Fareham Local Plan **09/01/2020**

Reference number 108696

FAREHAM LOCAL PLAN – SRTM MODELLING

Solent Transport

SYSTRA

FAREHAM LOCAL PLAN

FAREHAM LOCAL PLAN – SRTM MODELLING

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1. INTRODUCTION

1.1 Study Background

1.1.1 SYSTRA has been commissioned by Fareham Borough Council (FBC) to apply Solent Transport's Sub-Regional Transport Model (SRTM) to help inform the update to Fareham's Local Plan. The SRTM has been used to model the proposed land allocations and identify key transport implications resulting from the scale and location of the allocations. The SRTM outputs form inputs to a Transport Assessment undertaken by a third party and reported in a separate document

1.1.2 This application of the SRTM was commissioned by FBC in 2019.

1.2 Fareham Borough Council Development Scenarios

1.2.1 To best assess the transport impacts of the Local Plan, two model scenarios have been commissioned:

- Scenario 1 – 2036 Baseline, no Fareham Local Plan development except for committed sites.
- Scenario 2 – 2036 Do Minimum, full Fareham Local Plan development but no transport mitigation.

1.2.2 This report outlines the results for Scenarios 1 and 2.

Scenario 1 – 2036 Baseline *No Fareham Local Plan Development Except Committed Sites*

1.2.3 The Baseline forms the scenario against which the proposed Local Plan development quantum scenarios will be assessed.

1.2.4 In this study the Baseline includes all current (at time of commissioning) completed development and infrastructure within Fareham, in addition to all committed development and infrastructure through to 2036. In the Baseline, no allowance is made for Local Plan allocations in Fareham. For clarity, the development at Welborne is considered to be committed and is included within the Baseline. This equates to 4260 residential units within the Plan period up to 2036.

1.2.5 Outside of Fareham, development growth is assumed to continue as 'normal' and in accordance with the adopted Local Plan's for the respective Borough's, and in accordance with TEMPro v7.2 growth projections.

Scenario 2 – 2036 Do Minimum *With Full Local Plan Development, No Mitigation Measures*

1.2.6 The Do Minimum scenario builds on the Scenario 1 2036 Baseline with the addition of the full quantum of proposed development associated to the Fareham Local Plan. Growth outside the borough is identical to the Baseline.

1.2.7 By comparing the outputs of the Do Minimum scenario with the Baseline, the transport impacts resulting from the Local Plan proposals can be identified.

1.2.8 The outputs from the Scenarios 1 and 2 of this commission form inputs to a Transport Assessment assessing the impacts of the Local Plan proposals and identifying appropriate mitigation as necessary. The TA will be reported in a separate document.

2. SOLENT TRANSPORT – SUB REGIONAL TRANSPORT MODEL (SRTM) BACKGROUND

2.1 Model Development

2.1.1 SYSTRA was commissioned, as part of a wider team, to support Solent Transport with the development and application of the SRTM for this nationally important area. An update to the original 2010 model was completed in early 2017 that updated the model to a 2015 base year.

2.1.2 The SRTM has been developed to support a wide-ranging set of interventions across the Solent Transport sub-region, and is specifically required to be capable of:

- Forecasting changes in travel demand, road traffic, public transport patronage and active mode use over time as a result of changing economic conditions, land-use policies and development, and transport improvement and interventions (schemes);
- Testing the impacts of land-use and transport policies and strategies within a relatively short model run time; and
- Testing the impacts of individual transport interventions in the increased detail necessary for preparing submissions for inclusion in funding programmes.

2.2 Sub Regional Transport Model Context and Scope

2.2.1 The SRTM is a suite of linked models comprising the following components as shown in Figure 2-1.

- The Main Demand Model (MDM) which predicts when (time of day), where (destination choice) and how (choice of mode) journeys are made;
- the Gateway Demand Model (GDM) which predicts demand for travel from ports and airports;
- the Road Traffic Model (RTM) which determines the routes taken by vehicles through the road network and journey times, accounting for congestion;
- the Public Transport Model (PTM) which determines routes and services chosen by public transport passengers; and
- a Local Economic Impact Model (LEIM) which uses inputs including transport costs to forecast the quantum and location of households, populations and jobs.

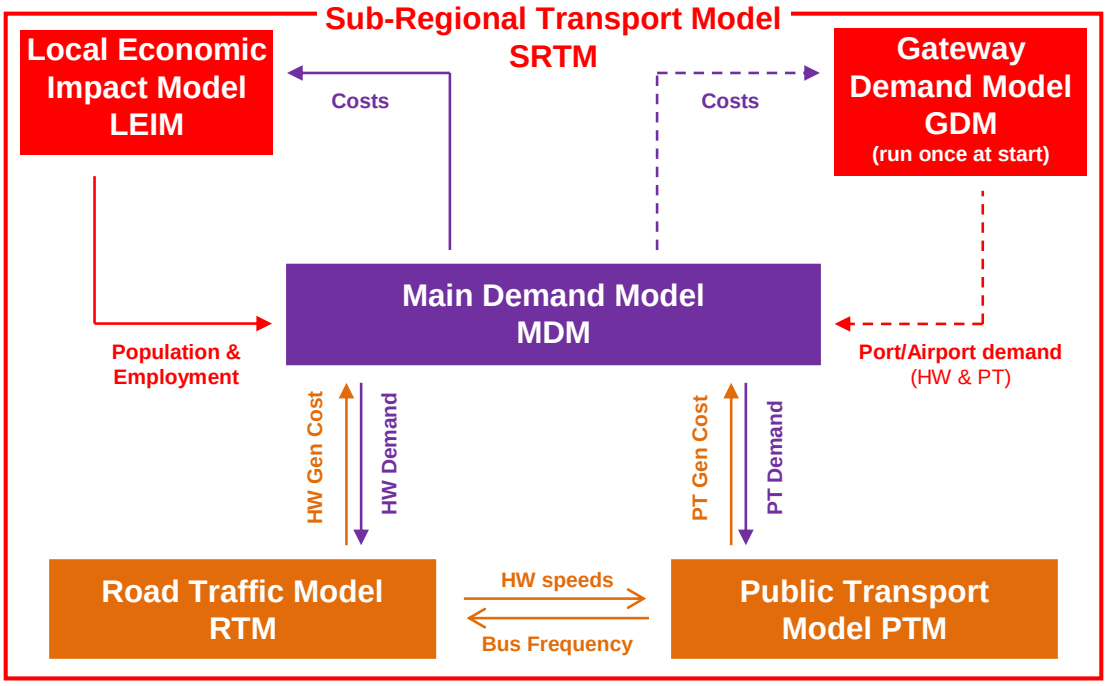

Figure 2-1 Solent Transport Sub-Regional Transport Model

2.2.2 The modelled area of the SRTM is divided into four regions, shown in Figure 2-2, which differ by zone aggregation and modelling detail. Fareham Borough is within the Core Fully Modelled Area (the most detailed region of the model). The zones within the borough are shown in Figure 2-3.

