

2022 to 2029

07:00-09:59 Time Period

The screenshot displays the TSPPro main form interface. On the left, there are sections for 'Data selections' (Growth factors: Future year minus base year, Base year data, Future year data) and 'Trip end type' (Production/Attraction, Origin/Destination). The 'Select time period' is set to 'Weekday AM peak period (0700 - 0959)'. The 'Car Driver' is set to 'Combined Mode'. The 'NTM Traffic Growth Calculations' dialog box is open, showing the following settings:

- 1. Select NTH Dataset:** NTH Dataset Description, RTP 2018 Scenario 1 - Reference (2015-2050), NTH AF15 Dataset (2010-2040).
- 2. Select Areas to make up the geographic region:** East Hampshire 007 (E02004703).
- 3. Select area type:** Rural.
- 4. Select road type:** Motorway, Trunk, Principal, Minor, All.
- 5. Select which area it serves:** Region, England.

The 'Results' table shows the following data:

Level	Area	Local Growth Figure
E02004703	East Hampshire 007	1.0776

The right sidebar shows 'All Purposes' and 'Destination' with a value of 1.0497. The Windows taskbar at the bottom shows the date 13/12/2023 and time 18:41.

16:00-18:59 Time Period

The screenshot displays the TSPPro main form interface for the 16:00-18:59 time period. The settings in the 'NTM Traffic Growth Calculations' dialog box are identical to the previous screenshot. The 'Results' table shows the following data:

Level	Area	Local Growth Figure
E02004703	East Hampshire 007	1.0812

The right sidebar shows 'All Purposes' and 'Destination' with a value of 1.0538. The Windows taskbar at the bottom shows the date 13/12/2023 and time 18:42.



Appendix N

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Site Access DEC23 Redrow only.j10
Path: X:\Bristol Projects\Bristol - Live Projects\P23\P23-0701-0800\P23-0764 - BEWLEY HOMES - LYMINGTON PARK\03 Research\09 TR\02 Base Data\Junction Modelling\Access
Report generation date: 18/12/2023 15:38:22

»2029 + Redrow Dev + Dev Trips, AM
 »2029 + Redrow Dev + Dev Trips, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2029 + Redrow Dev + Dev Trips										
Stream B-AC	D1	0.1	9.25	0.07	A	D2	0.0	8.34	0.02	A
Stream C-AB		0.0	4.85	0.00	A		0.0	4.71	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

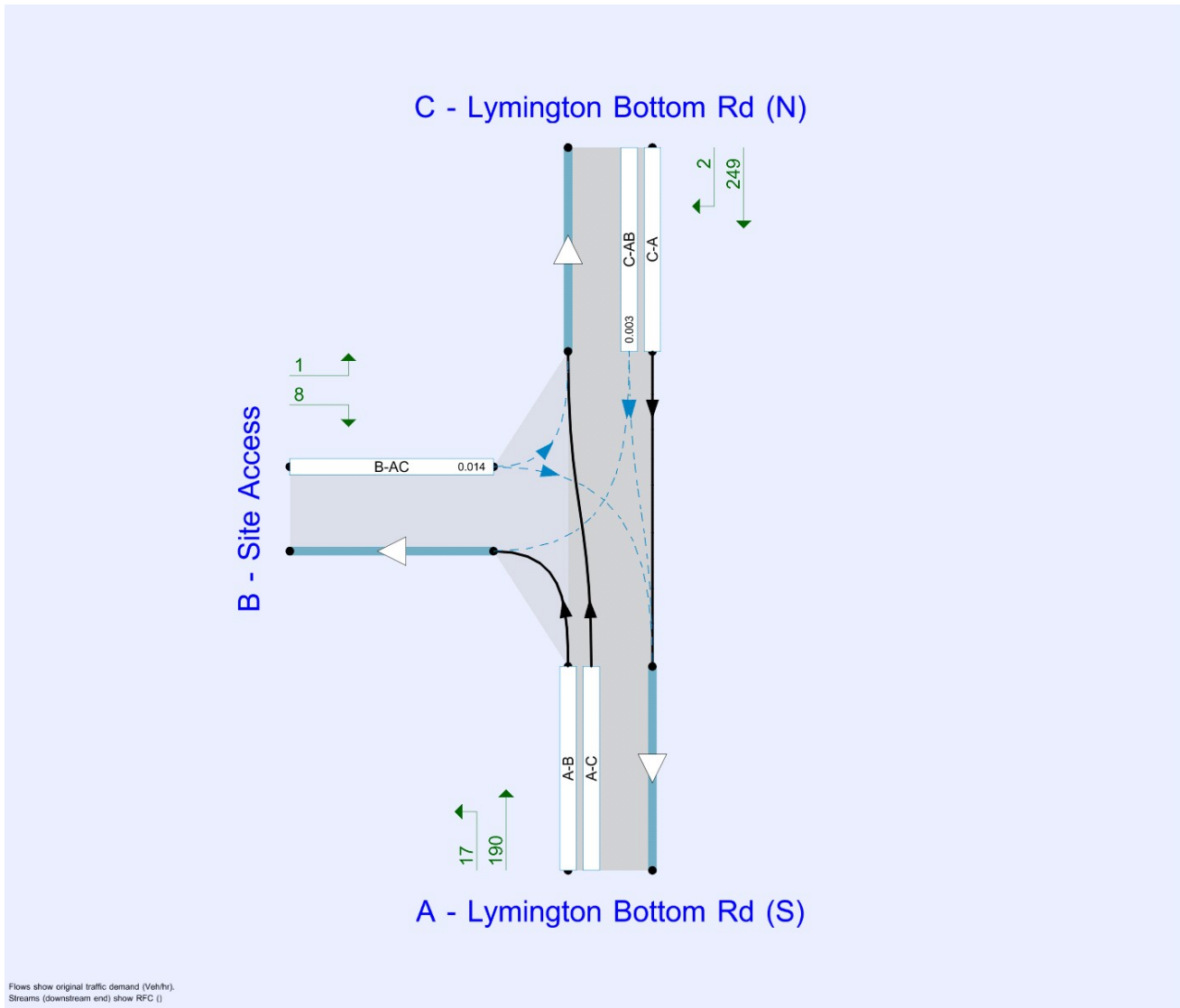
File summary

File Description

Title	
Location	
Site number	
Date	18/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\PG.Transport
Description	

Units

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



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 + Redrow Dev + Dev Trips	AM	ONE HOUR	07:45	09:15	15
D2	2029 + Redrow Dev + Dev Trips	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 + Redrow Dev + Dev Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.42	A

Arms

Arms

Arm	Name	Description	Arm type
A	Lymington Bottom Rd (S)		Major
B	Site Access		Minor
C	Lymington Bottom Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Lymington Bottom Rd (N)	5.25			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.38	21	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	524	0.099	0.249	0.157	0.356
B-C	675	0.107	0.270	-	-
C-B	690	0.276	0.276	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 + Redrow Dev + Dev Trips	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (S)		✓	300	100.000
B - Site Access		✓	25	100.000
C - Lymington Bottom Rd (N)		✓	239	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (S)	B - Site Access	C - Lymington Bottom Rd (N)
From	A - Lymington Bottom Rd (S)	0	9	291
	B - Site Access	22	0	3
	C - Lymington Bottom Rd (N)	238	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (S)	B - Site Access	C - Lymington Bottom Rd (N)
From	A - Lymington Bottom Rd (S)	0	0	1
	B - Site Access	0	0	0
	C - Lymington Bottom Rd (N)	1	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Lymington Bottom Rd (S)	226	227
	B - Site Access	19	19
	C - Lymington Bottom Rd (N)	180	182
08:00-08:15	A - Lymington Bottom Rd (S)	270	272
	B - Site Access	22	22
	C - Lymington Bottom Rd (N)	215	217
08:15-08:30	A - Lymington Bottom Rd (S)	330	333
	B - Site Access	28	28
	C - Lymington Bottom Rd (N)	263	266
08:30-08:45	A - Lymington Bottom Rd (S)	330	333
	B - Site Access	28	28
	C - Lymington Bottom Rd (N)	263	266
08:45-09:00	A - Lymington Bottom Rd (S)	270	272
	B - Site Access	22	22
	C - Lymington Bottom Rd (N)	215	217
09:00-09:15	A - Lymington Bottom Rd (S)	226	227
	B - Site Access	19	19
	C - Lymington Bottom Rd (N)	180	182

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.07	9.25	0.1	A
C-AB	0.00	4.85	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.245	A
C-AB	0.99	743	0.001	0.99	0.0	4.849	A
C-A	179			179			
A-B	7			7			
A-C	219			219			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	439	0.051	22	0.1	8.639	A
C-AB	1	755	0.002	1	0.0	4.774	A
C-A	214			214			
A-B	8			8			
A-C	262			262			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	417	0.066	27	0.1	9.249	A
C-AB	2	772	0.002	2	0.0	4.670	A
C-A	261			261			
A-B	10			10			
A-C	320			320			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	417	0.066	28	0.1	9.251	A
C-AB	2	772	0.002	2	0.0	4.673	A
C-A	261			261			
A-B	10			10			
A-C	320			320			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	439	0.051	23	0.1	8.643	A
C-AB	1	755	0.002	1	0.0	4.776	A
C-A	214			214			
A-B	8			8			
A-C	262			262			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	455	0.041	19	0.0	8.251	A
C-AB	0.99	743	0.001	0.99	0.0	4.852	A
C-A	179			179			
A-B	7			7			
A-C	219			219			

2029 + Redrow Dev + Dev Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (N) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	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)
D2	2029 + Redrow Dev + Dev Trips	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (S)		✓	207	100.000
B - Site Access		✓	9	100.000
C - Lymington Bottom Rd (N)		✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (S)	B - Site Access	C - Lymington Bottom Rd (N)
From	A - Lymington Bottom Rd (S)	0	17	190
	B - Site Access	8	0	1
	C - Lymington Bottom Rd (N)	249	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (S)	B - Site Access	C - Lymington Bottom Rd (N)
From	A - Lymington Bottom Rd (S)	0	0	0
	B - Site Access	0	0	0
	C - Lymington Bottom Rd (N)	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Lymington Bottom Rd (S)	156	156
	B - Site Access	7	7
	C - Lymington Bottom Rd (N)	189	189
17:00-17:15	A - Lymington Bottom Rd (S)	186	186
	B - Site Access	8	8
	C - Lymington Bottom Rd (N)	226	226
17:15-17:30	A - Lymington Bottom Rd (S)	228	228
	B - Site Access	10	10
	C - Lymington Bottom Rd (N)	276	276
17:30-17:45	A - Lymington Bottom Rd (S)	228	228
	B - Site Access	10	10
	C - Lymington Bottom Rd (N)	276	276
17:45-18:00	A - Lymington Bottom Rd (S)	186	186
	B - Site Access	8	8
	C - Lymington Bottom Rd (N)	226	226
18:00-18:15	A - Lymington Bottom Rd (S)	156	156
	B - Site Access	7	7
	C - Lymington Bottom Rd (N)	189	189

