

ID: 1	Junction:	A3023/ West Lane, Hayling Island			Junction Type:	Priority	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
West Lane N/B	89	101	12	38	43	5		
A3023 N/B	41	45	4	24	26	2		
A3023 S/B	31	34	3	73	81	8		
<p>Summary: The existing configuration is a priority junction with West Lane giving way to A3023 Havant Road. There is a forecast increase in traffic on both West Lane and A3023. The forecast impact on junction operational performance is greatest in the AM peak hour with the V/C on West Lane increasing from 89% to 101%. The impact is classified as severe.</p>								

ID: 2	Junction:	A3023/ Cope Lane			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
A3023 S/B	19	20	1	49	55	6		
A3023 N/B	0	0	0	0	0	0		
Church Rd N/B	81	89	8	47	51	4		
<p>Summary: The junction is a three-arm roundabout. The forecast increase in flow on the Church Road approach increases the forecast V/C of 81% in the Baseline to 89% in the Do Minimum and triggers a 'significant' impact flag.</p>								

ID: 8	Junction:	A3(M) N/B merge from Rusty Cutter junction			Junction Type:	Signals	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
On-slip	75	79	4	81	86	5		
A3(M) N/B	72	69	-3	75	76	1		
<p>Summary: In the PM peak hour there is a forecast flow increase of approximately 76PCUs on the on-slip and 20 PCUs on the mainline. The on-slip V/C increases from 81% to 86% and triggers a 'significant' flag.</p>								

ID: 11 & 12	Junction:	Purbrook Way/ Hulbert Road (Asda roundabout)			Junction Type:	Signal Rndbt	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Purbrook Way WB	97	100	3	85	95	10		
Hulbert Road SB	56	61	5	103	106	9		
<p>Summary: The Asda roundabout is a part signalised roundabout with signals on Purbrook Way both eastbound and westbound. The Purbrook Way westbound signalised approach has a forecast V/C increase from 85% to 95% in the PM that triggers a 'severe' flag. The same approach is at capacity in the AM but the increase between Baseline and Do Minimum does not trigger an impact flag.</p> <p>Hulbert Road southbound is over capacity in the PM in both Baseline (103%) and Do Minimum (106%) but the increase do not trigger an impact flag. The high V/C on the southbound approach is related to the increase of 182 PCUs vehicles travelling eastbound on Purbrook Way and reducing gaps to join the roundabout for Hulbert Road.</p>								

ID: 13	Junction:	Purbrook Way junction with A3(m) 4 SB onslip (B&Q Rndbt)			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Purbrook Way WB	77	86	9	58	80	22		
Purbrook Way EB	101	102	1	75	83	8		
<p>Summary: On the ground this is a four-arm roundabout but the B&Q access road is not included within the strategic SRTM model. The westbound flow on the Purbrook Way approach increases by approximately 83PCUs in the AM peak hour and the operating V/C on the Purbrook Way westbound approach increases from 77% to 86% triggering the 'significant' flag. The eastbound approach is over capacity in both Baseline (101%) and Do Minimum (102%) but the increase does not trigger an impact flag.</p>								

ID: 14	Junction:	Purbrook Way / Parkhouse Farm Way			Junction Type:	Priority	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Park House Farm Way SB	75	102	27	79	74	-5		
Purbrook Way WB	31	33	2	25	33	8		
Purbrook Way EB	54	62	8	85	88	3		
<p>Summary: The Parkhouse Farm Way approach (give-way) to the 3 arm priority junction with Purbrook Way operates in excess of 100% V/C in the Do Minimum in the AM PM peak hour. The increase from the Baseline (75%) triggers a 'severe' flag. The mainline flows increase on Purbrook Way that reduce the opportunities and capacity for traffic exiting from Park House Farm Way.</p>								

ID: 22	Junction:	Park Road South / Elm Lane			Junction Type:	Signals	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Park Road North SB	63	68	5	74	76	2		
Elm Lane WB	97	99	2	100	110	10		
Park Road South NB	82	82	0	62	69	7		
<p>Summary: On the ground the Park Road South / Elm Lane is a four arm signalised junction but the Park Way arm is not included within the strategic model. The Elm Lane arm has the highest V/C at the junction and during the PM peak hour it operates at 100% in the Baseline and increases to 110% in the Do Minimum which triggers the 'severe' flag.</p>								

ID: 26	Junction:	Emsworth Road junction with A27 EB off-slip			Junction Type:	Roundabout	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Emsworth Road EB	72	105	33	104	104	0		
Emsworth Road WB	27	27	0	25	29	4		
A27 EB off slip	51	50	-1	77	86	9		
<p>Summary: The roundabout where Emsworth Road meets the A27 eastbound off-slip has a very large V/C increase in the AM from 72% in the Baseline to 105% in the Do Minimum that triggers a 'severe' impact flag. That V/C increase is associated to a forecast flow increase of 270PCUs on Emsworth Rd that itself is largely the result of the Denvilles Emsworth strategic site. In the PM the A27 off-slip has a forecast V/C increase from 77% to 86% that triggers a 'significant' flag. That movement accommodates an increase of 153PCUs which is predominantly trips returning to the Denvilles Emsworth strategic site.</p>								

ID: 29	Junction:	B2148 Horndean Road / New Brighton Road			Junction Type:	Priority	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
B2148 Horndean Road SB	35	38	3	31	35	4		
New Brighton Road SB	65	76	11	50	58	8		
B2148 Horndean Road NB	40	43	3	67	85	18		
<p>Summary: During the PM peak hour the Horndean Road N/B approach to the junction has a 'significant' increase in operating V/C from 67% in the Baseline to 85% in the Do Minimum. The V/C increase is the result of a flow increase of 134 PCUs on Horndean Road N/B in the PM with a high proportion making the opposed right turn to New Brighton Road.</p>								

