-ABD	0	0		455	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

2029 + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.76	A

2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		9.99	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.83	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	88	100.000
	C - A31 WB		ONE HOUR	✓	796	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	742	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	279	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	174	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000
	B - A31 East Side Cut Thru		ONE HOUR	✓	105	100.000
	C - A31 EB		ONE HOUR	✓	880	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	683	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	265	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	192	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	[ONEHOUR]	6.00
	B - A31 West Side Cut Thru		

	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	[ONEHOUR]	6.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	88	0	0
	C - A31 WB	622	174	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	52	690	0
	B - Lymington Bottom Rd (N)	0	0	191	88
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	174	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	105	0	0
	C - A31 EB	688	192	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	48	635	0
	B - Lymington Bottom Rd (S)	0	0	160	105
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	192	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	3	1	0

Heavy Vehicle Percentages

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	1	3	0
	B - Lymington Bottom Rd (N)	0	0	1	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	1	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	3	0	0

Heavy Vehicle Percentages

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	3	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.17	7.51	0.2	A	81	121
	C-AB	0.22	5.30	0.3	A	160	239
	C-A					571	856
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.71	28.32	2.3	D	256	384
	A-BC	0.45	3.69	1.7	A	681	1021
	A-D	0.00	0.00	0.0	A	0	0

	D-ABC	0.30	8.10	0.4	A	160	239
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0
3 - A31 EB / Lymington Bottom (S)	B-AC	0.21	8.45	0.3	A	96	145
	C-AB	0.23	4.96	0.3	A	176	264
	C-A					631	947
	A-B					0	0
	A-C					0	0
4 - A31 WB / Lymington Bottom (S)	B-CD	0.50	15.29	1.0	C	195	292
	B-AD	0.17	12.66	0.2	B	48	72
	A-B					44	66
	A-C					583	874
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.33	8.42	0.5	A	176	264
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
C-A					0	0	

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	66	17		659	0.101	66	0.0	0.1	6.068	A
	C-AB	131	33		871	0.150	130	0.0	0.2	4.857	A
	C-A	468	117				468				
	A-BC	0	0	4.52	3112	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	210	53		500	0.420	207	0.0	0.7	12.183	B
	A-BC	559	140	4.52	1808	0.309	555	0.0	0.9	2.873	A
	A-D	0	0	4.52	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	131	33		699	0.187	130	0.0	0.2	6.316	A
	C-ABD	0	0		451	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	79	20		635	0.124	78	0.0	0.1	6.457	A
	C-AB	145	36		938	0.154	144	0.0	0.2	4.530	A
	C-A	518	129				518				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	160	40		541	0.296	158	0.0	0.4	9.367	A

	B-AD	40	10		413	0.096	39	0.0	0.1	9.609	A
	A-B	36	9				36				
	A-C	478	120				478				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	145	36		695	0.208	144	0.0	0.3	6.518	A
	C-ABD	0	0		461	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	79	20		624	0.127	79	0.1	0.1	6.605	A
	C-AB	156	39		871	0.180	156	0.2	0.2	5.036	A
	C-A	559	140				559				
	A-BC	0	0	5.39	3106	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	251	63		472	0.532	249	0.7	1.1	16.071	C
	A-BC	667	167	5.39	1804	0.370	666	0.9	1.2	3.174	A
	A-D	0	0	5.39	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	156	39		672	0.233	156	0.2	0.3	6.971	A
	C-ABD	0	0		426	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	94	24		596	0.158	94	0.1	0.2	7.173	A
	C-AB	173	43		938	0.184	172	0.2	0.2	4.702	A
	C-A	618	155				618				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	191	48		511	0.374	190	0.4	0.6	11.200	B
	B-AD	47	12		386	0.122	47	0.1	0.1	10.603	B
	A-B	43	11				43				
	A-C	571	143				571				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	173	43		671	0.257	172	0.3	0.3	7.207	A
	C-ABD	0	0		438	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	97	24		576	0.168	97	0.1	0.2	7.507	A
	C-AB	192	48		871	0.220	191	0.2	0.3	5.297	A
	C-A	685	171				685				
	A-BC	0	0	6.61	3096	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	307	77		433	0.709	303	1.1	2.2	26.664	D
	A-BC	817	204	6.61	1799	0.454	815	1.2	1.6	3.678	A
	A-D	0	0	6.61	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	192	48		636	0.301	191	0.3	0.4	8.078	A
	C-ABD	0	0		393	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	C-A	0	0				0				
	B-AC	116	29		542	0.213	115	0.2	0.3	8.438	A
	C-AB	211	53		938	0.225	211	0.2	0.3	4.953	A
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	234	58		469	0.499	232	0.6	1.0	15.103	C
	B-AD	58	14		343	0.169	58	0.1	0.2	12.618	B
	A-B	53	13				53				
	A-C	699	175				699				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	211	53		639	0.331	211	0.3	0.5	8.393	A
	C-ABD	0	0		408	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	97	24		576	0.168	97	0.2	0.2	7.515	A
	C-AB	192	48		871	0.220	192	0.3	0.3	5.299	A
	C-A	685	171				685				
	A-BC	0	0	6.61	3096	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	307	77		433	0.710	307	2.2	2.3	28.324	D
	A-BC	817	204	6.61	1799	0.454	817	1.6	1.7	3.689	A