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	8.34	0.0	A
C-AB	0.00	4.71	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	472	0.014	7	0.0	7.739	A
C-AB	2	767	0.003	2	0.0	4.706	A
C-A	187			187			
A-B	13			13			
A-C	143			143			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	459	0.018	8	0.0	7.982	A
C-AB	3	783	0.003	3	0.0	4.612	A
C-A	223			223			
A-B	15			15			
A-C	171			171			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	441	0.022	10	0.0	8.343	A
C-AB	3	806	0.004	3	0.0	4.487	A
C-A	273			273			
A-B	19			19			
A-C	209			209			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	10	441	0.022	10	0.0	8.343	A
C-AB	3	806	0.004	3	0.0	4.487	A
C-A	273			273			
A-B	19			19			
A-C	209			209			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	459	0.018	8	0.0	7.984	A
C-AB	3	783	0.003	3	0.0	4.614	A
C-A	223			223			
A-B	15			15			
A-C	171			171			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	472	0.014	7	0.0	7.742	A
C-AB	2	767	0.003	2	0.0	4.706	A
C-A	187			187			
A-B	13			13			
A-C	143			143			



Appendix O

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: Lymington Bottom Rd narrowing DEC23 Redrow only.j10

Path: X:\Bristol Projects\Bristol - Live Projects\P23\P23-0701-0800\P23-0764 - BEWLEY HOMES - LYMINGTON PARK\03 Research\09 TR\02 Base Data\Junction Modelling\Narrowing

Report generation date: 18/12/2023 15:45:43

- »2022 , AM
- »2022 , PM
- »2024 Year of Submission, AM
- »2024 Year of Submission, PM
- »2029 + Com Dev, AM
- »2029 + Com Dev, PM
- »2029 + Com Dev + Dev Trips, AM
- »2029 + Com Dev + Dev Trips, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	95% Queue (Veh)	Delay (s)	Junction Delay (s)	Queue (Veh)	95% Queue (Veh)	Delay (s)	Junction Delay (s)
[Lane Simulation] - 2022								
A - Lymington Bottom Rd (N)	0.9	3.4	16.82	12.28	0.7	2.9	12.01	9.04
B - not used	0.0	~1	0.00		0.0	~1	0.00	
C - Lymington Bottom Rd (S)	0.6	2.9	8.42		0.3	2.0	5.14	
[Lane Simulation] - 2024 Year of Submission								
A - Lymington Bottom Rd (N)	1.4	6.0	17.84	13.08	1.0	3.4	11.78	9.03
B - not used	0.0	~1	0.00		0.0	~1	0.00	
C - Lymington Bottom Rd (S)	0.9	3.7	8.98		0.5	2.5	5.51	
[Lane Simulation] - 2029 + Com Dev								
A - Lymington Bottom Rd (N)	1.7	5.9	20.28	16.16	0.9	4.0	13.98	11.34
B - not used	0.0	~1	0.00		0.0	~1	0.00	
C - Lymington Bottom Rd (S)	1.2	5.4	12.31		0.7	3.0	8.27	
[Lane Simulation] - 2029 + Com Dev + Dev Trips								
A - Lymington Bottom Rd (N)	2.3	8.2	21.82	18.46	1.3	4.6	16.02	13.36
B - not used	0.0	~1	0.00		0.0	~1	0.00	
C - Lymington Bottom Rd (S)	1.1	4.6	15.13		0.5	2.5	10.28	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	Lymington Bottom Road Priority Narrowing
Location	
Site number	
Date	26/11/2021
Version	
Status	
Identifier	
Client	
Jobnumber	ITB15759
Enumerator	
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Hour	perHour



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queuing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓		✓	1238606320	101	0.84

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Year of Submission	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Year of Submission	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 + Com Dev + Dev Trips	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 + Com Dev + Dev Trips	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		12.28	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.28	B

Arms

Arms

Arm	Name	Description	Arm type
A	Lymington Bottom Rd (N)		Major
B	not used		Minor
C	Lymington Bottom Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
C - Lymington Bottom Rd (S)	5.82			60.0	✓	0.00	100

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - not used				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.081	0.204	0.128	0.291
B-C	574	0.089	0.224	-	-
C-B	609	0.238	0.238	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Lane Simulation: Arm options

Arm	Traffic considering secondary lanes (%)
A - Lymington Bottom Rd (N)	10.00
B - not used	10.00
C - Lymington Bottom Rd (S)	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Obstruction traversal time (s)	Obstruction other lane	Obstruction has priority	Obstruction saturation flow (PCU/hr)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	✓	10.00							9999	9999	
		2	1	(C, B)		Infinity		✓	10.00	A/Exit/1/1		1100	0	1100	
	Exit	1	1		✓	1.00		✓	10.00	A/Entry/2/1		1100	0	1100	
		2	1			Infinity							0	9999	
B - not used	Entry	1	1	A		Infinity						9999	9999		

	Exit	1	1			Infinity							0	99999	
C - Lymington Bottom Rd (S)	Entry	1	1	A, B		Infinity							0	99999	
	Exit	1	1			Infinity							0	99999	

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Lymington Bottom Rd (N)	not used	Lymington Bottom Rd (S)
A - Lymington Bottom Rd (N)	1	1		✓	✓
	2	1		✓	✓
B - not used	1	1	✓		
C - Lymington Bottom Rd (S)	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	217	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Bottom Rd (S)		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
A - Lymington Bottom Rd (N)	0	0	217
B - not used	0	0	0
C - Lymington Bottom Rd (S)	256	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	1
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	16.82	0.9	3.4	C	198	297
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Bottom Rd (S)	8.42	0.6	2.9	A	232	348

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	172	43	171	164	195	0.0	0.5	10.738	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	195	49	194	197	171	0.0	0.3	3.418	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	190	47	188	193	231	0.5	0.7	12.256	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	230	58	231	230	188	0.3	0.2	4.516	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	232	58	236	236	283	0.7	0.9	16.485	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	280	70	282	282	236	0.2	0.6	7.868	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	233	58	237	241	274	0.9	0.8	16.823	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	272	68	274	283	237	0.6	0.7	8.423	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	190	48	189	195	231	0.8	0.7	13.008	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	232	58	231	237	189	0.7	0.3	4.937	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	168	42	169	168	187	0.7	0.4	10.570	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	185	46	186	196	169	0.3	0.1	3.814	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.49	0.00	0.00	1.44	1.83
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.31	0.00	0.00	0.84	1.64

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.73	0.00	0.00	1.76	2.47
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.24	0.00	0.00	0.57	0.97

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.95	0.00	0.00	2.54	3.37
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.57	0.00	0.00	1.60	2.47

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.84	0.00	0.00	1.96	2.95
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.65	0.00	0.00	1.68	2.92

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.73	0.00	0.00	1.59	1.87
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.33	0.00	0.00	0.75	1.46

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.43	0.00	0.00	0.90	1.73
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.06	0.00	0.00	0.00	-0.01

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	172	171	164	0.0	0.0	0.037	A
		2	1	(C, B)	172	172	165	0.0	0.5	10.701	B
	Exit	1	1		194	195	196	0.0	0.3	6.154	A
		2	1		195	195	196	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	195	194	197	0.0	0.3	3.418	A
	Exit	1	1		171	171	164	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	188	188	193	0.0	0.0	0.037	A
		2	1	(C, B)	190	188	193	0.5	0.7	12.219	B
	Exit	1	1		231	231	229	0.3	0.4	6.378	A
		2	1		231	231	229	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	230	231	230	0.3	0.2	4.516	A
	Exit	1	1		188	188	193	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	236	236	236	0.0	0.0	0.036	A
		2	1	(C, B)	232	236	236	0.7	0.9	16.449	C
	Exit	1	1		282	283	282	0.4	0.5	6.470	A
		2	1		283	283	282	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	280	282	282	0.2	0.6	7.868	A
	Exit	1	1		236	236	236	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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					(Veh/hr)						
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	237	237	241	0.0	0.0	0.037	A
		2	1	(C, B)	233	237	241	0.9	0.8	16.786	C
	Exit	1	1		274	274	283	0.5	0.5	6.664	A
		2	1		274	274	283	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	272	274	283	0.6	0.7	8.423	A
	Exit	1	1		237	237	241	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	189	189	195	0.0	0.0	0.036	A
		2	1	(C, B)	190	189	195	0.8	0.7	12.972	B
	Exit	1	1		231	231	238	0.5	0.4	6.309	A
		2	1		231	231	238	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	232	231	237	0.7	0.3	4.937	A
	Exit	1	1		189	189	195	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	169	169	168	0.0	0.0	0.036	A
		2	1	(C, B)	168	169	168	0.7	0.4	10.534	B
	Exit	1	1		186	187	197	0.4	0.2	6.096	A
		2	1		187	187	197	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	185	186	196	0.3	0.1	3.814	A
	Exit	1	1		169	169	168	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.48	0.00	0.00	1.44	1.83
	Exit	1	1	0.32	0.00	0.00	0.70	0.86
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.31	0.00	0.00	0.84	1.64

	Exit	1	1	0.00	0.00	0.00	0.00	0.00
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08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.73	0.00	0.00	1.76	2.47
	Exit	1	1	0.44	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.24	0.00	0.00	0.57	0.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.95	0.00	0.00	2.54	3.37
	Exit	1	1	0.47	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.57	0.00	0.00	1.60	2.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.84	0.00	0.00	1.96	2.95
	Exit	1	1	0.49	0.00	0.00	0.80	0.91
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.65	0.00	0.00	1.68	2.92
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.73	0.00	0.00	1.59	1.87
	Exit	1	1	0.41	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.33	0.00	0.00	0.75	1.46
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.43	0.00	0.00	0.90	1.73
	Exit	1	1	0.22	0.00	0.00	0.54	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.06	0.00	0.00	0.00	-0.01

	Exit	1	1	0.00	0.00	0.00	0.00	0.00
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Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	172	43	-	-	-	171	164	0.0	0.0	0.037	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	172	43	1100	1092	0.157	172	165	0.0	0.5	10.701	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	195	49	-	-	-	194	197	0.0	0.3	3.418	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	188	47	-	-	-	188	193	0.0	0.0	0.037	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	190	47	1100	1090	0.174	188	193	0.5	0.7	12.219	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	230	58	-	-	-	231	230	0.3	0.2	4.516	A