2.2.3 In accordance with guidance three weekday periods are modelled in the SRTM:

- AM peak: busiest hour between 07:00 and 10:00, (defined as 40.5% of the three hours for Highway and 40% for Public Transport);
- Inter peak: average of 10:00 to 16:00 (i.e. 16.7% of the six hours for both modes); and
- PM peak: busiest hour between 16:00 and 19:00, (defined as 36.8% of the three hours for Highway and 40% for Public Transport).

2.2.4 The SRTM has a base year of 2015, and forecast years of 2019, 2026, 2031, 2036, and 2041. For the Fareham Local Plan assessment, scenarios were forecast to 2036.

2.2.5 The SRTM is a strategic model and the scope of the model is extensive. As such the analysis of specific localised traffic conditions necessitates a degree of interpretation and a common sense approach in conjunction with a knowledge of local baseline conditions.

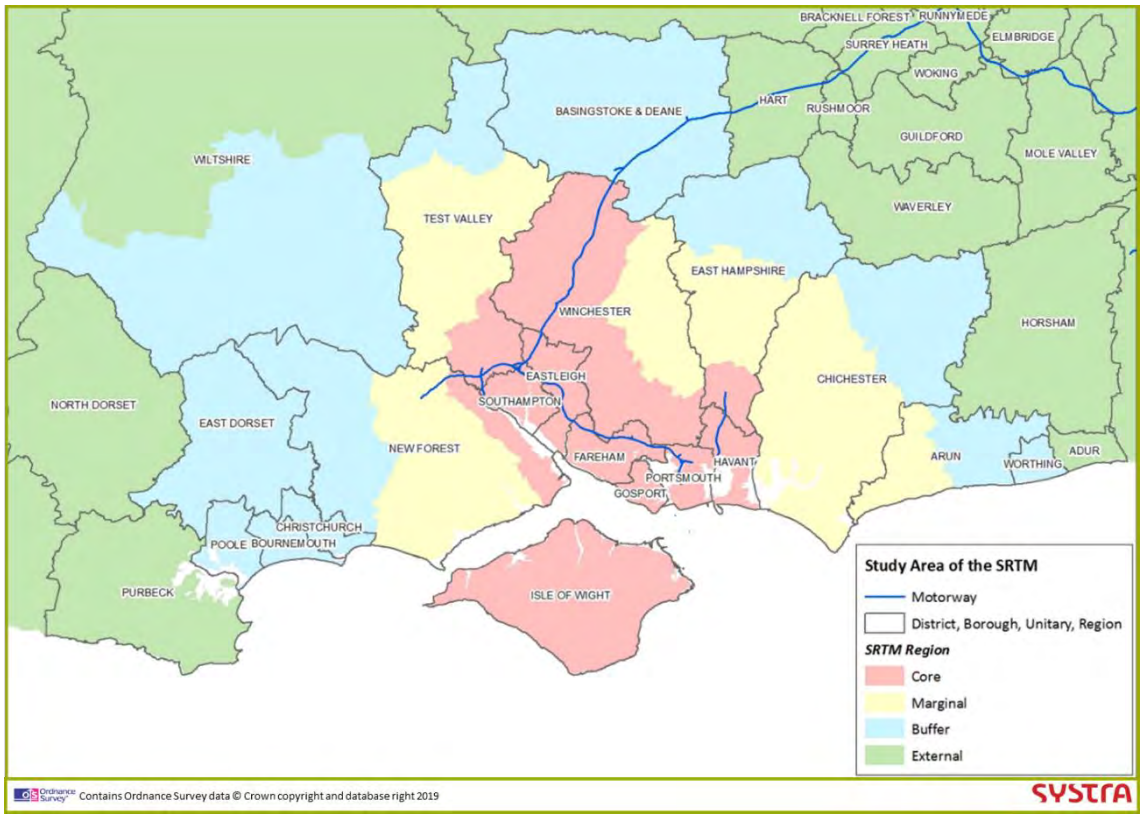

Figure 2-2 SRTM Study Area

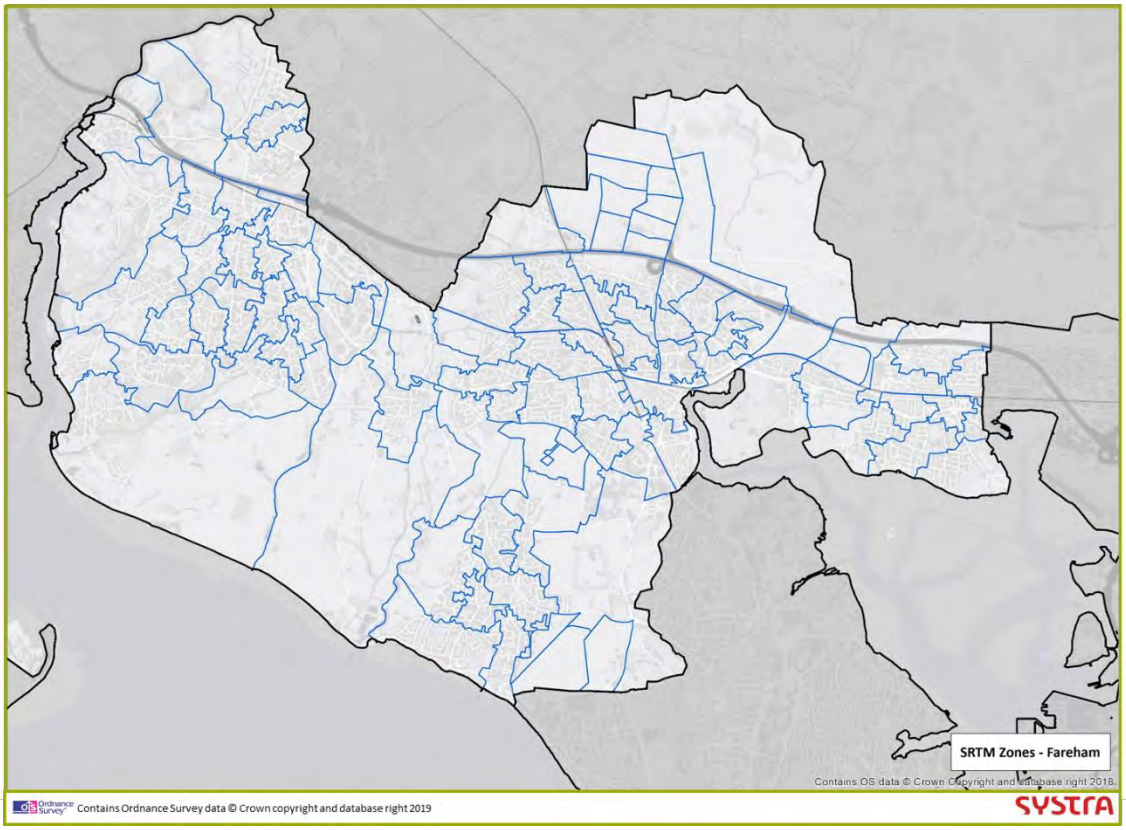

Figure 2-3 SRTM Fareham District Zone Structure

3. FAREHAM MODELLING ASSUMPTIONS

3.1 Introduction

3.1.1 This chapter summarises the development of the model scenarios, and their land use, highway and public transport (PT) inputs.

3.1.2 The below sections provide a breakdown of the key modelling processes, inputs and outputs. Committed development, and infrastructure information through to 2036 to be used in this study was provided/ confirmed by FBC and HCC Officers in December 2019.

3.2 Scenario 1 – 2036 Baseline

Highway and PT network

3.2.1 As a starting point, the Baseline scenario uses standard SRTM reference case networks for all modelled years. The SRTM has a base year of 2015 and represents forecast conditions up to the year 2041. Known developments and committed highway schemes are included within the models' reference case scenarios (2019, 2026, 2031, 2036 and 2041) to provide the most accurate representation of future year conditions. A list of the committed (funded) highway schemes included in the Reference Case is provided as **Appendix A.**

3.2.2 Due to the inclusion of Welborne Garden Village in the Baseline scenario, the associated highway and PT networks have also been represented in this scenario, as agreed with FBC and Hampshire County Council (HCC). This includes the addition of the west facing slips at M27 Junction 10, the reconfiguration of Broadway Roundabout (on the A32), and BRT services between Welborne and Fareham rail station.

Non Fareham Borough Land Use Assumptions

3.2.3 In this study the SRTM Reference Case inputs populate the Baseline scenario for all model areas except Fareham Borough where the Reference Case inputs have been revised as detailed in Section 3.2.6 below.

3.2.4 Within the Reference Case land use (excluding Fareham), in addition to committed sites, "permissible" sites are included. These refer to those locations identified as suitable for future development but that have not yet been subject to planning approval. The locations and maximum land use quantum of the permissible sites are based on the inputs collated up to April 2018 in accordance with adopted Local Plans at that time. The take up of permissible developments is determined by the LEIM module of SRTM and is based on the local conditions (the relative 'attractiveness' of the development, e.g. accessibility).

3.2.5 LEIM controls the level of overall development growth within the model in accordance with TEMPro (v7.2) employment and population trajectories for the sub-region which conforms with WebTAG. This is equivalent to allowing for background traffic growth within the modelling process.

Fareham Borough Completions and Committed Development Land Use Assumptions

3.2.6 The starting point in the Baseline for all model data specific to Fareham Borough is to remove all the standard reference case inputs after 2015. In place of these, the actual

site completions post-2015 have been added plus hard committed future developments. The total completions and total development, those with permission or resolution to grant, for Fareham Borough are summarised in Table 3-1 below. Figure 3-1 shows the location of the residential developments within the Borough