	A-D	0	0	6.61	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	192	48		636	0.30 1	192	0.4	0.4	8.103	A
	C-ABD	0	0		393	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	116	29		542	0.21 3	116	0.3	0.3	8.447	A
	C-AB	211	53		938	0.22 5	211	0.3	0.3	4.955	A
	C-A	758	189				758				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	234	58		469	0.49 9	234	1.0	1.0	15.28 6	C
	B-AD	58	14		342	0.16 9	58	0.2	0.2	12.66 3	B
	A-B	53	13				53				
	A-C	699	175				699				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	211	53		639	0.33 1	211	0.5	0.5	8.416	A
	C-ABD	0	0		408	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	79	20		624	0.12 7	79	0.2	0.1	6.618	A
	C-AB	156	39		871	0.18 0	157	0.3	0.2	5.042	A
	C-A	559	140				559				
	A-BC	0	0	5.39	3106	0.00 0	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	251	63		471	0.53 3	255	2.3	1.2	17.03 9	C
	A-BC	667	167	5.39	1804	0.37 0	669	1.7	1.2	3.191	A
	A-D	0	0	5.39	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	156	39		672	0.23 3	157	0.4	0.3	7.003	A
	C-ABD	0	0		426	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	94	24		596	0.15 8	95	0.3	0.2	7.191	A
	C-AB	173	43		938	0.18 4	173	0.3	0.2	4.707	A
	C-A	618	155				618				
	A-B	0	0				0				
	A-C	0	0				0				

4 - A31 WB / Lymington Bottom (S)	B-CD	191	48		511	0.374	193	1.0	0.6	11.357	B
	B-AD	47	12		386	0.122	47	0.2	0.1	10.643	B
	A-B	43	11				43				
	A-C	571	143				571				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	173	43		671	0.257	173	0.5	0.3	7.232	A
	C-ABD	0	0		438	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

09:00 - 09:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	66	17		658	0.101	66	0.1	0.1	6.083	A
	C-AB	131	33		871	0.150	131	0.2	0.2	4.867	A
	C-A	468	117				468				
	A-BC	0	0	4.52	3112	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	210	53		499	0.421	212	1.2	0.7	12.619	B
	A-BC	559	140	4.52	1808	0.309	560	1.2	0.9	2.893	A
	A-D	0	0	4.52	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	131	33		698	0.188	131	0.3	0.2	6.358	A
	C-ABD	0	0		450	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	79	20		635	0.125	79	0.2	0.1	6.479	A
	C-AB	145	36		938	0.154	145	0.2	0.2	4.540	A
	C-A	518	129				518				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	160	40		541	0.296	161	0.6	0.4	9.487	A
	B-AD	40	10		413	0.096	40	0.1	0.1	9.641	A
	A-B	36	9				36				
	A-C	478	120				478				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	145	36		695	0.208	145	0.3	0.3	6.549	A
	C-ABD	0	0		461	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

2029 + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.81	A
2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		7.40	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.39	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	84	100.000
	C - A31 WB		ONE HOUR	✓	850	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	640	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	243	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	194	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000

	B - A31 East Side Cut Thru		ONE HOUR	✓	96	100.000
	C - A31 EB		ONE HOUR	✓	725	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	778	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	263	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	108	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	FLAT	4.00
	B - A31 West Side Cut Thru		
	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	FLAT	4.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	84	0	0
	C - A31 WB	656	194	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	75	565	0
	B - Lymington Bottom Rd (N)	0	0	159	84
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	194	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	96	0	0
	C - A31 EB	617	108	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	95	683	0
	B - Lymington Bottom Rd (S)	0	0	167	96
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	108	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	1	0	0