				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	236	59	-	-	-	236	236	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	232	58	1100	1093	0.212	236	236	0.7	0.9	16.449	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	280	70	-	-	-	282	282	0.2	0.6	7.868	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	237	59	-	-	-	237	241	0.0	0.0	0.037	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	233	58	1100	1091	0.214	237	241	0.9	0.8	16.786	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	272	68	-	-	-	274	283	0.6	0.7	8.423	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
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08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	189	47	-	-	-	189	195	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	190	48	1100	1092	0.174	189	195	0.8	0.7	12.972	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	232	58	-	-	-	231	237	0.7	0.3	4.937	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	169	42	-	-	-	169	168	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	168	42	1100	1095	0.154	169	168	0.7	0.4	10.534	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	185	46	-	-	-	186	196	0.3	0.1	3.814	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

2022 , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		9.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.04	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
D2	2022	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	219	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Bottom Rd (S)		ONE HOUR	✓	170	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	219
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	170	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	0
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	12.01	0.7	2.9	B	204	305
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Bottom Rd (S)	5.14	0.3	2.0	A	155	233

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	162	40	164	165	123	0.0	0.3	8.002	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	127	32	125	130	164	0.0	0.2	2.164	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	204	51	204	196	149	0.3	0.5	8.868	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	150	38	150	152	204	0.2	0.1	3.723	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	204	51	204	196	149	0.3	0.5	8.868	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	150	38	150	152	204	0.2	0.1	3.723	A

A - Lymington Bottom Rd (N)	247	62	247	238	190	0.5	0.7	11.328	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	189	47	190	187	247	0.1	0.3	5.141	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	247	62	248	244	193	0.7	0.7	12.014	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	194	48	193	192	248	0.3	0.3	5.090	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	195	49	196	196	151	0.7	0.4	9.383	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	149	37	150	156	196	0.3	0.1	3.816	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	166	42	165	168	124	0.4	0.4	7.961	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	123	31	124	127	165	0.1	0.0	2.445	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.33	0.00	0.00	0.75	0.98
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.17	0.00	0.00	0.18	2.00

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.49	0.00	0.00	1.24	1.87
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.13	0.00	0.00	0.00	0.59

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.73	0.00	0.00	2.13	2.85
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.28	0.00	0.00	0.65	1.74

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.72	0.00	0.00	1.79	2.74
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.28	0.00	0.00	0.82	1.79

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
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A - Lymington Bottom Rd (N)	0.40	0.00	0.00	0.89	1.74
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.12	0.00	0.00	0.00	0.49

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.45	0.00	0.00	0.98	2.19
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.03	0.00	0.00	0.00	0.00

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	165	164	165	0.0	0.0	0.035	A
		2	1	(C, B)	162	165	165	0.0	0.3	7.967	A
	Exit	1	1		125	123	128	0.0	0.4	6.658	A
		2	1		123	123	128	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	127	125	130	0.0	0.2	2.164	A
	Exit	1	1		164	164	165	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	203	204	196	0.0	0.0	0.037	A
		2	1	(C, B)	204	203	196	0.3	0.5	8.831	A
	Exit	1	1		150	149	152	0.4	0.3	7.096	A
		2	1		149	149	152	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	150	150	152	0.2	0.1	3.723	A
	Exit	1	1		204	204	196	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	247	247	238	0.0	0.0	0.036	A
		2	1	(C, B)	247	247	238	0.5	0.7	11.292	B
	Exit	1	1		190	190	187	0.3	0.3	7.318	A
		2	1		190	190	187	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	189	190	187	0.1	0.3	5.141	A
	Exit	1	1		247	247	238	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	248	248	244	0.0	0.0	0.036	A
		2	1	(C, B)	247	248	244	0.7	0.7	11.978	B
	Exit	1	1		193	193	192	0.3	0.3	7.392	A
		2	1		193	193	192	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	194	193	192	0.3	0.3	5.090	A
	Exit	1	1		248	248	244	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	196	196	196	0.0	0.0	0.037	A
		2	1	(C, B)	195	196	196	0.7	0.4	9.346	A
	Exit	1	1		150	151	156	0.3	0.3	6.903	A
		2	1		151	151	156	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	149	150	156	0.3	0.1	3.816	A
	Exit	1	1		196	196	196	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A - Lymington Bottom Rd (N)	Entry	1	1	C, B	165	165	168	0.0	0.0	0.037	A
		2	1	(C, B)	166	165	168	0.4	0.4	7.924	A
	Exit	1	1		124	124	127	0.3	0.2	6.771	A
		2	1		124	124	127	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	123	124	127	0.1	0.0	2.445	A
	Exit	1	1		165	165	168	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.32	0.00	0.00	0.73	0.98
	Exit	1	1	0.37	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.17	0.00	0.00	0.18	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.49	0.00	0.00	1.24	1.87
	Exit	1	1	0.34	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.13	0.00	0.00	0.00	0.59
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.73	0.00	0.00	2.13	2.85
	Exit	1	1	0.35	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.28	0.00	0.00	0.65	1.74
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.72	0.00	0.00	1.79	2.74
	Exit	1	1	0.35	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00

B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.28	0.00	0.00	0.82	1.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.40	0.00	0.00	0.89	1.74
	Exit	1	1	0.27	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.12	0.00	0.00	0.00	0.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.45	0.00	0.00	0.98	2.19
	Exit	1	1	0.19	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	165	41	-	-	-	164	165	0.0	0.0	0.035	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	162	40	1100	1100	0.147	165	165	0.0	0.3	7.967	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	127	32	-	-	-	125	130	0.0	0.2	2.164	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
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17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	203	51	-	-	-	204	196	0.0	0.0	0.037	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	204	51	1100	1100	0.186	203	196	0.3	0.5	8.831	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	150	38	-	-	-	150	152	0.2	0.1	3.723	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	247	62	-	-	-	247	238	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	247	62	1100	1100	0.224	247	238	0.5	0.7	11.292	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	189	47	-	-	-	190	187	0.1	0.3	5.141	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	248	62	-	-	-	248	244	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	247	62	1100	1100	0.225	248	244	0.7	0.7	11.978	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	194	48	-	-	-	193	192	0.3	0.3	5.090	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	196	49	-	-	-	196	196	0.0	0.0	0.037	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	195	49	1100	1100	0.177	196	196	0.7	0.4	9.346	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	149	37	-	-	-	150	156	0.3	0.1	3.816	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	165	41	-	-	-	165	168	0.0	0.0	0.037	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	166	42	1100	1100	0.151	165	168	0.4	0.4	7.924	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	123	31	-	-	-	124	127	0.1	0.0	2.445	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2024 Year of Submission, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		13.08	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.08	B

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	224	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Botttom Rd (S)		ONE HOUR	✓	264	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	224
	B - not used	0	0	0
	C - Lymington Botttom Rd (S)	264	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	1
	B - not used	0	0	0
	C - Lymington Botttom Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	17.84	1.4	6.0	C	207	311
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Botttom Rd (S)	8.98	0.9	3.7	A	241	361

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	172	43	170	171	201	0.0	0.7	11.254	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	200	50	200	200	170	0.0	0.2	3.628	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	201	50	198	204	239	0.7	0.9	13.583	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	236	59	237	240	198	0.2	0.3	5.689	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	246	61	240	242	278	0.9	1.4	16.719	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	280	70	279	290	240	0.3	0.7	8.979	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	247	62	245	252	301	1.4	1.2	17.839	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	303	76	301	294	245	0.7	0.8	8.880	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	209	52	206	210	234	1.2	1.0	13.260	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	232	58	234	242	206	0.8	0.3	5.946	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	169	42	170	172	195	1.0	0.5	10.140	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	194	49	195	199	170	0.3	0.3	3.883	A

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.72	0.00	0.00	2.03	3.33
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.15	0.00	0.00	0.15	0.76

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.92	0.00	0.00	2.44	3.34

B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.30	0.00	0.00	1.02	1.72

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.40	0.00	0.38	2.84	5.97
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.72	0.00	0.00	2.02	2.83

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.20	0.00	0.37	2.67	3.67
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.85	0.00	0.00	2.28	3.67

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.01	0.00	0.07	3.00	3.54
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.25	0.00	0.00	0.56	1.02

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.48	0.00	0.00	1.02	1.71
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.27	0.00	0.00	0.65	1.21

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	170	170	171	0.0	0.0	0.037	A
		2	1	(C, B)	172	170	171	0.0	0.7	11.217	B
	Exit	1	1		200	201	199	0.0	0.3	6.157	A
		2	1		201	201	199	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	Entry	1	1	A, B	200	200	200	0.0	0.2	3.628	A
	Exit	1	1		170	170	171	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
		1	1	C, B	198	198	204	0.0	0.0	0.037	A

A - Lymington Bottom Rd (N)	Entry	2	1	(C, B)	201	198	204	0.7	0.9	13.546	B
	Exit	1	1		237	239	240	0.3	0.3	6.542	A
		2	1		239	239	240	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	236	237	240	0.2	0.3	5.689	A
	Exit	1	1		198	198	204	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	240	240	242	0.0	0.0	0.036	A
		2	1	(C, B)	246	240	242	0.9	1.4	16.683	C
	Exit	1	1		279	278	289	0.3	0.6	6.673	A
		2	1		278	278	289	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	280	279	290	0.3	0.7	8.979	A
	Exit	1	1		240	240	242	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	245	245	252	0.0	0.0	0.036	A
		2	1	(C, B)	247	245	252	1.4	1.2	17.804	C
	Exit	1	1		301	301	294	0.6	0.6	6.673	A
		2	1		301	301	294	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	303	301	294	0.7	0.8	8.880	A
	Exit	1	1		245	245	252	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	206	206	210	0.0	0.0	0.037	A
		2	1	(C, B)	209	206	210	1.2	1.0	13.223	B
	Exit	1	1		234	234	243	0.6	0.4	6.738	A
		2	1		234	234	243	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	232	234	242	0.8	0.3	5.946	A