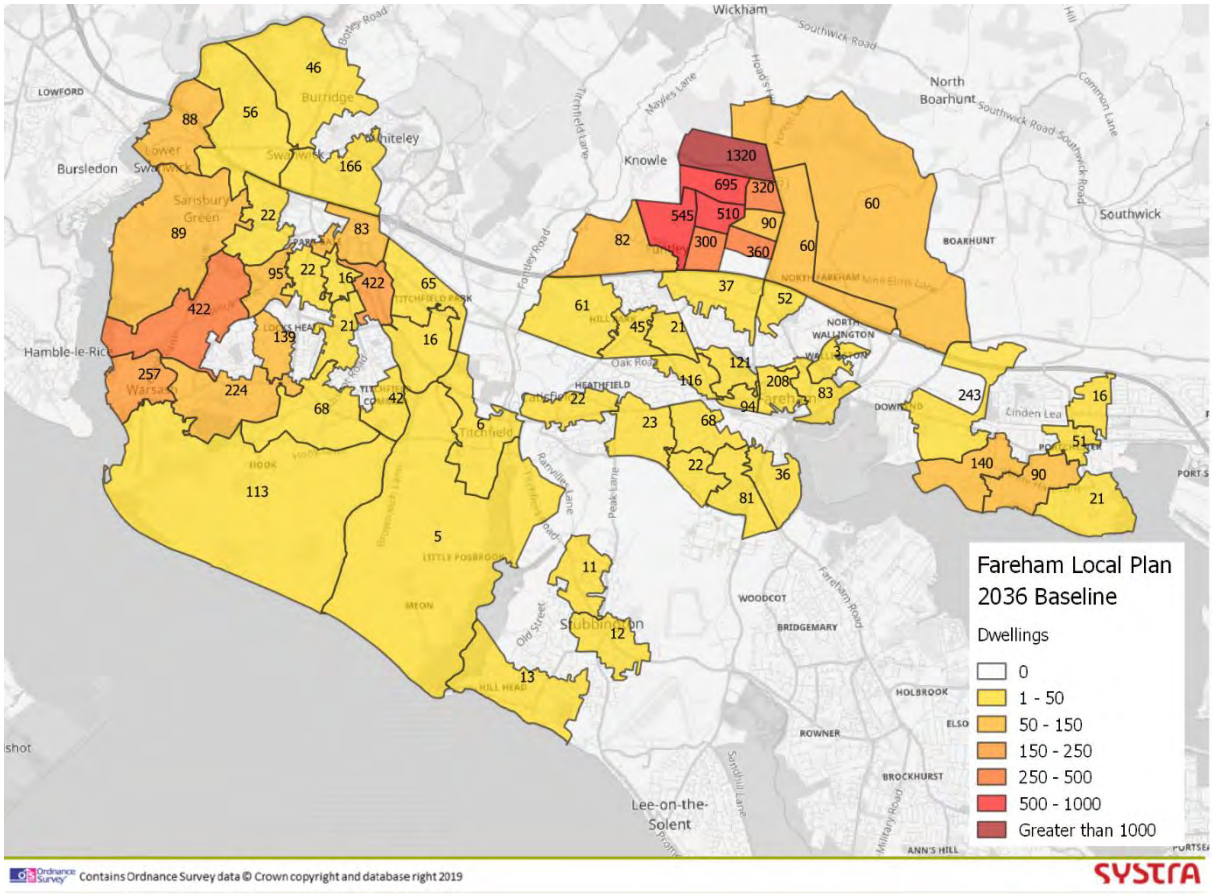

Figure 3-1 2036 Scenario 1 Baseline – Modelled Residential Growth for Fareham

Table 3-1 Baseline: Fareham Land Use Inputs 2015 – 2036

	RESIDENTIAL	EMPLOYMENT (SQM)							
	Dwellings	Retail	Office	Industrial	Warehousing	Primary & Secondary Education	Hotel & Other Accommod-ation	Healthcare	Leisure
SCENARIO 1 BASELINE (2015-2036 Completions and Committed)	6,118	-1,264	11,427	999	779	1,008	0	0	1,319

SRTM Ref: ELA

3.3 Scenario 2– 2036 Do Minimum

Highway and PT network

3.3.1 All elements of the highway and PT networks remain unchanged between the Baseline and Do Minimum scenarios.

Non Fareham Borough Land Use Assumptions

3.3.2 In the Do Minimum, the land use outside of the Fareham Borough is the same as in Scenario 1. By assessing the Local Plan in this way, there are no changes to the number of households, jobs or population outside of Fareham. By ensuring land use inputs outside of Fareham are unchanged, the impacts of the Local Plan development can be isolated.

Fareham Borough Local Plan Land Use Assumptions