Heavy Vehicle Percentages

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	0	2	0
	B - Lymington Bottom Rd (N)	0	0	0	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	0	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	2	0	0

Heavy Vehicle Percentages

4 - A31 WB /
Lymington
Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	1	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.17	7.71	0.2	A	77	116
	C-AB	0.24	5.44	0.3	A	178	267
	C-A					602	903
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.57	18.15	1.3	C	223	334
	A-BC	0.39	3.22	1.2	A	587	881
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.32	7.92	0.5	A	178	267
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
3 - A31 EB / Lymington Bottom (S)	C-A					0	0
	B-AC	0.17	7.11	0.2	A	88	132
	C-AB	0.13	4.40	0.1	A	99	149
	A-B					0	0
	A-C					0	0
4 - A31 WB / Lymington Bottom (S)	B-CD	0.51	15.88	1.0	C	197	296
	B-AD	0.16	13.37	0.2	B	44	66
	A-B					87	131
	A-C					627	940
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.19	7.21	0.2	A	99	149
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
----------	--------	-----------------------	-------------------------	----------------------------	-------------------	-----	---------------------	-------------------	-----------------	-----------	-------------------------------

1 - A31 WB / Lymington Bottom (N)	B-AC	63	16		647	0.098	63	0.0	0.1	6.154	A
	C-AB	146	37		875	0.167	145	0.0	0.2	4.927	A
	C-A	494	123				494				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	183	46		521	0.351	181	0.0	0.5	10.518	B
	A-BC	482	120	4.00	1827	0.264	479	0.0	0.7	2.671	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	146	37		722	0.202	145	0.0	0.3	6.230	A
	C-ABD	0	0		469	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	72	18		683	0.106	72	0.0	0.1	5.886	A
	C-AB	81	20		938	0.087	81	0.0	0.1	4.199	A
	C-A	465	116				465				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	162	40		541	0.299	160	0.0	0.4	9.414	A
	B-AD	36	9		398	0.091	36	0.0	0.1	9.924	A
	A-B	72	18				72				
	A-C	514	129				514				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	81	20		680	0.119	81	0.0	0.1	5.998	A
	C-ABD	0	0		447	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	76	19		610	0.124	75	0.1	0.1	6.728	A
	C-AB	174	44		875	0.199	174	0.2	0.2	5.134	A
	C-A	590	147				590				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	218	55		498	0.439	218	0.5	0.8	12.812	B
	A-BC	575	144	4.00	1827	0.315	575	0.7	0.9	2.882	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	174	44		699	0.249	174	0.3	0.3	6.852	A
	C-ABD	0	0		448	0.000	0	0.0	0.0	0.000	A

	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	86	22		653	0.132	86	0.1	0.2	6.348	A
	C-AB	97	24		938	0.104	97	0.1	0.1	4.281	A
	C-A	555	139				555				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	193	48		508	0.380	193	0.4	0.6	11.369	B
	B-AD	43	11		369	0.117	43	0.1	0.1	11.027	B
	A-B	85	21				85				
	A-C	614	154				614				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	97	24		654	0.148	97	0.1	0.2	6.457	A
	C-ABD	0	0		422	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	92	23		559	0.165	92	0.1	0.2	7.703	A
	C-AB	214	53		875	0.244	213	0.2	0.3	5.436	A
	C-A	722	181				722				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	268	67		466	0.574	265	0.8	1.3	17.779	C
	A-BC	705	176	4.00	1827	0.386	703	0.9	1.2	3.212	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	214	53		668	0.320	213	0.3	0.5	7.900	A
	C-ABD	0	0		419	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	106	26		612	0.173	105	0.2	0.2	7.106	A
	C-AB	119	30		938	0.127	119	0.1	0.1	4.396	A
	C-A	679	170				679				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	237	59		463	0.511	235	0.6	1.0	15.662	C
	B-AD	53	13		323	0.164	53	0.1	0.2	13.322	B
	A-B	105	26				105				
	A-C	752	188				752				

	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	119	30		618	0.192	119	0.2	0.2	7.204	A
	C-ABD	0	0		388	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	92	23		559	0.165	92	0.2	0.2	7.712	A
	C-AB	214	53		875	0.244	214	0.3	0.3	5.440	A
	C-A	722	181				722				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	268	67		465	0.575	267	1.3	1.3	18.153	C
	A-BC	705	176	4.00	1827	0.386	705	1.2	1.2	3.222	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	214	53		668	0.320	214	0.5	0.5	7.924	A
	C-ABD	0	0		419	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	106	26		612	0.173	106	0.2	0.2	7.113	A
	C-AB	119	30		938	0.127	119	0.1	0.1	4.396	A
	C-A	679	170				679				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	237	59		463	0.511	237	1.0	1.0	15.877	C
	B-AD	53	13		322	0.164	53	0.2	0.2	13.373	B
	A-B	105	26				105				
	A-C	752	188				752				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	119	30		618	0.192	119	0.2	0.2	7.209	A
	C-ABD	0	0		388	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	76	19		610	0.124	76	0.2	0.1	6.742	A