	Exit	1	1		206	206	210	0.0	0.0	0.000	A
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09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	170	170	172	0.0	0.0	0.036	A
		2	1	(C, B)	169	170	172	1.0	0.5	10.104	B
	Exit	1	1		195	195	199	0.4	0.3	6.159	A
		2	1		195	195	199	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	194	195	199	0.3	0.3	3.883	A
	Exit	1	1		170	170	172	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.72	0.00	0.00	2.03	3.33
	Exit	1	1	0.27	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.15	0.00	0.00	0.15	0.76
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.92	0.00	0.00	2.44	3.34
	Exit	1	1	0.34	0.00	0.00	0.72	0.87
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.30	0.00	0.00	1.02	1.72
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.40	0.00	0.38	2.84	5.97
	Exit	1	1	0.56	0.00	0.09	0.83	0.92
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.72	0.00	0.00	2.02	2.83
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
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A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.20	0.00	0.37	2.67	3.67
	Exit	1	1	0.60	0.00	0.13	0.86	0.96
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.85	0.00	0.00	2.28	3.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.01	0.00	0.07	3.00	3.54
	Exit	1	1	0.39	0.00	0.00	0.76	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.25	0.00	0.00	0.56	1.02
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.48	0.00	0.00	1.02	1.71
	Exit	1	1	0.34	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.27	0.00	0.00	0.65	1.21
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	170	43	-	-	-	170	171	0.0	0.0	0.037	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	172	43	1100	1087	0.159	170	171	0.0	0.7	11.217	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

C - Lymington Bottom Rd (S)	Entry	1	1	A	200	50	-	-	-	200	200	0.0	0.2	3.628	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	198	50	-	-	-	198	204	0.0	0.0	0.0	0.0	0.037
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	201	50	1100	1090	0.184	198	204	0.7	0.9	13.546	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	236	59	-	-	-	237	240	0.2	0.3	5.689	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	240	60	-	-	-	240	242	0.0	0.0	0.0	0.0	0.036
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	246	61	1100	1089	0.226	240	242	0.9	1.4	16.683	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	280	70	-	-	-	279	290	0.3	0.7	8.979	A	

				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	245	61	-	-	-	245	252	0.0	0.0	0.036	A	
		2	1	A	0	0	0	0	0.000	0	0.000	0	0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	247	62	1100	1091	0.226	245	252	1.4	1.2	17.804	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	303	76	-	-	-	301	294	0.7	0.8	8.880	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	206	51	-	-	-	206	210	0.0	0.0	0.037	A	
		2	1	A	0	0	0	0	0.000	0	0.000	0	0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	209	52	1100	1093	0.191	206	210	1.2	1.0	13.223	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	232	58	-	-	-	234	242	0.8	0.3	5.946	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
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09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	170	42	-	-	-	170	172	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	169	42	1100	1090	0.156	170	172	1.0	0.5	10.104	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	194	49	-	-	-	195	199	0.3	0.3	3.883	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2024 Year of Submission, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		9.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.03	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	226	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Bottom Rd (S)		ONE HOUR	✓	176	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	226
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	176	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	0
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	11.78	1.0	3.4	B	206	309
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Bottom Rd (S)	5.51	0.5	2.5	A	161	242

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	164	41	165	168	128	0.0	0.3	7.699	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	128	32	128	134	165	0.0	0.1	2.294	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	211	53	214	200	162	0.3	0.5	9.603	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	161	40	161	156	214	0.1	0.2	3.659	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	232	58	233	240	191	0.5	0.8	11.781	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	192	48	190	188	233	0.2	0.4	5.509	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	248	62	243	244	190	0.8	1.0	11.080	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	191	48	190	186	243	0.4	0.5	5.405	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	212	53	213	210	156	1.0	0.4	9.280	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	159	40	157	160	213	0.5	0.3	4.132	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	167	42	165	168	136	0.4	0.5	8.127	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	135	34	135	135	165	0.3	0.1	2.466	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.33	0.00	0.00	0.74	0.96

B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.06	0.00	0.00	0.00	1.00

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.45	0.00	0.00	1.10	2.08
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.20	0.00	0.00	0.10	1.08

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.81	0.00	0.00	1.90	2.85
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.39	0.00	0.00	0.75	2.45

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.01	0.00	0.00	2.42	3.42
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.46	0.00	0.00	0.88	2.13

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.42	0.00	0.00	0.87	1.25
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.27	0.00	0.00	0.42	1.63

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.45	0.00	0.00	0.89	2.06
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.08	0.00	0.00	0.00	0.31

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	165	165	168	0.0	0.0	0.036	A
		2	1	(C, B)	164	165	168	0.0	0.3	7.663	A
	Exit	1	1		128	128	133	0.0	0.2	6.684	A
		2	1		128	128	133	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	Entry	1	1	A, B	128	128	134	0.0	0.1	2.294	A

	Exit	1	1		165	165	168	0.0	0.0	0.000	A
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17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	214	214	200	0.0	0.0	0.037	A
		2	1	(C, B)	211	214	200	0.3	0.5	9.566	A
	Exit	1	1		161	162	156	0.2	0.3	7.161	A
		2	1		162	162	156	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	161	161	156	0.1	0.2	3.659	A
	Exit	1	1		214	214	200	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	233	233	240	0.0	0.0	0.036	A
		2	1	(C, B)	232	233	240	0.5	0.8	11.744	B
	Exit	1	1		190	191	188	0.3	0.3	7.521	A
		2	1		191	191	188	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	192	190	188	0.2	0.4	5.509	A
	Exit	1	1		233	233	240	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	243	243	244	0.0	0.0	0.037	A
		2	1	(C, B)	248	243	244	0.8	1.0	11.043	B
	Exit	1	1		190	190	186	0.3	0.5	7.692	A
		2	1		190	190	186	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	191	190	186	0.4	0.5	5.405	A
	Exit	1	1		243	243	244	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	213	213	210	0.0	0.0	0.036	A
		2	1	(C, B)	212	213	210	1.0	0.4	9.243	A
	Exit	1	1		157	156	160	0.5	0.4	7.405	A
		2	1		156	156	160	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	159	157	160	0.5	0.3	4.132	A
	Exit	1	1		213	213	210	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	165	165	168	0.0	0.0	0.036	A
		2	1	(C, B)	167	165	168	0.4	0.5	8.091	A
	Exit	1	1		135	136	135	0.4	0.2	6.566	A
		2	1		136	136	135	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	135	135	135	0.3	0.1	2.466	A
	Exit	1	1		165	165	168	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.33	0.00	0.00	0.74	0.96
	Exit	1	1	0.24	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.06	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.45	0.00	0.00	1.10	2.08
	Exit	1	1	0.33	0.00	0.00	1.00	1.00

		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.20	0.00	0.00	0.10	1.08
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.81	0.00	0.00	1.90	2.85
	Exit	1	1	0.35	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.39	0.00	0.00	0.75	2.45
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.01	0.00	0.00	2.42	3.42
	Exit	1	1	0.49	0.00	1.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.46	0.00	0.00	0.88	2.13
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.42	0.00	0.00	0.87	1.25
	Exit	1	1	0.38	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.27	0.00	0.00	0.42	1.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.45	0.00	0.00	0.89	2.06
	Exit	1	1	0.21	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.08	0.00	0.00	0.00	0.31
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	165	41	-	-	-	165	168	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	164	41	1100	1100	0.149	165	168	0.0	0.3	7.663	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	128	32	-	-	-	128	134	0.0	0.1	2.294	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	214	53	-	-	-	214	200	0.0	0.0	0.037	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	211	53	1100	1100	0.192	214	200	0.3	0.5	9.566	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	161	40	-	-	-	161	156	0.1	0.2	3.659	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	233	58	-	-	-	233	240	0.0	0.0	0.036	A	
		2	1	A	0	0	0	0	0.000	0	0.0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	232	58	1100	1100	0.211	233	240	0.5	0.8	11.744	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	192	48	-	-	-	190	188	0.2	0.4	5.509	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	243	61	-	-	-	243	244	0.0	0.0	0.037	A	
		2	1	A	0	0	0	0	0.000	0	0.0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	248	62	1100	1100	0.226	243	244	0.8	1.0	11.043	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	191	48	-	-	-	190	186	0.4	0.5	5.405	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	213	53	-	-	-	213	210	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	212	53	1100	1100	0.192	213	210	1.0	0.4	9.243	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	159	40	-	-	-	157	160	0.5	0.3	4.132	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	165	41	-	-	-	165	168	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	167	42	1100	1100	0.152	165	168	0.4	0.5	8.091	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	135	34	-	-	-	135	135	0.3	0.1	2.466	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2029 + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		16.16	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.16	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	270	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Bottom Rd (S)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	270
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	285	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
From	A - Lymington Bottom Rd (N)	0	0	1
	B - not used	0	0	0
	C - Lymington Bottom Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	20.28	1.7	5.9	C	246	370
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Bottom Rd (S)	12.31	1.2	5.4	B	264	396

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	204	51	207	202	219	0.0	0.5	11.212	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	220	55	219	214	207	0.0	0.3	5.064	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	239	60	238	239	267	0.5	1.1	15.230	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	263	66	266	261	238	0.3	0.4	7.568	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	301	75	301	297	319	1.1	1.7	19.893	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	319	80	320	315	301	0.4	1.2	12.309	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	289	72	289	298	316	1.7	1.5	20.285	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	317	79	316	316	289	1.2	1.2	12.256	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	245	61	247	252	257	1.5	0.7	14.783	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	256	64	257	262	247	1.2	0.5	8.607	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	202	50	202	207	209	0.7	0.7	11.952	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	209	52	209	217	202	0.5	0.4	5.441	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.53	0.00	0.00	1.35	2.97
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.31	0.00	0.00	0.48	1.46

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.10	0.00	0.27	2.62	3.44
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.42	0.00	0.00	1.28	1.78

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.70	0.00	0.47	4.29	5.44
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	1.22	0.00	0.00	3.95	5.37

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.50	0.00	0.36	3.70	5.95
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	1.24	0.00	0.00	3.62	5.28

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.74	0.00	0.00	1.70	2.95
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.49	0.00	0.00	1.30	2.30

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.71	0.00	0.00	1.60	2.63
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.36	0.00	0.00	1.32	1.87