The Fareham Borough Local Plan development allocations are included within the Do Minimum scenario as 'exogenous' development meaning that they will be built in their specified location, regardless of local conditions. The Fareham Local Plan development totals for the Do Minimum scenario are shown in Table 3-2, and summarised by model zone in

3.3.3 Figure 3-2. All totals account for full Local Plan growth (i.e. they include for the Baseline growth).

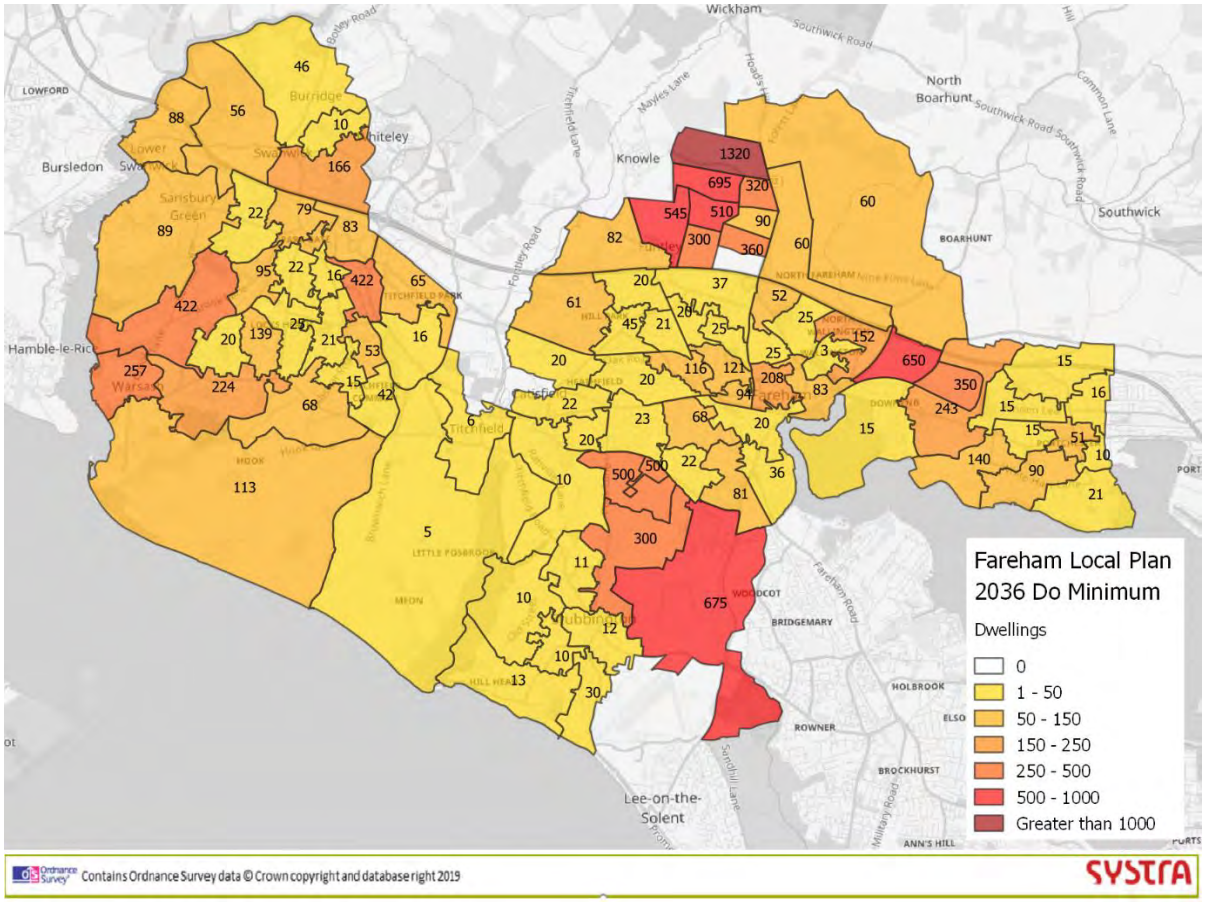

Figure 3-2 2036 Do Minimum Residential Dwelling growth

Table 3-2 Do Minimum: Fareham Land Use Assumptions 2015 – 2036 (include for Baseline values)

	RESIDENTIAL	EMPLOYMENT (SQM)							
	Dwellings	Retail	Office	Industrial	Warehousing	Primary & Secondary Education	Hotel & Other Accommod-ation	Healthcare	Leisure
SCENARIO 2 DO MINIMUM (2036 Local Plan Development)	12,169	4,736	41,427	87,999	40,779	16,524	1,000	3,491	3,819

4. LAND USE MODEL RESULTS

4.1.1 This section summarises the outputs of the land use model for the Baseline and Do Minimum scenarios.

4.2 Population, Dwellings, Jobs (LEIM Module Outputs)

4.2.1 The below tables summarise the forecasts produced by the LEIM module of the SRTM, for the population, number of dwellings, and number of jobs within the Fareham Borough. In the table, the 2036 Do Minimum scenario has been compared against the 2036 Baseline scenario.