	C-AB	174	44		875	0.199	175	0.3	0.3	5.142	A
	C-A	590	147				590				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	218	55		497	0.440	221	1.3	0.8	13.115	B
	A-BC	575	144	4.00	1827	0.315	577	1.2	0.9	2.889	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	174	44		699	0.250	175	0.5	0.3	6.880	A
	C-ABD	0	0		447	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	86	22		653	0.132	87	0.2	0.2	6.357	A
	C-AB	97	24		938	0.104	97	0.1	0.1	4.283	A
	C-A	555	139				555				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	193	48		508	0.380	195	1.0	0.6	11.542	B
	B-AD	43	11		369	0.117	43	0.2	0.1	11.067	B
	A-B	85	21				85				
	A-C	614	154				614				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	97	24		654	0.148	97	0.2	0.2	6.465	A
	C-ABD	0	0		422	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

18:00 - 18:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	63	16		647	0.098	63	0.1	0.1	6.170	A
	C-AB	146	37		875	0.167	146	0.3	0.2	4.941	A
	C-A	494	123				494				
	A-BC	0	0	4.00	3117	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	183	46		520	0.352	184	0.8	0.6	10.742	B
	A-BC	482	120	4.00	1827	0.264	483	0.9	0.7	2.686	A
	A-D	0	0	4.00	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	146	37		721	0.203	146	0.3	0.3	6.268	A
	C-ABD	0	0		468	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				

	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	72	18		683	0.106	72	0.2	0.1	5.900	A
	C-AB	81	20		938	0.087	81	0.1	0.1	4.203	A
	C-A	465	116				465				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	162	40		541	0.299	163	0.6	0.4	9.541	A
	B-AD	36	9		398	0.091	36	0.1	0.1	9.959	A
	A-B	72	18				72				
	A-C	514	129				514				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	81	20		680	0.119	81	0.2	0.1	6.010	A
	C-ABD	0	0		447	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

2029 + Com Dev + Dev Trips, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.85	A
2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		11.84	B
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.83	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 + Com Dev + Dev Trips	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	94	100.000
	C - A31 WB		ONE HOUR	✓	803	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	744	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	301	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	181	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000
	B - A31 East Side Cut Thru		ONE HOUR	✓	105	100.000
	C - A31 EB		ONE HOUR	✓	896	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	689	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	267	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	195	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	[ONEHOUR]	6.00
	B - A31 West Side Cut Thru		
	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	[ONEHOUR]	6.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	94	0	0
	C - A31 WB	622	181	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	54	690	0
	B - Lymington Bottom Rd (N)	0	0	207	94
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	181	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	105	0	0
	C - A31 EB	701	195	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	48	641	0
	B - Lymington Bottom Rd (S)	0	0	162	105
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	195	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	3	1	0

Heavy Vehicle Percentages

2 - A31 EB /
Lymington
Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	2	3	0
	B - Lymington Bottom Rd (N)	0	0	1	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	1	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington
Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	3	0	0

Heavy Vehicle Percentages

4 - A31 WB /
Lymington
Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	3	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.18	7.69	0.2	A	86	129
	C-AB	0.23	5.37	0.3	A	166	249
	C-A					571	856
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.77	34.58	3.0	D	276	414
	A-BC	0.46	3.70	1.7	A	683	1024
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.31	8.27	0.5	A	166	249
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
3 - A31 EB / Lymington Bottom (S)	C-A					0	0
	B-AC	0.22	8.55	0.3	A	96	145
	C-AB	0.23	4.98	0.3	A	179	268
	C-A					643	965
	A-B					0	0
4 - A31 WB / Lymington Bottom (S)	A-C					0	0
	B-CD	0.50	15.50	1.0	C	197	295

	B-AD	0.17	12.79	0.2	B	48	72
	A-B					44	66
	A-C					588	882
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.34	8.51	0.5	A	179	268
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0