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	207	207	202	0.0	0.0	0.036	A
		2	1	(C, B)	204	207	202	0.0	0.5	11.176	B
	Exit	1	1		219	219	213	0.0	0.4	6.760	A
		2	1		219	219	213	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	Entry	1	1	A, B	220	219	214	0.0	0.3	5.064	A
	Exit	1	1		207	207	202	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	238	238	239	0.0	0.0	0.037	A
		2	1	(C, B)	239	238	239	0.5	1.1	15.194	C
	Exit	1	1		266	267	261	0.4	0.4	6.810	A
		2	1		267	267	261	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	Entry	1	1	A, B	263	266	261	0.3	0.4	7.568	A
	Exit	1	1		238	238	239	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	301	301	297	0.0	0.0	0.037	A
		2	1	(C, B)	301	301	297	1.1	1.7	19.856	C
	Exit	1	1		320	319	314	0.4	0.7	6.928	A
		2	1		319	319	314	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	Entry	1	1	A, B	319	320	315	0.4	1.2	12.309	B
	Exit	1	1		301	301	297	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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					(Veh/hr)						
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	288	289	298	0.0	0.0	0.036	A
		2	1	(C, B)	289	288	298	1.7	1.5	20.249	C
	Exit	1	1		316	316	316	0.7	0.6	6.928	A
		2	1		316	316	316	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	317	316	316	1.2	1.2	12.256	B
	Exit	1	1		289	289	298	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	247	247	252	0.0	0.0	0.036	A
		2	1	(C, B)	245	247	252	1.5	0.7	14.746	B
	Exit	1	1		257	257	262	0.6	0.5	6.902	A
		2	1		257	257	262	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	256	257	262	1.2	0.5	8.607	A
	Exit	1	1		247	247	252	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	202	202	207	0.0	0.0	0.036	A
		2	1	(C, B)	202	202	207	0.7	0.7	11.916	B
	Exit	1	1		209	209	217	0.5	0.4	6.665	A
		2	1		209	209	217	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	209	209	217	0.5	0.4	5.441	A
	Exit	1	1		202	202	207	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.53	0.00	0.00	1.35	2.97
	Exit	1	1	0.37	0.00	0.00	0.74	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.31	0.00	0.00	0.48	1.46

	Exit	1	1	0.00	0.00	0.00	0.00	0.00
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08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.10	0.00	0.27	2.62	3.44
	Exit	1	1	0.43	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.42	0.00	0.00	1.28	1.78
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	1.69	0.00	0.45	4.29	5.44
	Exit	1	1	0.66	0.00	1.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	1.22	0.00	0.00	3.95	5.37
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.50	0.00	0.36	3.70	5.95
	Exit	1	1	0.57	0.00	0.12	0.83	0.92
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	1.24	0.00	0.00	3.62	5.28
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.74	0.00	0.00	1.70	2.95
	Exit	1	1	0.47	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.49	0.00	0.00	1.30	2.30
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.71	0.00	0.00	1.60	2.63
	Exit	1	1	0.41	0.00	0.00	0.77	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.36	0.00	0.00	1.32	1.87

	Exit	1	1	0.00	0.00	0.00	0.00	0.00
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Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	207	52	-	-	-	207	202	0.0	0.0	0.036	A	
		2	1	A	0	0	0	0	0.000	0	0.0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	204	51	1100	1091	0.187	207	202	0.0	0.5	11.176	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	220	55	-	-	-	219	214	0.0	0.3	5.064	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	238	59	-	-	-	238	239	0.0	0.0	0.037	A	
		2	1	A	0	0	0	0	0.000	0	0.0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	239	60	1100	1085	0.220	238	239	0.5	1.1	15.194	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	263	66	-	-	-	266	261	0.3	0.4	7.568	A	

				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	301	75	-	-	-	301	297	0.0	0.0	0.037	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	301	75	1100	1092	0.276	301	297	1.1	1.7	19.856	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	319	80	-	-	-	320	315	0.4	1.2	12.309	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	288	72	-	-	-	289	298	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	289	72	1100	1093	0.264	288	298	1.7	1.5	20.249	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	317	79	-	-	-	316	316	1.2	1.2	12.256	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
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08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	247	62	-	-	-	247	252	0.0	0.0	0.036	A	
		2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	245	61	1100	1090	0.225	247	252	1.5	0.7	14.746	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	256	64	-	-	-	257	262	1.2	0.5	8.607	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	202	51	-	-	-	202	207	0.0	0.0	0.036	A	
		2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	202	50	1100	1094	0.184	202	207	0.7	0.7	11.916	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	209	52	-	-	-	209	217	0.5	0.4	5.441	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

2029 + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		11.34	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.34	B

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	250	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Bottom Rd (S)		ONE HOUR	✓	213	100.000

Origin-Destination Data

A - Lymington Bottom Rd (N)	271	68	272	270	233	0.8	0.8	13.980	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	234	59	233	232	272	0.2	0.6	8.267	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	272	68	275	271	235	0.8	0.9	13.943	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	239	60	237	233	275	0.6	0.7	8.172	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	227	57	224	227	186	0.9	0.8	11.553	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	186	47	186	191	224	0.7	0.3	5.195	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	192	48	193	195	160	0.8	0.5	9.888	A
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	158	39	158	161	193	0.3	0.1	3.268	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.52	0.00	0.00	1.36	1.99
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.12	0.00	0.00	0.00	0.66

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.78	0.00	0.00	1.81	2.33
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.19	0.00	0.00	0.46	0.80

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.80	0.00	0.00	1.90	2.79
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.62	0.00	0.00	1.66	2.65

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.90	0.00	0.00	2.48	4.00
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.65	0.00	0.00	1.63	2.98

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
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A - Lymington Bottom Rd (N)	0.84	0.00	0.00	1.98	3.32
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.33	0.00	0.00	0.90	1.66

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.54	0.00	0.00	0.99	1.62
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.11	0.00	0.00	0.00	0.49

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	181	181	185	0.0	0.0	0.036	A
		2	1	(C, B)	183	181	185	0.0	0.5	9.695	A
	Exit	1	1		166	167	166	0.0	0.3	6.752	A
		2	1		167	167	166	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	166	166	167	0.0	0.1	3.467	A
	Exit	1	1		181	181	185	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	223	223	219	0.0	0.0	0.036	A
		2	1	(C, B)	226	223	219	0.5	0.8	10.734	B
	Exit	1	1		191	190	189	0.3	0.4	6.997	A
		2	1		190	190	189	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	190	191	189	0.1	0.2	4.824	A
	Exit	1	1		223	223	219	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A - Lymington Bottom Rd (N)	Entry	1	1	C, B	272	272	270	0.0	0.0	0.036	A
		2	1	(C, B)	271	272	270	0.8	0.8	13.943	B
	Exit	1	1		233	233	232	0.4	0.5	7.435	A
		2	1		233	233	232	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	234	233	232	0.2	0.6	8.267	A
	Exit	1	1		272	272	270	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	275	275	271	0.0	0.0	0.035	A
		2	1	(C, B)	272	275	271	0.8	0.9	13.907	B
	Exit	1	1		237	235	233	0.5	0.6	7.452	A
		2	1		235	235	233	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	239	237	233	0.6	0.7	8.172	A
	Exit	1	1		275	275	271	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	224	224	227	0.0	0.0	0.036	A
		2	1	(C, B)	227	224	227	0.9	0.8	11.518	B
	Exit	1	1		186	186	191	0.6	0.4	7.220	A
		2	1		186	186	191	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	186	186	191	0.7	0.3	5.195	A
	Exit	1	1		224	224	227	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	193	193	195	0.0	0.0	0.036	A
		2	1	(C, B)	192	193	195	0.8	0.5	9.852	A
	Exit	1	1		158	160	162	0.4	0.2	6.682	A
		2	1		160	160	162	0.0	0.0	0.000	A

B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	158	158	161	0.3	0.1	3.268	A
	Exit	1	1		193	193	195	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.52	0.00	0.00	1.36	1.99
	Exit	1	1	0.28	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.12	0.00	0.00	0.00	0.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.78	0.00	0.00	1.81	2.33
	Exit	1	1	0.37	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.19	0.00	0.00	0.46	0.80
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.80	0.00	0.00	1.90	2.79
	Exit	1	1	0.50	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.62	0.00	0.00	1.66	2.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.90	0.00	0.00	2.48	4.00
	Exit	1	1	0.55	0.00	1.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.65	0.00	0.00	1.63	2.98
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.84	0.00	0.00	1.98	3.32
	Exit	1	1	0.44	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.33	0.00	0.00	0.90	1.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.54	0.00	0.00	0.99	1.62
	Exit	1	1	0.23	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	Entry	1	1	0.11	0.00	0.00	0.00	0.49
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	181	45	-	-	-	181	185	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	183	46	1100	1100	0.166	181	185	0.0	0.5	9.695	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Botttom Rd (S)	Entry	1	1	A	166	41	-	-	-	166	167	0.0	0.1	3.467	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput	Start queue	End queue (Veh)	Delay (s)	Unsignalised level of service
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							(PCU/hr)				(PCU/hr)	(Veh)			
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	223	56	-	-	-	223	219	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	226	56	1100	1100	0.205	223	219	0.5	0.8	10.734	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	190	48	-	-	-	191	189	0.1	0.2	4.824	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	272	68	-	-	-	272	270	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	271	68	1100	1100	0.246	272	270	0.8	0.8	13.943	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	234	59	-	-	-	233	232	0.2	0.6	8.267	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	275	69	-	-	-	275	271	0.0	0.0	0.035	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	272	68	1100	1100	0.248	275	271	0.8	0.9	13.907	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	239	60	-	-	-	237	233	0.6	0.7	8.172	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	224	56	-	-	-	224	227	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	227	57	1100	1100	0.206	224	227	0.9	0.8	11.518	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	186	47	-	-	-	186	191	0.7	0.3	5.195	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	193	48	-	-	-	193	195	0.0	0.0	0.036	A
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	192	48	1100	1100	0.175	193	195	0.8	0.5	9.852	A
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	158	39	-	-	-	158	161	0.3	0.1	3.268	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2029 + Com Dev + Dev Trips, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		18.46	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.46	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	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)
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✓	✓	HV Percentages	2.00
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Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	292	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Botttom Rd (S)		ONE HOUR	✓	294	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Botttom Rd (S)
A - Lymington Bottom Rd (N)		0	0	292
B - not used		0	0	0
C - Lymington Botttom Rd (S)		294	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Botttom Rd (S)
A - Lymington Bottom Rd (N)		0	0	1
B - not used		0	0	0
C - Lymington Botttom Rd (S)		1	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	21.82	2.3	8.2	C	267	400
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Botttom Rd (S)	15.13	1.1	4.6	C	269	404

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	216	54	216	219	228	0.0	0.9	12.794	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	228	57	228	230	216	0.0	0.3	5.719	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	262	65	263	264	266	0.9	1.0	15.782	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	269	67	267	268	263	0.3	0.7	8.631	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	324	81	324	320	321	1.0	1.7	20.880	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	319	80	321	324	324	0.7	1.1	15.128	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	321	80	315	321	328	1.7	2.4	21.825	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	323	81	327	328	315	1.1	1.0	14.235	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	260	65	262	272	257	2.4	1.0	15.437	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	260	65	258	261	262	1.0	0.6	8.441	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	217	54	216	223	219	1.0	0.9	12.406	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	217	54	218	219	216	0.6	0.3	5.586	A