4.2.2 Table 4-1**Error! Not a valid bookmark self-reference.** below shows how Scenario 2 (DM) compares to Scenario 1 (Baseline) in 2036. The Local Plan proposes an increase of approximately 6,000 households between 2015 and 2036. The additional employment land use included in the local plan provides approximately 3,000 jobs in the borough during the same period.

Table 4-1 Change in LEIM outputs in Fareham, 2036 DM vs 2036 Baseline

	2036 SCENARIO 1 BASELINE	2036 SCENARIO 2 DO MINIMUM OPTION 1	DIFFERENCE	% DIFFERENCE
Population	117,008	131,229	14,221	12%
Dwellings	54,255	60,306	6,051	11%
Jobs	57,250	60,208	2,958	5%

5. MAIN DEMAND MODEL RESULTS

5.1 Introduction

5.1.1 This section summarises the forecasts produced by the MDM module of the SRTM for Scenarios 1 and 2 as well as their difference in order to isolate the impacts of the Local Plan development.

5.2 Main Demand Model (MDM) Results

5.2.1 The total person trips, and percentage mode share to, and from, Fareham Borough for a 24 hour period are summarised in the below table.

5.2.2 Table 5-1 shows the trip generation associated directly to the Local Plan (Do Minimum scenario) against the 2036 Baseline. The Do Minimum scenario includes for an approximate increase of 6,000 dwellings within Fareham when compared to the Baseline. This is reflected in the number of person trips to / from and within Fareham over a 24 hour period.

5.2.3 The mode share across the 2036 Do Minimum scenarios remains similar to the 2036 Baseline. There are small changes in active mode share at the expense of highway in the Do Minimum Option.

Table 5-1 Person Trips to / from Fareham – 2036 DM vs. 2036 Baseline

	SCENARIO	FROM FAREHAM			TO FAREHAM		
		HIGHWAY	PT	ACTIVE	HIGHWAY	PT	ACTIVE
ABSOLUTE	2036 Scenario 1 Baseline	280,328	10,389	55,641	282,055	10,531	55,554
	2036 Scenario 2 Do Minimum	304,967	11,966	68,361	307,364	12,138	68,273
	Difference DM – Baseline	*24,639*	*1,577*	*12,720*	*25,309*	*1,607*	*12,719*
MODE SHARE (%)	2036 Scenario 1 Baseline	81%	3%	16%	81%	3%	16%
	2036 Scenario 2 Do Minimum	79%	3%	18%	79%	3%	18%
	Difference DM – Baseline	*-2%*	*0%*	*2%*	*-2%*	*0%*	*2%*

6. HIGHWAY MODEL RESULTS

6.1 Introduction

6.1.1 This section summarises the highway outputs across the Fareham Borough as a whole for the following Scenarios

- 2036 Scenario 1 Baseline vs. 2015 Base;
- 2036 Scenario 2 Do Minimum vs. 2036 Scenario 1 Baseline.

6.1.2 For each comparison, four aspects of the model have been reviewed:

Highway Network Performance

6.1.3 The key network statistics for the full SRTM core study area have been summarised, including vehicle hours, vehicle kilometres, and average speed. Due to the size of the SRTM, the results for the Fareham Borough in isolation have also been provided.

Highway Link Flows, Delays and Capacity Hotspots (Road Traffic Model Module outputs)

6.1.4 The outputs of the Road Traffic Model (RTM) have been analysed with respect to highway link flow, delay and capacity. For clarity, the outputs shown are for those which exceed a given threshold which is specified in the appropriate paragraphs below. The plots included in the report, are an overview of the Fareham Borough – with more localised plots being provided in the relevant appendices.

6.1.5 In addition to the new traffic directly associated with the land use, these plots highlight any re-routing of traffic that may result from localised congestion or redistribution of existing trips. These plots identify where the net change to traffic flow is most pronounced.

Change in Traffic Flow

6.1.6 For the flow difference plots the absolute difference in passenger car units (PCUs) is identified adjacent to the appropriate link. Blue lines identify a reduction against the comparative scenario and pink/red lines an increase. In addition, the scale of the change is represented graphically with the coloured lines of varying bandwidth. Only flow differences of 25 PCUs or greater and are displayed in the plots. Plots showing more localised areas are in **Appendix B**.

Highway Delay

6.1.7 The absolute difference in delay in seconds per PCU is identified adjacent to the appropriate link. Blue lines identify a reduction and pink/red lines an increase. In addition, the scale of the change is represented graphically with the coloured lines of varying bandwidth. All delay differences in excess of 3 seconds are displayed in the plots. More localised plots are provided in **Appendix C**.

Capacity Hotspots

6.1.8 In order to identify locations with potential capacity issues as a result of proposed Local Plan allocations, the operating capacity on all links on the approaches to junctions within the Fareham Borough have been assessed. Junction approaches have been reviewed based on the ratio of flow to capacity (RFC) on each approach – hence identifying links with a high RFC is a proxy for identifying junctions with capacity issues.

6.1.9 The following criteria has been used to identify junctions where future highway schemes may be required, for each scenario tested:

- Links where the RFC is greater than 80% in either AM or PM peak hour.

6.1.10 If the RFC is near, or in excess of 90%, then the junction may be subject to queuing and delays; a value of 90% is normally taken as the practical capacity value for design purposes. A value of >100% means that the junction is over capacity and significant queues and delay could occur.

6.1.11 In peak hours, it is not unexpected that a relatively high number of junctions have an RFC in excess of 80%. The analysis has been refined further to identify the junction potentially impacted the most.

6.1.12 The change in RFC and delay between the scenarios has been calculated to identify locations where the forecast junction performance deterioration is most pronounced in terms of junction performance.. The following criteria has been applied to identify junctions where operational performance worsens either significantly or severely (these criteria have been used on similar SRTM commissions in agreement with HCC):

- 'Significant' increase in RFC is where the RFC is greater than 85% and has increased by more than 5%; and
- 'Severe' increase in RFC is where the RFC is greater than 95% and has increased by more than 10%, or where delay is greater than 120 seconds and has increased by more than 60 seconds.