Main Results for each time segment

07:45 - 08:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	71	18		656	0.108	70	0.0	0.1	6.142	A
	C-AB	136	34		870	0.157	136	0.0	0.2	4.896	A
	C-A	468	117				468				
	A-BC	0	0	4.52	3112	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	227	57		500	0.453	223	0.0	0.8	12.856	B
	A-BC	560	140	4.52	1807	0.310	557	0.0	0.9	2.878	A
	A-D	0	0	4.52	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	136	34		698	0.195	135	0.0	0.2	6.388	A
	C-ABD	0	0		451	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	79	20		632	0.125	78	0.0	0.1	6.500	A
	C-AB	147	37		938	0.157	146	0.0	0.2	4.543	A
	C-A	528	132				528				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	161	40		541	0.299	160	0.0	0.4	9.410	A
	B-AD	40	10		412	0.096	39	0.0	0.1	9.653	A
	A-B	36	9				36				
	A-C	483	121				483				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	147	37		694	0.212	146	0.0	0.3	6.557	A
	C-ABD	0	0		460	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:00 - 08:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	85	21		620	0.136	84	0.1	0.2	6.713	A
	C-AB	163	41		870	0.187	163	0.2	0.2	5.087	A
	C-A	559	140				559				
	A-BC	0	0	5.39	3106	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	271	68		472	0.573	269	0.8	1.3	17.541	C
	A-BC	669	167	5.39	1803	0.371	668	0.9	1.2	3.181	A
	A-D	0	0	5.39	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	163	41		671	0.242	162	0.2	0.3	7.071	A
	C-ABD	0	0		426	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	94	24		592	0.160	94	0.1	0.2	7.236	A
	C-AB	175	44		938	0.187	175	0.2	0.2	4.719	A
	C-A	630	158				630				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	193	48		510	0.378	192	0.4	0.6	11.283	B
	B-AD	47	12		384	0.123	47	0.1	0.1	10.670	B
	A-B	43	11				43				
	A-C	576	144				576				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	175	44		670	0.262	175	0.3	0.4	7.265	A
	C-ABD	0	0		437	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:15 - 08:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	103	26		572	0.181	103	0.2	0.2	7.678	A
	C-AB	199	50		870	0.229	199	0.2	0.3	5.362	A
	C-A	685	171				685				
	A-BC	0	0	6.61	3096	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	331	83		433	0.765	325	1.3	2.8	31.540	D
	A-BC	819	205	6.61	1798	0.456	817	1.2	1.6	3.686	A

	A-D	0	0	6.61	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	199	50		635	0.314	199	0.3	0.5	8.242	A
	C-ABD	0	0		392	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	116	29		537	0.215	115	0.2	0.3	8.538	A
	C-AB	215	54		938	0.229	214	0.2	0.3	4.976	A
	C-A	772	193				772				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	236	59		468	0.504	235	0.6	1.0	15.304	C
	B-AD	58	14		340	0.170	58	0.1	0.2	12.744	B
	A-B	53	13				53				
	A-C	706	176				706				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	215	54		638	0.337	214	0.4	0.5	8.489	A
	C-ABD	0	0		407	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

08:30 - 08:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	103	26		572	0.181	103	0.2	0.2	7.688	A
	C-AB	199	50		870	0.229	199	0.3	0.3	5.367	A
	C-A	685	171				685				
	A-BC	0	0	6.61	3096	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	331	83		433	0.765	331	2.8	3.0	34.578	D
	A-BC	819	205	6.61	1798	0.456	819	1.6	1.7	3.703	A
	A-D	0	0	6.61	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	199	50		635	0.314	199	0.5	0.5	8.270	A
	C-ABD	0	0		392	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	116	29		536	0.216	116	0.3	0.3	8.555	A
	C-AB	215	54		938	0.229	215	0.3	0.3	4.978	A
	C-A	772	193				772				
	A-B	0	0				0				
	A-C	0	0				0				

4 - A31 WB / Lymington Bottom (S)	B-CD	236	59		468	0.504	236	1.0	1.0	15.500	C
	B-AD	58	14		339	0.170	58	0.2	0.2	12.790	B
	A-B	53	13				53				
	A-C	706	176				706				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	215	54		638	0.337	215	0.5	0.5	8.513	A
	C-ABD	0	0		407	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