Queue Variation Results for each time segment**07:45 - 08:00**

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.89	0.00	0.00	2.76	3.64
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.34	0.00	0.00	1.11	1.73

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.04	0.00	0.02	2.67	3.56
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.65	0.00	0.00	1.97	2.69

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.72	0.00	0.52	4.34	5.92
B - not used	0.00	0.00	0.00	0.00	0.00

C - Lymington Bottom Rd (S)	1.14	0.00	0.00	2.84	4.62
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08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	2.35	0.00	0.87	5.42	8.26
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	1.00	0.00	0.00	3.20	4.62

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.03	0.00	0.00	2.56	3.71
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.63	0.00	0.00	1.64	2.47

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.86	0.00	0.00	2.14	2.97
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.29	0.00	0.00	0.73	1.73

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	216	216	219	0.0	0.0	0.036	A
		2	1	(C, B)	216	216	219	0.0	0.9	12.759	B
	Exit	1	1		228	228	228	0.0	0.4	6.796	A
		2	1		228	228	228	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	228	228	230	0.0	0.3	5.719	A
	Exit	1	1		216	216	219	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	263	263	264	0.0	0.0	0.036	A
		2	1	(C, B)	262	263	264	0.9	1.0	15.746	C
	Exit	1	1		267	266	267	0.4	0.6	7.106	A
		2	1		266	266	267	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	269	267	268	0.3	0.7	8.631	A

	Exit	1	1		263	263	264	0.0	0.0	0.000	A
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08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	324	324	320	0.0	0.0	0.036	A
		2	1	(C, B)	324	324	320	1.0	1.7	20.844	C
	Exit	1	1		321	321	324	0.6	0.7	7.153	A
		2	1		321	321	324	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	319	321	324	0.7	1.1	15.128	C
	Exit	1	1		324	324	320	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	315	315	321	0.0	0.0	0.036	A
		2	1	(C, B)	321	315	321	1.7	2.4	21.788	C
	Exit	1	1		327	328	328	0.7	0.6	6.958	A
		2	1		328	328	328	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	323	327	328	1.1	1.0	14.235	B
	Exit	1	1		315	315	321	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	262	262	272	0.0	0.0	0.036	A
		2	1	(C, B)	260	262	272	2.4	1.0	15.401	C
	Exit	1	1		258	257	261	0.6	0.6	7.190	A
		2	1		257	257	261	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	260	258	261	1.0	0.6	8.441	A
	Exit	1	1		262	262	272	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
		1	1	C, B	216	216	223	0.0	0.0	0.037	A

A - Lymington Bottom Rd (N)	Entry	2	1	(C, B)	217	216	223	1.0	0.9	12.369	B
	Exit	1	1		218	219	220	0.6	0.3	6.911	A
		2	1		219	219	220	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	217	218	219	0.6	0.3	5.586	A
	Exit	1	1		216	216	223	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.88	0.00	0.00	2.64	3.57
	Exit	1	1	0.41	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.34	0.00	0.00	1.11	1.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.04	0.00	0.02	2.67	3.56
	Exit	1	1	0.64	0.00	0.20	0.86	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.65	0.00	0.00	1.97	2.69
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.72	0.00	0.52	4.34	5.92
	Exit	1	1	0.67	0.00	0.99	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	1.14	0.00	0.00	2.84	4.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	2.35	0.00	0.87	5.42	8.26
	Exit	1	1	0.57	0.00	0.12	0.83	0.92
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	1.00	0.00	0.00	3.20	4.62
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	1.03	0.00	0.00	2.56	3.71
	Exit	1	1	0.57	0.00	0.12	0.83	0.92
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.63	0.00	0.00	1.64	2.47
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.86	0.00	0.00	2.14	2.97
	Exit	1	1	0.33	0.00	0.00	0.99	0.99
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.29	0.00	0.00	0.73	1.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	216	54	-	-	-	216	219	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	216	54	1100	1094	0.198	216	219	0.0	0.9	12.759	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	228	57	-	-	-	228	230	0.0	0.3	5.719	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand	Junction Arrivals	Simulation max flow	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput	Start queue	End queue	Delay (s)	Unsignalised level of service
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					(Veh/hr)	Is (Veh)	(PCU/hr)				(PCU/hr)	(Veh)	(Veh)		
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	263	66	-	-	-	263	264	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	262	65	1100	1090	0.240	263	264	0.9	1.0	15.746	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	269	67	-	-	-	267	268	0.3	0.7	8.631	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	324	81	-	-	-	324	320	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	324	81	1100	1090	0.297	324	320	1.0	1.7	20.844	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	319	80	-	-	-	321	324	0.7	1.1	15.128	C	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
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A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	315	79	-	-	-	315	321	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	321	80	1100	1095	0.293	315	321	1.7	2.4	21.788	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	323	81	-	-	-	327	328	1.1	1.0	14.235	B
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	262	65	-	-	-	262	272	0.0	0.0	0.036	A
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	260	65	1100	1091	0.238	262	272	2.4	1.0	15.401	C
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	260	65	-	-	-	258	261	1.0	0.6	8.441	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	216	54	-	-	-	216	223	0.0	0.0	0.037	A
				A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	217	54	1100	1093	0.198	216	223	1.0	0.9	12.369	B
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
C - Lymington Bottom Rd (S)	Entry	1	1	A	217	54	-	-	-	218	219	0.6	0.3	5.586	A
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	

2029 + Com Dev + Dev Trips, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Lymington Bottom Rd (S) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Lymington Bottom Rd Narrowing	T-Junction	Two-way	Exit Only	Two-way		13.36	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.36	B

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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Lymington Bottom Rd (N)		ONE HOUR	✓	258	100.000
B - not used		ONE HOUR	✓	0	100.000
C - Lymington Botttom Rd (S)		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
A - Lymington Bottom Rd (N)		0	0	258
B - not used		0	0	0
C - Lymington Botttom Rd (S)		230	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Lymington Bottom Rd (N)	B - not used	C - Lymington Bottom Rd (S)
A - Lymington Bottom Rd (N)		0	0	0
B - not used		0	0	0
C - Lymington Botttom Rd (S)		0	0	0

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Lymington Bottom Rd (N)	16.02	1.3	4.6	C	241	361
B - not used	0.00	0.0	~1	A	0	0
C - Lymington Botttom Rd (S)	10.28	0.5	2.5	B	207	311

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	201	50	203	198	165	0.0	0.4	9.807	A

B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	166	41	164	172	203	0.0	0.3	3.494	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	236	59	237	231	202	0.4	0.7	11.798	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	204	51	203	210	237	0.3	0.4	5.950	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	291	73	296	287	253	0.7	1.2	16.018	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	254	64	254	254	296	0.4	0.5	9.671	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	291	73	289	293	253	1.2	1.3	15.546	C
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	248	62	252	251	289	0.5	0.5	10.276	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	231	58	232	238	204	1.3	0.8	12.456	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	206	51	205	207	232	0.5	0.3	5.789	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	193	48	193	197	164	0.8	0.5	10.060	B
B - not used	0	0	0	0	0	0.0	0.0	0.000	A
C - Lymington Botttom Rd (S)	165	41	165	174	193	0.3	0.2	3.748	A

Queue Variation Results for each time segment

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.45	0.00	0.00	0.88	1.55
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.29	0.00	0.00	0.66	1.33

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.72	0.00	0.00	1.62	1.91
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Botttom Rd (S)	0.40	0.00	0.00	0.94	2.22

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.24	0.00	0.03	3.10	4.55
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.49	0.00	0.00	1.38	2.33

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	1.32	0.00	0.45	2.88	4.22
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.48	0.00	0.00	1.43	2.53

17:45 - 18:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.76	0.00	0.00	1.81	2.66
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.28	0.00	0.00	0.83	2.00

18:00 - 18:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	0.51	0.00	0.00	1.06	1.88
B - not used	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	0.20	0.00	0.00	0.38	1.16

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	203	203	198	0.0	0.0	0.036	A
		2	1	(C, B)	201	203	198	0.0	0.4	9.771	A
	Exit	1	1		164	165	171	0.0	0.4	6.837	A
		2	1		165	165	171	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	166	164	172	0.0	0.3	3.494	A
	Exit	1	1		203	203	198	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	237	237	231	0.0	0.0	0.036	A
		2	1	(C, B)	236	237	232	0.4	0.7	11.762	B

	Exit	1	1		203	202	210	0.4	0.5	7.078	A
		2	1		202	202	210	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	204	203	210	0.3	0.4	5.950	A
	Exit	1	1		237	237	231	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	296	296	287	0.0	0.0	0.037	A
		2	1	(C, B)	291	296	287	0.7	1.2	15.981	C
	Exit	1	1		254	253	254	0.5	0.5	7.496	A
		2	1		253	253	254	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	254	254	254	0.4	0.5	9.671	A
	Exit	1	1		296	296	287	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	289	289	293	0.0	0.0	0.037	A
		2	1	(C, B)	291	289	293	1.2	1.3	15.509	C
	Exit	1	1		252	253	251	0.5	0.4	7.525	A
		2	1		253	253	251	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	248	252	251	0.5	0.5	10.276	B
	Exit	1	1		289	289	293	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	232	232	238	0.0	0.0	0.036	A
		2	1	(C, B)	231	232	238	1.3	0.8	12.420	B
	Exit	1	1		205	204	207	0.4	0.5	7.089	A
		2	1		204	204	207	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	206	205	207	0.5	0.3	5.789	A
	Exit	1	1		232	232	238	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Lymington Bottom Rd (N)	Entry	1	1	C, B	193	193	197	0.0	0.0	0.036	A
		2	1	(C, B)	193	193	197	0.8	0.5	10.024	B
	Exit	1	1		165	164	175	0.5	0.3	6.801	A
		2	1		164	164	175	0.0	0.0	0.000	A
B - not used	Entry	1	1	A	0	0	0	0.0	0.0	0.000	A
	Exit	1	1		0	0	0	0.0	0.0	0.000	A
C - Lymington Bottom Rd (S)	Entry	1	1	A, B	165	165	174	0.3	0.2	3.748	A
	Exit	1	1		193	193	197	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.45	0.00	0.00	0.88	1.55
	Exit	1	1	0.39	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.29	0.00	0.00	0.66	1.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	0.71	0.00	0.00	1.62	1.91
	Exit	1	1	0.46	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.40	0.00	0.00	0.94	2.22
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:15 - 17:30

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	1.23	0.00	-0.03	3.10	4.55
	Exit	1	1	0.51	0.00	1.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.49	0.00	0.00	1.38	2.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:30 - 17:45