6.1.13 It should be noted that the above criteria are not the only measure by which junction/ network performance or scale of impact associated to transport growth can be classified. They are considered a starting point (consistent with other SRTM commissions) for comparison of network performance from which subsequent more detailed assessment may refine those locations considered most impacted.

6.1.14 A detailed list of junction performance for each comparison is provided in **Appendix D**.

6.2 2036 Scenario 1 Baseline vs. 2015 Base

Highway Network Performance

6.2.1 Table 6-1 and Table 6-2 summarise the highway network statistics for the AM and PM periods for the 2015 Base and 2036 Scenario 1 Baseline. Vehicle hours increase by 30% in Fareham during the AM and PM periods between the two scenarios. Vehicle kilometres increase by smaller volumes, with a 22% increase in both the AM and PM periods. The average speed in the borough decreases by 7% in the AM and PM peak periods. The impact seen in Fareham is comparable with that seen in the Core Modelled Area as a whole and is consistent with a network containing higher traffic volumes and increasing delay.

Table 6-1 AM Period Highway Model Network Statistics, 2036 Scenario 1 Baseline vs 2015 Base

		BASE 2015	BASELINE 2036	DIFFERENCE	% DIFFERENCE
Vehicle Hours	Core Model Area	122,717	158,372	*35,655*	*29%*
	Fareham	13,420	17,507	*4,087*	*30%*
Vehicle kms	Core Model Area	5,591,552	6,739,811	*1,148,259*	*21%*
	Fareham	601,754	734,761	*133,007*	*22%*
Average Speed (kph)	Core Model Area	46	43	*-3*	*-7%*
	Fareham	45	42	*-3*	*-7%*

Table 6-2 PM Period Highway Model Network Statistics, 2036 Scenario 1 Baseline vs 2015 Base

		BASE 2015	BASELINE 2036	DIFFERENCE	% DIFFERENCE
Vehicle Hours	Core Model Area	129,820	171,471	*41,651*	*32%*
	Fareham	14,500	18,921	*4,421*	*30%*
Vehicle kms	Core Model Area	6,077,638	7,445,519	*1,367,881*	*23%*
	Fareham	663,263	807,948	*144,685*	*22%*
Average Speed (kph)	Core Model Area	47	43	*-4*	*-9%*
	Fareham	46	43	*-3*	*-7%*

Highway Flow Difference

6.2.2 Figure 6-1 and Figure 6-2 identify the change in traffic flow, in passenger car units (PCUs), for AM and PM peak hours respectively between the 2036 Scenario 1 Baseline and 2015 Base scenarios. The geographic extent of the figures is borough wide to give an overview of the full study area.

6.2.3 The M27 sees the greatest forecast flow increase during both periods (approximately 1,900 additional PCUs in both directions during the AM peak, with 1,700 westbound and 1,650 eastbound during the PM peak). This is followed by the A27 towards between M27 J9 and Stubbington Bypass and on the Bypass itself. As expected the Stubbington Bypass is forecast to attract traffic away from the existing road network, predominantly through Stubbington village. The increase in flows forecast on Stubbington Bypass exceeds 1,100 PCUs in each direction during both the AM and PM peaks.

Development traffic at Welborne is clearly visible to the north of the M27 Junction 10. It is forecast that development traffic will contribute to a reduction in flows travelling adjacent to Welborne via A32 Wickham Road. This is predominantly due to the network configuration within Welborne linking to the west facing slips at M27 Junction 10.

Figure 6-1 Flow Difference – 2036 Scenario 1 Baseline vs. 2015 Base (AM)

(SRTM Ref: ELA v EGZ)

Figure 6-2 Flow Difference – 2036 Scenario 1 Baseline vs. 2015 Base (PM)

(SRTM Ref: ELA v EGZ)

Highway Delays

6.2.4 Figure 6-3 and Figure 6-4 display the forecast change in link delay, in seconds, per PCU, for the AM and PM peak hours respectively between the 2036 Scenario 1 Baseline and 2015 Base.

6.2.5 The changes in delay are most prominent in this comparison due to the additional traffic forecast in 2036 when compared to 2015. As such, a number of junctions both within Fareham and model wide are forecast an increase in delay.

6.2.6 It is forecast that there will be changes in delays at M27 Junction 11 in both the AM & PM periods. It is forecast that there will be a mixture of increases and reductions at approach arms to the junction. Forecast traffic flow (and amended traffic signal timings) at this location not only account for general growth between 2015 and 2036 but also redistribution of traffic due to the provision of west facing slips at M27 Junction 10.

6.2.7 The change in delay during the AM peak shows a fairly neutral impact along the length of the A27 between the M27 J9 and the A32 with a mixture of increases and decreases.

6.2.8 The location with the biggest increase in delay is on Bridge Street to the east of Titchfield and is due to the increases in traffic using the new Stubbington Bypass in this area. During the AM peak the westbound delay is forecast to be 101 seconds with a 50 second delay eastbound. During the PM peak the forecast delays are smaller at 24 seconds westbound and 38 seconds eastbound.