ID: 30	Junction:	B2148 Horndean Road / Zone 613 access (interbridges Emsworth)			Junction Type:	Signals	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
B2148 Horndean Road SB	76	94	18	51	62	11		
Zone 613 egress	2	3	1	4	4	0		
B2148 Horndean Road NB	27	30	3	42	48	6		
<p>Summary: The signalised T-junction on the B2148 is a new scheme. The increase in traffic on Horndean has resulted in the Horndean Road S/B being flagged 'significant' V/C impact but it appears this could be resolved through further signal optimisation.</p>								

ID: 38	Junction:	B2150 Hambledon Road/ Milton Road			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Hambledon Road S/B	92	93	1	94	98	4		
Milton Road W/B	100	100	0	101	102	1		
Hambledon Road N/B	91	96	5	96	95	-1		
Elettra Road E/B	84	88	4	103	104	1		
<p>Summary: All approach arms to this four-arm roundabout are either approaching or at capacity in both the Baseline and Do Minimum. However, it is only the northbound approach of Hambledon Road in the AM where the increase in V/C from 91% to 96% triggers a 'significant' impact.</p>								

ID: 39	Junction:	A3 London Road/ B2150 Hulbert Road			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
A3 London Road S/B	101	101	0	89	94	5		
B2150 Hulbert Road W/B	70	70	0	73	72	-1		
A3 Maurepas Way W/B	50	53	3	99	98	-1		
<p>Summary: The London Road southbound approach has V/C increase in the PM from 89% in the Baseline to 94% in the Do Minimum that triggers a 'significant' flag. The flow on that movement has increased by 47 PCUs. The southbound arm and westbound arm are at capacity in the AM and PM peaks respectively but there is no change in V/C so there is no impact flag triggered.</p>								

ID: 40	Junction:	B2150 Hulbert Road/ Tempest Avenue			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Tempest Avenue S/B	101	102	1	85	91	6		
Hulbert Road W/B	94	94	0	105	105	0		
Frendstaple Road N/B	84	82	-2	72	74	2		
Hulbert Road E/B	91	93	2	98	98	0		
<p>Summary: Tempest Avenue has a forecast increase in V/C in the PM from 85% to 91% that triggers a 'significant' flag. The same approach is at capacity in the AM but the small change in V/C does not trigger an impact flag. The eastbound approach of Hulbert Road is at capacity and the westbound approach is over capacity in both Baseline and Do Minimum but again the change in V/C is small so does not trigger an impact flag.</p>								

ID: 43	Junction:	Purbrook Way/ College Road			Junction Type:	Signals	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Purbrook Way EB	64	64	0	33	40	7		
Purbrook Way WB	46	49	3	53	69	16		
College Road N/B	84	93	9	75	75	0		
<p>Summary: The SRTM modelling accounts for the scheme to convert the junction from priority control to a signal junction. The increase in traffic on College Road has resulted in this approach being flagged 'significant' V/C in the AM impact but it appears this could be resolved through further signal optimisation.</p>								

ID: 45	Junction:	Harts Farm Way approach to Teardrop junction			Junction Type:	Priority	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Harts Farm Way approach	71	86	15	103	107	4		
<p>Summary: Traffic from Harts Farm Way joining the Teardrop junction experiences a 'significant' increase in operating V/C during the AM peak hour going from 71% in the Baseline to 86% in the Do Minimum. This is due to a flow increase of 140PCUs on this approach. The same approach is over capacity in both Baseline and do Minimum but the relatively small V/C increase does not trigger an impact flag.</p>								

ID: 52	Junction:	B2149 Petersfield Road/ Stockheath Road			Junction Type:	Signals	Impact:	Severe
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Petersfield Road S/B	79	112	33	88	89	1		
Petersfield Road N/B	59	60	1	72	71	-1		
Stockheath Road	5	6	1	9	11	2		
<p>Summary: The southbound approach of Petersfield Road has a V/C increase from 79% to 112% in the AM peak associated to a 70PCU increase in flow. This triggers a 'severe' flag.</p>								

ID: 56	Junction:	B2149 Durrants Road/ B2148 Whichers Gate Road			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
B2149 Manor Lodge Road S/B	83	86	3	103	103	0		
B2148 Whichers Gate Road N/B	39	35	-4	65	62	-3		
B2149 Durrants Road	81	86	5	71	75	4		
<p>Summary: The Durrants Road approach to the three-arm mini-roundabout has a V/C increase from 81% in the Baseline to 86% in the Do Minimum that triggers a 'significant' flag. The southbound Manor Lodge Road approach is over capacity in the PM both Baseline and Do Minimum but there is no change in V/C and so does not trigger an impact flag.</p>								

ID: 71	Junction:	B2177 Bedhampton Hill/ Rusty Cutter Roundabout			Junction Type:	Rndbt	Impact:	Significant
Approach	2036 AM			2036 PM				
	Baseline V/C (%)	Do Min V/C (%)	Diff	Baseline V/C (%)	Do Min V/C (%)	Diff		
Bedhampton Hill	90	91	1	83	91	8		
<p>Summary: The Bedhampton Hill southbound approach to the Rusty Cutter roundabout has a V/C increase in the PM from 83% in the Baseline to 91% in the Do Minimum that triggers a 'significant' impact flag. This is a result of an increase in the circulating flow of 225 PCUs in that period that reduces the opportunity for vehicles joining from the Bedhampton Hill approach.</p>								