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.01	0.00	0.00	0.00	0.00
		2	1	1.31	0.00	0.45	2.88	4.16
	Exit	1	1	0.43	0.00	0.00	1.00	1.00

		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.48	0.00	0.00	1.43	2.53
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:45 - 18:00

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.76	0.00	0.00	1.81	2.66
	Exit	1	1	0.47	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.28	0.00	0.00	0.83	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

18:00 - 18:15

Arm	Side	Lane level	Lane	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)
A - Lymington Bottom Rd (N)	Entry	1	1	0.00	0.00	0.00	0.00	0.00
		2	1	0.51	0.00	0.00	1.06	1.88
	Exit	1	1	0.34	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
B - not used	Entry	1	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Lymington Bottom Rd (S)	Entry	1	1	0.20	0.00	0.00	0.38	1.16
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	203	51	-	-	-	203	198	0.0	0.0	0.0	0.0	0.036
	Exit	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	201	50	1100	1100	0.183	203	198	0.0	0.4	9.771	A	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	166	41	-	-	-	164	172	0.0	0.3	3.494	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	

				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000	
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17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	237	59	-	-	-	237	231	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	236	59	1100	1100	0.214	237	232	0.4	0.7	11.762	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	204	51	-	-	-	203	210	0.3	0.4	5.950	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	296	74	-	-	-	296	287	0.0	0.0	0.037	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	291	73	1100	1100	0.265	296	287	0.7	1.2	15.981	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	254	64	-	-	-	254	254	0.4	0.5	9.671	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	289	72	-	-	-	289	293	0.0	0.0	0.037	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	291	73	1100	1100	0.265	289	293	1.2	1.3	15.509	C	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	248	62	-	-	-	252	251	0.5	0.5	10.276	B	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	232	58	-	-	-	232	238	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	
				B	0	0	0	0	0.000	0	0	0	0.0	0.0	0.000	A
				C	231	58	1100	1100	0.210	232	238	1.3	0.8	12.420	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	206	51	-	-	-	205	207	0.5	0.3	5.789	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Simulation max flow (PCU/hr)	Capacity (Veh/hr)	RF C	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service	
A - Lymington Bottom Rd (N)	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.0	0.000	A
				C	193	48	-	-	-	193	197	0.0	0.0	0.036	A	
	Entry	2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	193	48	1100	1100	0.175	193	197	0.8	0.5	10.024	B	
B - not used	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		
C - Lymington Bottom Rd (S)	Entry	1	1	A	165	41	-	-	-	165	174	0.3	0.2	3.748	A	
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A	
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000		



Appendix P

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.4.1693
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Filename: A31_Lymington Bottom Rd DEC23 Redrow Only.j10

Path: X:\Bristol Projects\Bristol - Live Projects\P23\P23-0701-0800\P23-0764 - BEWLEY HOMES - LYMINGTON PARK\03 Research\09 TR\02 Base Data\Junction Modelling\A31

Report generation date: 18/12/2023 15:57:23

- »2022 Base, AM
- »2022 Base, PM
- »2024 Year of Submission, AM
- »2024 Year of Submission, PM
- »2029 + Com Dev, AM
- »2029 + Com Dev, PM
- »2029 + Com Dev + Dev Trips, AM
- »2029 + Com Dev + Dev Trips, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	Junction LOS	Queue (Veh)	Delay (s)	RFC	Junction LOS
2022 Base								
1 - A31 WB / Lymington Bottom (N) - Stream B-AC	0.2	6.95	0.13	A	0.2	7.08	0.14	A
1 - A31 WB / Lymington Bottom (N) - Stream C-AB	0.2	5.15	0.20		0.3	5.15	0.20	
1 - A31 WB / Lymington Bottom (N) - Stream A-BC	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream B-ACD	1.2	18.09	0.55	A	1.0	14.81	0.49	A
2 - A31 EB / Lymington Bottom (N) - Stream A-BC	1.4	3.46	0.42		1.1	3.06	0.35	
2 - A31 EB / Lymington Bottom (N) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream D-ABC	0.4	7.51	0.26		0.3	6.80	0.22	
2 - A31 EB / Lymington Bottom (N) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
3 - A31 EB / Lymington Bottom (S) - Stream B-AC	0.2	7.75	0.19	A	0.2	6.75	0.16	A
3 - A31 EB / Lymington Bottom (S) - Stream C-AB	0.3	4.81	0.20		0.1	4.34	0.12	
4 - A31 WB / Lymington Bottom (S) - Stream B-CD	0.8	13.27	0.44	A	0.8	13.33	0.44	A
4 - A31 WB / Lymington Bottom (S) - Stream B-AD	0.2	11.66	0.15		0.2	12.00	0.14	
4 - A31 WB / Lymington Bottom (S) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
4 - A31 WB / Lymington Bottom (S) - Stream D-ABC	0.4	7.77	0.29		0.2	6.81	0.17	
4 - A31 WB / Lymington Bottom (S) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
2024 Year of Submission								
1 - A31 WB / Lymington Bottom (N) - Stream B-AC	0.2	7.08	0.14	A	0.2	7.22	0.15	A
1 - A31 WB / Lymington Bottom (N) - Stream C-AB	0.3	5.19	0.20		0.3	5.19	0.21	
1 - A31 WB / Lymington Bottom (N) - Stream A-BC	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream B-ACD	1.3	19.40	0.58	A	1.0	15.62	0.51	A

2 - A31 EB / Lymington Bottom (N) - Stream A-BC	1.5	3.54	0.43		1.1	3.11	0.36	
2 - A31 EB / Lymington Bottom (N) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream D-ABC	0.4	7.69	0.27		0.4	7.26	0.27	
2 - A31 EB / Lymington Bottom (N) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
3 - A31 EB / Lymington Bottom (S) - Stream B-AC	0.2	7.95	0.20	A	0.2	6.88	0.16	A
3 - A31 EB / Lymington Bottom (S) - Stream C-AB	0.3	4.85	0.21		0.1	4.35	0.12	
4 - A31 WB / Lymington Bottom (S) - Stream B-CD	0.9	13.98	0.46	A	0.9	14.08	0.46	A
4 - A31 WB / Lymington Bottom (S) - Stream B-AD	0.2	12.01	0.16		0.2	12.39	0.15	
4 - A31 WB / Lymington Bottom (S) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
4 - A31 WB / Lymington Bottom (S) - Stream D-ABC	0.4	7.96	0.30		0.2	6.93	0.18	
4 - A31 WB / Lymington Bottom (S) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
2029 + Com Dev								
1 - A31 WB / Lymington Bottom (N) - Stream B-AC	0.2	7.51	0.17	A	0.2	7.71	0.17	A
1 - A31 WB / Lymington Bottom (N) - Stream C-AB	0.3	5.30	0.22		0.3	5.44	0.24	
1 - A31 WB / Lymington Bottom (N) - Stream A-BC	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream B-ACD	2.3	28.32	0.71	A	1.3	18.15	0.57	A
2 - A31 EB / Lymington Bottom (N) - Stream A-BC	1.7	3.69	0.45		1.2	3.22	0.39	
2 - A31 EB / Lymington Bottom (N) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream D-ABC	0.4	8.10	0.30		0.5	7.92	0.32	
2 - A31 EB / Lymington Bottom (N) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
3 - A31 EB / Lymington Bottom (S) - Stream B-AC	0.3	8.45	0.21	A	0.2	7.11	0.17	A
3 - A31 EB / Lymington Bottom (S) - Stream C-AB	0.3	4.96	0.23		0.1	4.40	0.13	
4 - A31 WB / Lymington Bottom (S) - Stream B-CD	1.0	15.29	0.50	A	1.0	15.88	0.51	A
4 - A31 WB / Lymington Bottom (S) - Stream B-AD	0.2	12.66	0.17		0.2	13.37	0.16	
4 - A31 WB / Lymington Bottom (S) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
4 - A31 WB / Lymington Bottom (S) - Stream D-ABC	0.5	8.42	0.33		0.2	7.21	0.19	
4 - A31 WB / Lymington Bottom (S) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
2029 + Com Dev + Dev Trips								
1 - A31 WB / Lymington Bottom (N) - Stream B-AC	0.2	7.69	0.18	A	0.2	7.87	0.17	A
1 - A31 WB / Lymington Bottom (N) - Stream C-AB	0.3	5.37	0.23		0.3	5.55	0.26	
1 - A31 WB / Lymington Bottom (N) - Stream A-BC	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream B-ACD	3.0	34.58	0.77	B	1.4	19.00	0.59	A
2 - A31 EB / Lymington Bottom (N) - Stream A-BC	1.7	3.70	0.46		1.3	3.26	0.39	
2 - A31 EB / Lymington Bottom (N) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
2 - A31 EB / Lymington Bottom (N) - Stream D-ABC	0.5	8.27	0.31		0.5	8.19	0.34	
2 - A31 EB / Lymington Bottom (N) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	
3 - A31 EB / Lymington Bottom (S) - Stream B-AC	0.3	8.55	0.22	A	0.2	7.14	0.17	A
3 - A31 EB / Lymington Bottom (S) - Stream C-AB	0.3	4.98	0.23		0.1	4.40	0.13	
4 - A31 WB / Lymington Bottom (S) - Stream B-CD	1.0	15.50	0.50	A	1.1	16.20	0.52	A
4 - A31 WB / Lymington Bottom (S) - Stream B-AD	0.2	12.79	0.17		0.2	13.57	0.17	
4 - A31 WB / Lymington Bottom (S) - Stream A-D	0.0	0.00	0.00		0.0	0.00	0.00	
4 - A31 WB / Lymington Bottom (S) - Stream D-ABC	0.5	8.51	0.34		0.2	7.26	0.19	
4 - A31 WB / Lymington Bottom (S) - Stream C-ABD	0.0	0.00	0.00		0.0	0.00	0.00	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	A31 / Lymington Bottom Rd
Location	Medstead
Site number	
Date	26/11/2021

D1	2022 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Year of Submission	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Year of Submission	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 + Com Dev + Dev Trips	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 + Com Dev + Dev Trips	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2022 Base, 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			1.59	A
2	A31 EB / Lymington Bottom (N)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		7.08	A
3	A31 EB / Lymington Bottom (S)	T-Junction	Exit Only	Two-way	Entry Only			1.74	A
4	A31 WB / Lymington Bottom (S)	Crossroads	Entry Only	Two-way	Exit Only	Two-way		4.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.88	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - A31 WB / Lymington Bottom (N)	A	A31 WB Exit		Major
	B	A31 West Side Cut Thru		Minor
	C	A31 WB		Major
2 - A31 EB / Lymington Bottom (N)	A	A31 EB		Major
	B	Lymington Bottom Rd (N)		Minor
	C	A31 EB Exit		Major
	D	A31 West Side Cut Thru		Minor
3 - A31 EB / Lymington Bottom (S)	A	A31 EB Exit		Major