08:45 - 09:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	85	21		620	0.136	85	0.2	0.2	6.727	A
	C-AB	163	41		870	0.187	163	0.3	0.2	5.093	A
	C-A	559	140				559				
	A-BC	0	0	5.39	3106	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	271	68		471	0.574	277	3.0	1.4	19.115	C
	A-BC	669	167	5.39	1803	0.371	671	1.7	1.2	3.198	A
	A-D	0	0	5.39	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	163	41		670	0.243	163	0.5	0.3	7.104	A
	C-ABD	0	0		425	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	94	24		591	0.160	95	0.3	0.2	7.252	A
	C-AB	175	44		938	0.187	176	0.3	0.2	4.724	A
	C-A	630	158				630				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	193	48		510	0.378	194	1.0	0.6	11.445	B
	B-AD	47	12		384	0.123	47	0.2	0.1	10.708	B
	A-B	43	11				43				
	A-C	576	144				576				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	175	44		670	0.262	176	0.5	0.4	7.293	A
	C-ABD	0	0		437	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

09:00 - 09:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	71	18		655	0.108	71	0.2	0.1	6.159	A
	C-AB	136	34		870	0.157	136	0.2	0.2	4.910	A
	C-A	468	117				468				
	A-BC	0	0	4.52	3112	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	227	57		499	0.454	229	1.4	0.9	13.428	B
	A-BC	560	140	4.52	1807	0.310	561	1.2	0.9	2.899	A
	A-D	0	0	4.52	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	136	34		697	0.196	137	0.3	0.2	6.431	A
	C-ABD	0	0		450	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	79	20		631	0.125	79	0.2	0.1	6.525	A
	C-AB	147	37		938	0.157	147	0.2	0.2	4.554	A
	C-A	528	132				528				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	161	40		541	0.299	162	0.6	0.4	9.534	A
	B-AD	40	10		411	0.096	40	0.1	0.1	9.686	A
	A-B	36	9				36				
	A-C	483	121				483				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	147	37		694	0.212	147	0.4	0.3	6.589	A
	C-ABD	0	0		460	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

2029 + Com Dev + Dev Trips, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A31 WB / Lymington Bottom (N)	T-Junction	Exit Only	Two-way	Entry Only			1.90	A

2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		7.72	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.39	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 + Com Dev + Dev Trips	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit		ONE HOUR	✓	0	100.000
	B - A31 West Side Cut Thru		ONE HOUR	✓	86	100.000
	C - A31 WB		ONE HOUR	✓	862	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	645	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	251	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	206	100.000
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		ONE HOUR	✓	0	100.000
	B - A31 East Side Cut Thru		ONE HOUR	✓	96	100.000
	C - A31 EB		ONE HOUR	✓	731	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	788	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	265	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	109	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	[ONEHOUR]	5.00
	B - A31 West Side Cut Thru		

	C - A31 WB		
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	[ONEHOUR]	5.00
	B - Lymington Bottom Rd (N)		
	C - A31 EB Exit		
	D - A31 West Side Cut Thru		
3 - A31 EB / Lymington Bottom (S)	A - A31 EB Exit		
	B - A31 East Side Cut Thru		
	C - A31 EB		
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		
	B - Lymington Bottom Rd (S)		
	C - A31 WB Exit		
	D - A31 East Side Cut Thru		

Origin-Destination Data

Demand (Veh/hr)

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	86	0	0
	C - A31 WB	656	206	0

Demand (Veh/hr)

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	80	565	0
	B - Lymington Bottom Rd (N)	0	0	165	86
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	206	0	0

Demand (Veh/hr)

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	96	0	0
	C - A31 EB	622	109	0

Demand (Veh/hr)

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	95	693	0
	B - Lymington Bottom Rd (S)	0	0	169	96
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	109	0	0

Vehicle Mix

Heavy Vehicle Percentages

1 - A31 WB / Lymington Bottom (N)

		To		
		A - A31 WB Exit	B - A31 West Side Cut Thru	C - A31 WB
From	A - A31 WB Exit	0	0	0
	B - A31 West Side Cut Thru	0	0	0
	C - A31 WB	1	0	0

Heavy Vehicle Percentages

2 - A31 EB / Lymington Bottom (N)

		To			
		A - A31 EB	B - Lymington Bottom Rd (N)	C - A31 EB Exit	D - A31 West Side Cut Thru
From	A - A31 EB	0	0	2	0
	B - Lymington Bottom Rd (N)	0	0	0	0
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	0	0	0

Heavy Vehicle Percentages

3 - A31 EB / Lymington Bottom (S)

		To		
		A - A31 EB Exit	B - A31 East Side Cut Thru	C - A31 EB
From	A - A31 EB Exit	0	0	0
	B - A31 East Side Cut Thru	0	0	0
	C - A31 EB	2	0	0