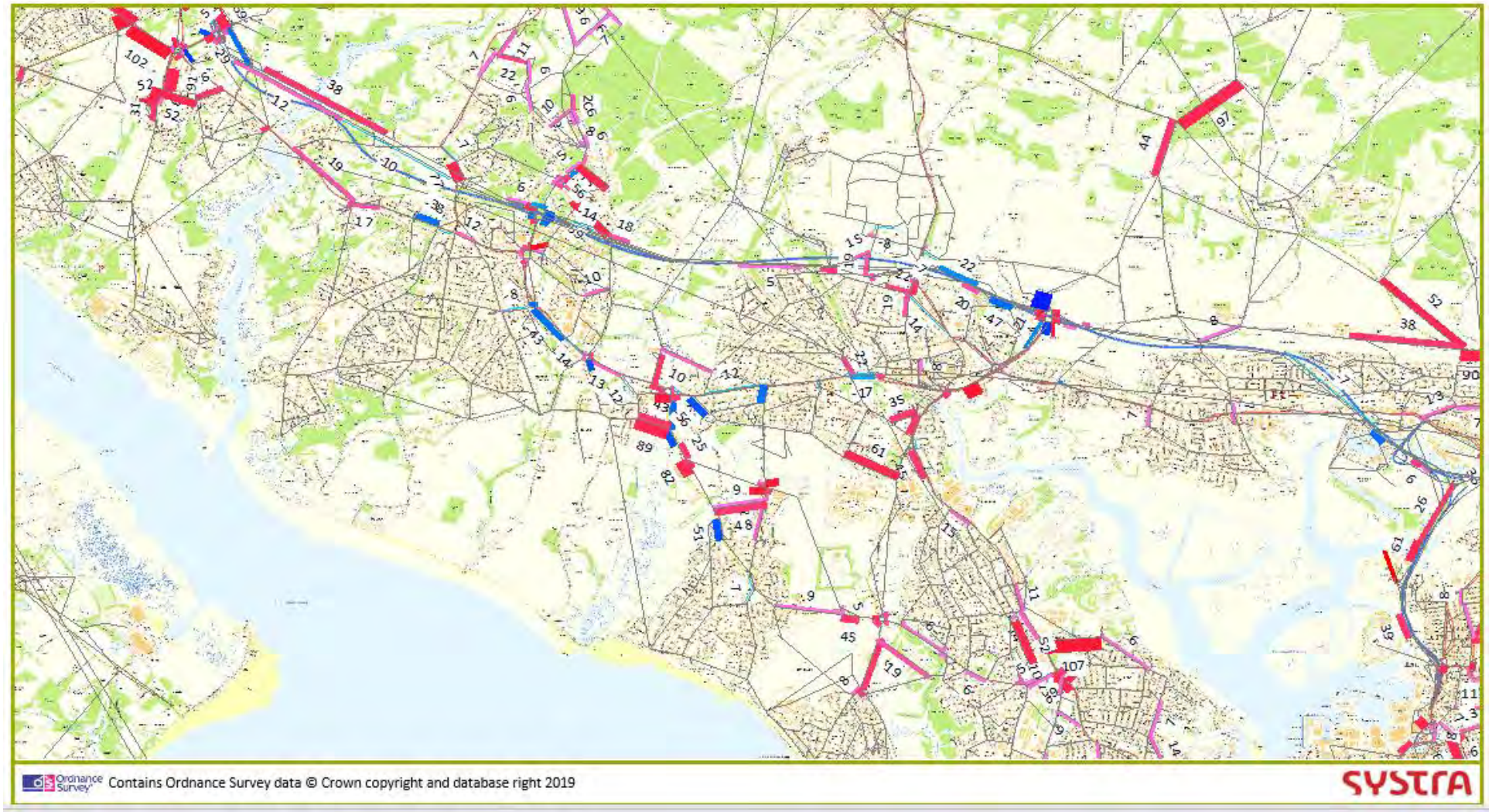

Figure 6-3 Delay Difference – 2036 Scenario 1 Baseline vs. 2015 Base (AM)

(SRTM Ref: EUK v EGZ)

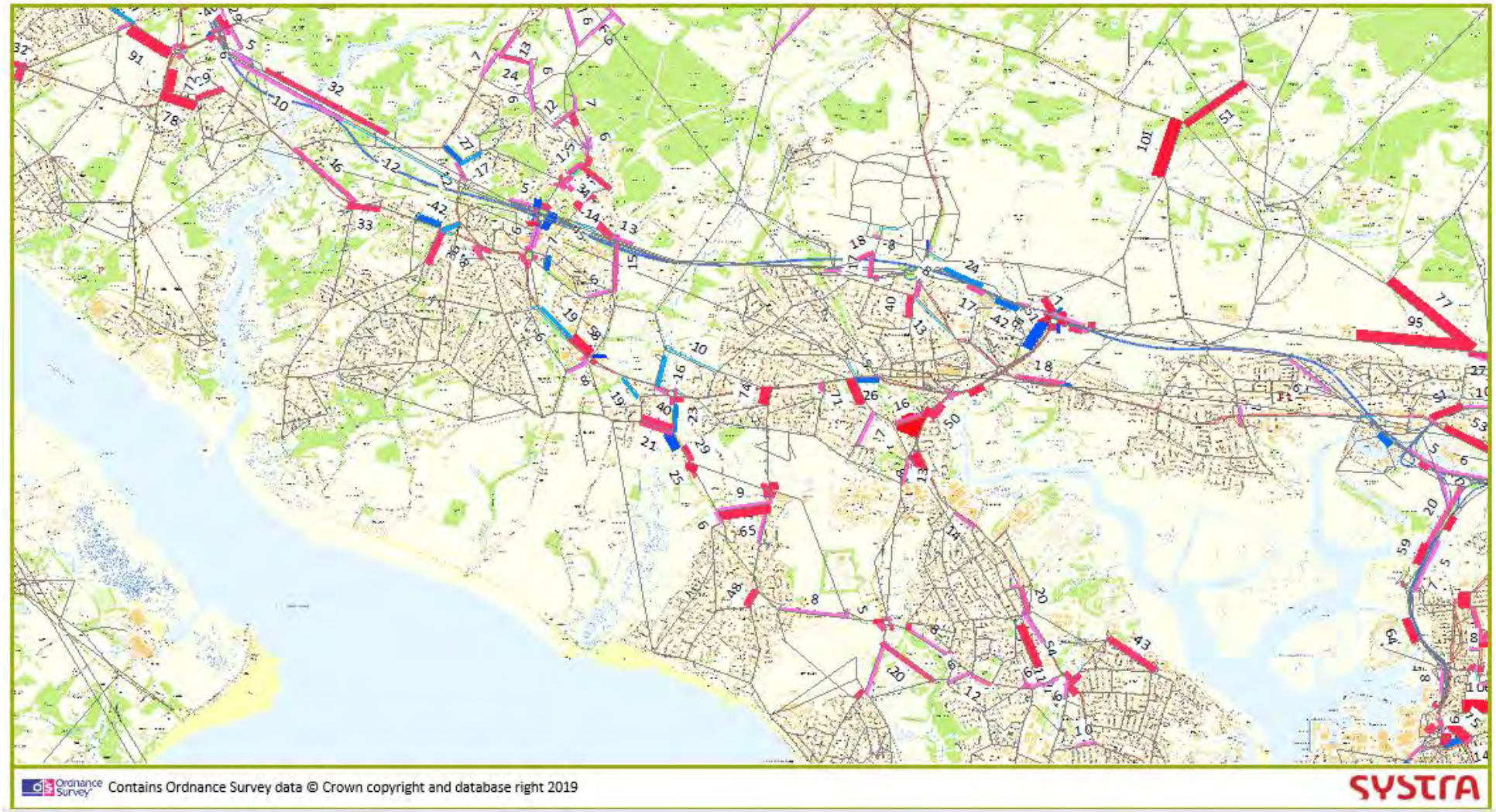

Figure 6-4 Delay Difference – 2036 Scenario 1 Baseline vs. 2015 Base (PM)

(SRTM Ref: EUK v EGZ)

Capacity Hotspots

6.2.9 Figure 6-5 and Figure 6-6 display the junctions forecast to have an RFC greater than 80% in the 2015 Base and 2036 Scenario 1 Baseline respectively in any time period. 50 junctions meet this criteria in the 2015 Base, with the 2036 Scenario 1 Baseline forecast to have 55 junctions meeting the criteria.