	B	A31 East Side Cut Thru		Minor
	C	A31 EB		Major
4 - A31 WB / Lymington Bottom (S)	A	A31 WB		Major
	B	Lymington Bottom Rd (S)		Minor
	C	A31 WB Exit		Major
	D	A31 East Side Cut Thru		Minor

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - A31 WB / Lymington Bottom (N)	C - A31 WB	3.70		✓	4.20	250.0	✓	8.00
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	3.40				250.0		-
	C - A31 EB Exit	3.40					✓	
3 - A31 EB / Lymington Bottom (S)	C - A31 EB	3.40		✓	5.00	250.0	✓	8.00
4 - A31 WB / Lymington Bottom (S)	A - A31 WB	3.40				250.0		-
	C - A31 WB Exit	3.40					✓	

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

Minor Arm Geometry

Junction	Arm	Min or arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - A31 WB / Lymington Bottom (N)	B - A31 West Side Cut Thru	One lane	5.00								250	250
2 - A31 EB / Lymington Bottom (N)	B - Lymington Bottom Rd (N)	One lane	3.86								37	31
	D - A31 West Side Cut Thru	One lane	5.00								250	250
3 - A31 EB / Lymington Bottom (S)	B - A31 East Side Cut Thru	One lane	5.00								250	250
4 - A31 WB / Lymington Bottom (S)	B - Lymington Bottom Rd (S)	One lane plus flare		10.00	7.50	5.60	4.10	3.65	✓	2.00	47	47
	D - A31 East Side Cut Thru	One lane	5.00								205	250

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - A31 WB / Lymington Bottom (N)	A - A31 WB Exit	4.00	3.00	2.00	3.00	6.00	8.00	30.00
2 - A31 EB / Lymington Bottom (N)	A - A31 EB	4.00	3.00	2.00	3.00	6.00	8.00	30.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B

1 - A31 WB / Lymington Bottom (N)	B-A	837	0.143	0.362	0.228	0.517
	B-C	938	0.158	0.400	-	-
	C-B	875	0.346	0.346	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
2 - A31 EB / Lymington Bottom (N)	A-D	719	-	-	-	-	-	-	0.269	0.384	0.269	-	-	-
	B-A	548	0.096	0.244	0.244	-	-	-	0.153	0.348	-	0.244	0.244	0.122
	B-C	699	0.103	0.261	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	548	0.096	0.244	0.244	-	-	-	0.153	0.348	0.153	-	-	-
	B-D, offside lane	548	0.096	0.244	0.244	-	-	-	0.153	0.348	0.153	-	-	-
	C-B	574	0.215	0.215	0.307	-	-	-	-	-	-	-	-	-
	D-A	938	-	-	-	-	-	-	0.351	-	0.139	-	-	-
	D-B, nearside lane	837	0.234	0.234	0.531	-	-	-	0.372	0.372	0.147	-	-	-
	D-B, offside lane	837	0.234	0.234	0.531	-	-	-	0.372	0.372	0.147	-	-	-
	D-C	837	-	0.234	0.531	0.186	0.372	0.372	0.372	0.372	0.147	-	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - A31 EB / Lymington Bottom (S)	B-A	837	0.147	0.372	0.234	0.531
	B-C	938	0.160	0.404	-	-
	C-B	938	0.378	0.378	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
4 - A31 WB / Lymington Bottom (S)	A-D	719	-	-	-	-	-	-	0.269	0.384	0.269	-	-	-
	B-A	537	0.094	0.239	0.239	-	-	-	0.150	0.341	-	0.239	0.239	0.119
	B-C	738	0.109	0.276	-	-	-	-	-	-	-	-	-	-
	B-D, nearside lane	583	0.102	0.259	0.259	-	-	-	0.163	0.370	0.163	-	-	-
	B-D, offside lane	537	0.094	0.239	0.239	-	-	-	0.150	0.341	0.150	-	-	-
	C-B	574	0.215	0.215	0.307	-	-	-	-	-	-	-	-	-
	D-A	938	-	-	-	-	-	-	0.351	-	0.139	-	-	-
	D-B, nearside lane	815	0.228	0.228	0.518	-	-	-	0.362	0.362	0.143	-	-	-
	D-B, offside lane	815	0.228	0.228	0.518	-	-	-	0.362	0.362	0.143	-	-	-
	D-C	815	-	0.228	0.518	0.181	0.362	0.362	0.362	0.362	0.143	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022 Base	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	✓	73	100.000
	C - A31 WB		ONE HOUR	✓	732	100.000
2 - A31 EB / Lymington Bottom (N)	A - A31 EB		ONE HOUR	✓	686	100.000
	B - Lymington Bottom Rd (N)		ONE HOUR	✓	225	100.000
	C - A31 EB Exit		ONE HOUR	✓	0	100.000
	D - A31 West Side Cut Thru		ONE HOUR	✓	155	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	✓	97	100.000
	C - A31 EB		ONE HOUR	✓	792	100.000
4 - A31 WB / Lymington Bottom (S)	A - A31 WB		ONE HOUR	✓	630	100.000
	B - Lymington Bottom Rd (S)		ONE HOUR	✓	244	100.000
	C - A31 WB Exit		ONE HOUR	✓	0	100.000
	D - A31 East Side Cut Thru		ONE HOUR	✓	172	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	73	0	0
	C - A31 WB	577	155	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	46	640	0
	B - Lymington Bottom Rd (N)	0	0	152	73
	C - A31 EB Exit	0	0	0	0
	D - A31 West Side Cut Thru	0	155	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	97	0	0
	C - A31 EB	620	172	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	45	585	0
	B - Lymington Bottom Rd (S)	0	0	147	97
	C - A31 WB Exit	0	0	0	0
	D - A31 East Side Cut Thru	0	172	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	0.13	6.95	0.2	A	67	100
	C-AB	0.20	5.15	0.2	A	142	213
	C-A					529	794
	A-BC	0.00	0.00	0.0	A	0	0
2 - A31 EB / Lymington Bottom (N)	B-ACD	0.55	18.09	1.2	C	206	310
	A-BC	0.42	3.46	1.4	A	629	944
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.26	7.51	0.4	A	142	213
	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	0.19	7.75	0.2	A	89	134
	C-AB	0.20	4.81	0.3	A	158	237
	C-A					569	853
	A-B					0	0
4 - A31 WB / Lymington Bottom (S)	A-C					0	0
	B-CD	0.44	13.27	0.8	B	179	269

	B-AD	0.15	11.66	0.2	B	45	67
	A-B					41	62
	A-C					537	805
	A-D	0.00	0.00	0.0	A	0	0
	D-ABC	0.29	7.77	0.4	A	158	237
	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	55	14		674	0.082	55	0.0	0.1	5.810	A
	C-AB	117	29		870	0.134	116	0.0	0.2	4.771	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		508	0.333	167	0.0	0.5	10.499	B
	A-BC	516	129	3.76	1811	0.285	513	0.0	0.8	2.774	A
	A-D	0	0	3.76	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	117	29		708	0.165	116	0.0	0.2	6.069	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				
3 - A31 EB / Lymington Bottom (S)	B-AC	73	18		655	0.111	73	0.0	0.1	6.170	A
	C-AB	129	32		938	0.138	129	0.0	0.2	4.443	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	0.266	146	0.0	0.4	8.824	A
	B-AD	37	9		424	0.086	36	0.0	0.1	9.283	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	129	0.0	0.2	6.248	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				

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	66	16		642	0.102	66	0.1	0.1	6.243	A
	C-AB	139	35		870	0.160	139	0.2	0.2	4.924	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	0.419	201	0.5	0.7	12.777	B
	A-BC	617	154	4.49	1807	0.341	616	0.8	1.0	3.030	A
	A-D	0	0	4.49	0	0.000	0	0.0	0.0	0.000	A
	D-ABC	139	35		684	0.204	139	0.2	0.3	6.607	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				
3 - A31 EB / Lymington Bottom (S)	B-AC	87	22		620	0.141	87	0.1	0.2	6.753	A
	C-AB	155	39		938	0.165	154	0.2	0.2	4.596	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	175	0.4	0.5	10.283	B
	B-AD	44	11		400	0.109	43	0.1	0.1	10.105	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	154	0.2	0.3	6.815	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				

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	80	20		598	0.134	80	0.1	0.2	6.945	A
	C-AB	171	43		870	0.196	170	0.2	0.2	5.145	A
	C-A	635	159				635				
	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	248	62		447	0.554	246	0.7	1.2	17.730	C
	A-BC	755	189	5.51	1803	0.419	754	1.0	1.4	3.446	A

	A-D	0	0	5.51	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	171	43		650	0.26 2	170	0.3	0.4	7.492	A
	C-ABD	0	0		407	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	107	27		571	0.18 7	107	0.2	0.2	7.741	A
	C-AB	189	47		938	0.20 2	189	0.2	0.3	4.807	A
	C-A	683	171				683				
	A-B	0	0				0				
	A-C	0	0				0				
4 - A31 WB / Lymington Bottom (S)	B-CD	215	54		486	0.44 3	214	0.5	0.8	13.16 8	B
	B-AD	53	13		362	0.14 7	53	0.1	0.2	11.63 3	B
	A-B	50	12				50				
	A-C	644	161				644				
	A-D	0	0		719	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	189	47		652	0.29 0	189	0.3	0.4	7.757	A
	C-ABD	0	0		421	0.00 0	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	80	20		598	0.13 4	80	0.2	0.2	6.949	A
	C-AB	171	43		870	0.19 6	171	0.2	0.2	5.147	A
	C-A	635	159				635				
	A-BC	0	0	5.51	3105	0.00 0	0	0.0	0.0	0.000	A
2 - A31 EB / Lymington Bottom (N)	B-ACD	248	62		446	0.55 5	248	1.2	1.2	18.08 8	C
	A-BC	755	189	5.51	1803	0.41 9	755	1.4	1.4	3.457	A
	A-D	0	0	5.51	0	0.00 0	0	0.0	0.0	0.000	A
	D-ABC	171	43		650	0.26 3	171	0.4	0.4	7.509	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					
3 - A31 EB / Lymington Bottom (S)	B-AC	107	27		571	0.18 7	107	0.2	0.2	7.751	A
	C-AB	189	47		938	0.20 2	189	0.3	0.3	4.809	A
	C-A	683	171				683				
	A-B	0	0				0				
	A-C	0	0				0				