Heavy Vehicle Percentages

4 - A31 WB / Lymington Bottom (S)

		To			
		A - A31 WB	B - Lymington Bottom Rd (S)	C - A31 WB Exit	D - A31 East Side Cut Thru
From	A - A31 WB	0	0	1	0
	B - Lymington Bottom Rd (S)	0	0	0	0
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A31 WB / Lymington Bottom (N)	B-AC	0.17	7.87	0.2	A	79	118
	C-AB	0.26	5.55	0.3	A	189	284
	C-A					602	903
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.59	19.00	1.4	C	230	345
	A-BC	0.39	3.26	1.3	A	592	888
	A-D	0.00	0.00	0.0	A	0	0

	D-ABC	0.34	8.19	0.5	A	189	284
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
	C-A					0	0
3 - A31 EB / Lymington Bottom (S)	B-AC	0.17	7.14	0.2	A	88	132
	C-AB	0.13	4.40	0.1	A	100	150
	C-A					571	856
	A-B					0	0
	A-C					0	0
4 - A31 WB / Lymington Bottom (S)	B-CD	0.52	16.20	1.1	C	199	299
	B-AD	0.17	13.57	0.2	B	44	66
	A-B					87	131
	A-C					636	954
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.19	7.26	0.2	A	100	150
	C-ABD	0.00	0.00	0.0	A	0	0
	C-D					0	0
C-A					0	0	

Main Results for each time segment

16:45 - 17:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	65	16		643	0.101	64	0.0	0.1	6.220	A
	C-AB	155	39		875	0.177	154	0.0	0.2	4.986	A
	C-A	494	123				494				
	A-BC	0	0	3.76	3118	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	189	47		521	0.363	187	0.0	0.6	10.698	B
	A-BC	486	121	3.76	1829	0.266	483	0.0	0.7	2.676	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	155	39		721	0.215	154	0.0	0.3	6.336	A
	C-ABD	0	0		468	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	72	18		682	0.106	72	0.0	0.1	5.899	A
	C-AB	82	21		938	0.088	82	0.0	0.1	4.203	A
	C-A	468	117				468				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	163	41		540	0.303	162	0.0	0.4	9.481	A

	B-AD	36	9		396	0.091	36	0.0	0.1	9.989	A
	A-B	72	18				72				
	A-C	522	130				522				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	82	21		679	0.121	82	0.0	0.1	6.023	A
	C-ABD	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

17:00 - 17:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	77	19		605	0.128	77	0.1	0.1	6.823	A
	C-AB	185	46		875	0.212	185	0.2	0.3	5.214	A
	C-A	590	147				590				
	A-BC	0	0	4.49	3113	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	226	56		498	0.454	225	0.6	0.8	13.141	B
	A-BC	580	145	4.49	1825	0.318	579	0.7	0.9	2.895	A
	A-D	0	0	4.49	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	185	46		698	0.265	185	0.3	0.4	7.010	A
	C-ABD	0	0		447	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	86	22		651	0.132	86	0.1	0.2	6.366	A
	C-AB	98	24		938	0.104	98	0.1	0.1	4.286	A
	C-A	559	140				559				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	195	49		507	0.385	194	0.4	0.6	11.495	B
	B-AD	43	11		366	0.118	43	0.1	0.1	11.125	B
	A-B	85	21				85				
	A-C	623	156				623				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	98	24		652	0.150	98	0.1	0.2	6.491	A
	C-ABD	0	0		420	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:15 - 17:30

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	95	24		553	0.171	94	0.1	0.2	7.855	A
	C-AB	227	57		875	0.259	226	0.3	0.3	5.547	A
	C-A	722	181				722				
	A-BC	0	0	5.51	3105	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	276	69		466	0.594	274	0.8	1.4	18.556	C
	A-BC	710	178	5.51	1820	0.390	709	0.9	1.3	3.248	A
	A-D	0	0	5.51	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	227	57		667	0.340	226	0.4	0.5	8.158	A
	C-ABD	0	0		418	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
3 - A31 EB / Lymington Bottom (S)	C-A	0	0				0				
	B-AC	106	26		610	0.173	105	0.2	0.2	7.133	A
	C-AB	120	30		938	0.128	120	0.1	0.1	4.401	A
	C-A	685	171				685				
	A-B	0	0				0				
4 - A31 WB / Lymington Bottom (S)	A-C	0	0				0				
	B-CD	239	60		461	0.518	237	0.6	1.0	15.970	C
	B-AD	53	13		319	0.166	53	0.1	0.2	13.521	B
	A-B	105	26				105				
	A-C	763	191				763				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	120	30		616	0.195	120	0.2	0.2	7.257	A
	C-ABD	0	0		386	0.000	0	0.0	0.0	0.000	A
C-D	0	0				0					
C-A	0	0				0					

