ID: 11 & 12	Junction:	Purbrook Way/ Hulbert Road (Asda roundabout)				Junction Type DM:	Signal Rndbt	Impact DM:	Severe
						Junction Type DS	Signal Rndbt	Impact DS:	NA
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Purbrook Way WB		97	100	80	-17	85	95	69	-16
Hulbert Road SB		56	61	53	-3	103	106	71	-32
Summary: Additional approach lanes added to Purbrook Way E/B approach and Hulbert Road S/B as well as for the northern circulating section of the roundabout. This creates additional capacity at the roundabout and has resulted in a reduction in volume over capacity compared to the Baseline scenario on both arms previously flagged as having capacity issues.									

ID: 13	Junction:	Purbrook Way junction with A3(m) 4 SB onslip (B&Q Rndbt)				Junction Type DM:	Rndbt	Impact DM:	Significant
						Junction Type DS	Rndbt	Impact DS:	Significant
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Purbrook Way WB		77	86	69	-8	58	80	90	32
Purbrook Way EB		101	102	104	3	75	83	80	5
Summary: The westbound approach nearside lane is converted to a left turn jet lane at the roundabout meaning traffic joining the A3(M) on-slip do not need to give way at the roundabout. This improvement scheme addresses the AM peak capacity issues on Purbrook Way westbound but in turn leads to an increased volume over capacity in the PM peak due to the reduced capacity of the East to West ahead movement (reduced from 2 lanes to 1).									

ID: 14	Junction:	Purbrook Way / Parkhouse Farm Way				Junction Type DM:	Priority	Impact DM:	Severe
						Junction Type DS	Signals	Impact DS:	NA
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Park House Farm Way SB		75	102	66	-9	79	74	65	-14
Purbrook Way WB		31	33	81	50	25	33	73	48
Purbrook Way EB		54	62	47	-7	85	88	63	-22
Summary: This junction is changed from a priority junction to traffic signals and results in capacity improvements on Park House Farm Way. There is a corresponding increase in V/C on the Purbrook Way arms as a result of the traffic signals being added but it does not exceed 80% in either direction in either peak period.									

ID: 22	Junction:	Park Road South / Elm Lane				Junction Type DM:	Signals	Impact DM:	Severe
						Junction Type DS	Signals	Impact DS:	NA
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Park Road North SB		63	68	61	-2	74	76	67	-7
Elm Lane WB		97	99	80	-17	100	110	102	2
Park Road South NB		82	82	74	-8	62	69	75	13
Summary: In order to address the capacity issues on Elm Lane a slip lane has been provided for turning left from Park Road North onto Elm Lane meaning that the signal cycle timings at the junction could be adjusted. This has resulted in a reduction in volume over capacity on all arms and during both peaks except Park Road South going northbound where there is a 12% increase during the PM peak.									

ID: 26	Junction:	Emsworth Road junction with A27 EB off-slip				Junction Type DM:	Roundabout	Impact DM:	Severe
						Junction Type DS	Signals	Impact DS:	Significant
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Emsworth Road EB		72	105	69	-3	104	104	81	-23
Emsworth Road WB		27	27	78	51	25	29	91	66
A27 EB off slip		51	50	51	0	77	86	54	-23
Summary: The roundabout is changed to a signalised junction with dedicated left turn lanes from Emsworth Road turning left onto the A27 eastbound on-slip and for A27 eastbound off slip onto Emsworth Road. These dedicated lanes mean that traffic making these movements does not need to wait at the traffic signals. The proposed improvements address the capacity issues on Emsworth Road Eastbound and the off-slip. However, traffic travelling westbound on Emsworth Road has increase in V/C to 91% in the PM peak that is classified as significant.									

ID: 45	Junction:	Harts Farm Way approach to Teardrop junction				Junction Type DM:	Priority	Impact DM:	Significant
						Junction Type DS	Priority	Impact DS:	NA
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Harts Farm Way approach		71	86	40	-31	103	107	93	-10
Summary: A dedicated lane is proposed for traffic from Harts Farm Way joining A27 on-slip at the Tear Drop junction. This dedicated lane will remove the need for traffic joining the A27 to give way to traffic on the teardrop. The proposed lane additional reduces the volume over capacity in both the Am and PM peaks compared to the Baseline scenario.									

ID: 52	Junction:	B2149 Petersfield Road/ Stockheath Road				Junction Type DM:	Signals	Impact DM:	Severe
						Junction Type DS		Impact DS:	NA
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Petersfield Road S/B		79	112	81	2	88	89	69	-19
Petersfield Road N/B		59	60	62	3	72	71	70	-2
Stockheath Road		5	6	0	-5	9	11	0	-9
Summary: The signal timings at Petersfield Road / Stockheath Road were adjusted in order to help with capacity issues. The redistribution of green time has helped to alleviate the capacity problems identified at this junction.									

ID: 56	Junction:	B2149 Durrants Road/ B2148 Whichers Gate Road				Junction Type DM:	Rndbt	Impact DM:	Significant
						Junction Type DS	Signals	Impact DS:	Significant
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
B2149 Manor Lodge Road S/B		83	86	76	-7	103	103	99	-4
B2148 Whichers Gate Road N/B		39	35	86	47	65	62	86	21
B2149 Durrants Road		81	86	89	8	71	75	59	-12
Redhill Road				19	19			38	38
Summary: The two mini roundabouts at Manor Lodge Road / Whichers Gate Road with Durrants Road and Redhill Road are proposed to be combined into a single signal operated junction. The forecast results of this scheme are mixed. While the B2149 southbound sees a reduction in volume over capacity in both peaks, the other junction arms see an increase. The Durrants Road arm see an increase in volume over capacity in the AM peak although there is an improvement in the PM peak. Whichers Gate Road is also predicted to start struggling with capacity as the volume over capacity increases to 86 in the AM peak and 85% in the PM peak period.									

ID: 71	Junction:	B2177 Bedhampton Hill/ Rusty Cutter Roundabout				Junction Type DM:	Rndbt	Impact DM:	Significant
						Junction Type DS	Rndbt	Impact DS:	N/A
Approach		**2036 AM**				**2036 PM**			
		BL V/C (%)	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**	**BL V/C (%)**	**Do Min V/C (%)**	**Do Som V/C (%)**	**Diff DS - BL**
Bedhampton Hill		90	91	52	-38	83	91	37	-46
Circulating		26	26	27	1	25	29	30	5
Summary: It is proposed to add a dedicated left turn lane from Bedthampton Hill onto the A27. This means that traffic making this movement is not required to give way to traffic at the Rusty Cutter roundabout. This is expected to ease the capacity issues at the junction in both AM and PM peak periods on Bedhampton Hill.									