17:30 - 17:45

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	95	24		552	0.171	95	0.2	0.2	7.865	A
	C-AB	227	57		875	0.259	227	0.3	0.3	5.551	A
	C-A	722	181				722				
	A-BC	0	0	5.51	3105	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	276	69		465	0.594	276	1.4	1.4	19.001	C
	A-BC	710	178	5.51	1820	0.390	710	1.3	1.3	3.256	A

	A-D	0	0	5.51	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	227	57		667	0.34 0	227	0.5	0.5	8.186	A
	C-ABD	0	0		418	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	106	26		610	0.17 3	106	0.2	0.2	7.140	A
	C-AB	120	30		938	0.12 8	120	0.1	0.1	4.401	A
	C-A	685	171				685				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	239	60		461	0.51 8	239	1.0	1.1	16.20 2	C
	B-AD	53	13		318	0.16 6	53	0.2	0.2	13.57 4	B
	A-B	105	26				105				
	A-C	763	191				763				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	120	30		616	0.19 5	120	0.2	0.2	7.262	A
	C-ABD	0	0		386	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

17:45 - 18:00

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	77	19		604	0.12 8	78	0.2	0.1	6.838	A
	C-AB	185	46		875	0.21 2	186	0.3	0.3	5.221	A
	C-A	590	147				590				
	A-BC	0	0	4.49	3113	0.00 0	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	226	56		497	0.45 4	228	1.4	0.9	13.49 2	B
	A-BC	580	145	4.49	1825	0.31 8	581	1.3	0.9	2.907	A
	A-D	0	0	4.49	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	185	46		698	0.26 6	186	0.5	0.4	7.042	A
	C-ABD	0	0		446	0.00 0	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					
3 - A31 EB / Lymington Bottom (S)	B-AC	86	22		651	0.13 2	87	0.2	0.2	6.375	A
	C-AB	98	24		938	0.10 4	98	0.1	0.1	4.287	A
	C-A	559	140				559				
	A-B	0	0				0				
	A-C	0	0				0				

4 - A31 WB / Lymington Bottom (S)	B-CD	195	49		507	0.385	197	1.1	0.6	11.678	B
	B-AD	43	11		366	0.118	43	0.2	0.1	11.165	B
	A-B	85	21				85				
	A-C	623	156				623				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	98	24		652	0.150	98	0.2	0.2	6.502	A
	C-ABD	0	0		420	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				

18:00 - 18:15

Junction	Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A31 WB / Lymington Bottom (N)	B-AC	65	16		642	0.101	65	0.1	0.1	6.239	A
	C-AB	155	39		875	0.177	155	0.3	0.2	5.001	A
	C-A	494	123				494				
	A-BC	0	0	3.76	3118	0.000	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	189	47		520	0.363	190	0.9	0.6	10.939	B
	A-BC	486	121	3.76	1829	0.266	486	0.9	0.7	2.689	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	155	39		720	0.215	155	0.4	0.3	6.379	A
	C-ABD	0	0		467	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
	C-A	0	0				0				
3 - A31 EB / Lymington Bottom (S)	B-AC	72	18		681	0.106	72	0.2	0.1	5.913	A
	C-AB	82	21		938	0.088	82	0.1	0.1	4.207	A
	C-A	468	117				468				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	163	41		540	0.303	164	0.6	0.4	9.612	A
	B-AD	36	9		396	0.091	36	0.1	0.1	10.025	B
	A-B	72	18				72				
	A-C	522	130				522				
	A-D	0	0		719	0.000	0	0.0	0.0	0.000	A
	D-ABC	82	21		679	0.121	82	0.2	0.1	6.035	A
	C-ABD	0	0		445	0.000	0	0.0	0.0	0.000	A
	C-D	0	0				0				
C-A	0	0				0					

Bristol

First Floor, South Wing, Equinox North,
Great Park Road, Almondsbury, Bristol, BS32 4QL
T 01454 625945
E Bristol@pegasusgroup.co.uk
Offices throughout the UK.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: 33 Sheep Street, Cirencester, Gloucestershire, GL7 1RQ
We are ISO certified 9001, 14001, 45001



[Pegasus_Group](#)



[pegasusgroup](#)



[Pegasus_Group](#)

PEGASUSGROUP.CO.UK