6.2.10 Further to the analysis identifying those junctions with V/C in excess of 80% in the 2015 Base and 2036 Baseline scenarios, we have applied the threshold detailed in Section 6.1.12 to identify those junctions within Fareham District most impacted by highway growth between the 2015 Base and 2036 Baseline. Because the 2036 Baseline only includes already committed development within Fareham this does not represent a list of sites where mitigation should be considered as part of delivery of the Local Plan itself.

6.2.11 There are a total of 23 junctions that meet the 'significant' change criteria and 16 are classified as 'severe' as summarised in the locations shown in Figure 6-7, and Table 6-3.

Figure 6-5 Junctions with RFC >80% in 2015 Base

(SRTM Ref: EGZ)

Figure 6-6 Junctions Forecast to have an RFC >80% in 2036 Scenario 1 Baseline

Figure 6-7 2015 Base vs 2036 Baseline Impacted Junction Locations

Table 6.3 2015 Base vs 2036 Baseline Impacted Junction List

ID	JUNCTION NAME	'SIGNIFICANTLY' IMPACTED	'SEVERELY' IMPACTED
2	Segensworth Roundabout		Y
3	M27 J11		Y
4	Titchfield Gyratory		Y
5	Botley Road / Yew Tree Drive		Y
6	A27 The Avenue / Redlands Lane / Gudge Heath Lane		Y
7	Longfield Avenue / Newgate Lane		Y
10	Barnes Wallis Road / Whiteley Lane / Cartwright Drive	Y	
11	Station Roundabout	Y	
12	A32 Gosport Road / Newgate Lane		Y
13	Barnes Wallis Road / Brabazon Road / Witherbed Lane		Y
14	A27 Southampton Road / Mill Lane		Y
15	Castle Street Roundabout	Y	
16	Warsash Road / Locks Road	Y	
17	Warsash Road / Abshot Road	Y	
18	Kiln Road / North Hill / Old Turnpike Lane	Y	
20	Stubbington Bypass (B3334 Titchfield Road)		Y
21	B3334 Gosport Road / B3334 / Stubbington Lane		Y
23	West Street / High Street	Y	
24	A32 / High Street / Wallington Way	Y	
26	Delme Roundabout	Y	
28	B3334 Titchfield Road / Bridge Street	Y	
30	Cornaway Lane Roundabout	Y	
31	Boarhunt Road/M27 J11 Off slip	Y	
32	Coach Hill/South Street/Bridge Street		Y

ID	JUNCTION NAME	'SIGNIFICANTLY' IMPACTED	'SEVERELY' IMPACTED
33	A27 Eastern Way [SE]		Y
34	A32 Gosport Road/Mill Road		Y
35	A32 Gosport Road/A27 Eastern Way		Y
36	St Margaret's Roundabout		Y
37	B3334 Gosport Road / B3334 / Stubbington Lane		Y
39	Mill Road/Holbrook Road	Y	
40	Broom Way/Daedalus Drive/Cherque Way	Y	
41	Skew Road/Portsdown Hill Road/Porchester Road	Y	
45	B3334 Titchfield Road/Gosport Road/Mays Lane		Y
54	A32 Hoad's Hill / A334 Fareham Road / A32 School Road	Y	
63	Stubbington Bypass (Peak Lane access)		Y
64	A27 The Avenue / Peak Lane		Y
65	M27 J9		Y
75	Lockswood Road / Brook Lane Roundabout		Y
80	Parkway / Leafy Lane		Y
84	B3334 Titchfield Road / May's Lane		Y

6.3 2036 Scenario 2 Do Minimum vs. 2036 Scenario 1 Baseline

Highway Network Performance

6.3.1 The performance of the highway network for the AM and PM periods for 2036 Scenario 1 Baseline, and 2036 Scenario 2 Do Minimum is shown in Table 6-4 and Table 6-5. The highway traffic growth within Fareham, arising from the introduction of the Local Plan allocations, generates a forecast increase in vehicle hours of 4% in the AM and 5% in the PM. Vehicle kilometres are forecast to increase by 2% in both peaks and average speed is forecast to decrease by 2% in both peaks due to the increased congestion.

6.3.2 The impact on the full Core model area is negligible as landuse changes between the scenarios are focussed solely on Fareham District.

Table 6-4 AM Highway Model Statistics, 2036 Scenario 2 DM Option 1 vs. 2036 Scenario 1 Baseline

		BASELINE 2036	DM 2036	DIFFERENCE	% DIFFERENCE
Vehicle Hours	Core Model Area	158,372	158,201	*-171*	*0%*
	Fareham	17,507	18,242	*735*	*4%*
Vehicle kms	Core Model Area	6,739,811	6,738,663	*-1148*	*0%*
	Fareham	734,761	748,646	*13,885*	*2%*
Average Speed (kph)	Core Model Area	43	43	*0*	*0%*
	Fareham	42	41	*-1*	*-2%*

Table 6-5 PM Highway Model Statistics, 2036 Scenario 2 DM Option 1 vs. 2036 Scenario 1 Baseline

		BASELINE 2036	DM 2036	DIFFERENCE	% DIFFERENCE
Vehicle Hours	Core Model Area	171,471	171,330	*-141*	*0%*
	Fareham	18,921	19,865	*944*	*5%*
Vehicle kms	Core Model Area	7,445,519	7,439,364	*-6,155*	*0%*
	Fareham	807,948	824,435	*16,487*	*2%*
Average Speed (kph)	Core Model Area	43	43	*0*	*0%*
	Fareham	43	42	*-1*	*-2%*

Highway Link Flows, Delays and Capacity Hotspots (RTM Module outputs)

Change in Traffic Flow

6.3.3 Figure 6-8 and Figure 6-9 identify the change in traffic flow in the AM and PM peak hours between the 2036 Scenario 2 Do Minimum and 2036 Scenario 1 Baseline scenarios, at an overall borough level.

6.3.4 One of the greater changes in forecast flow is at M27 J10. The flow on the westbound off-slip of M27J10 increases by 70 PCUs in the AM peak and 50 PCUs in the PM peak compared to 2036 Scenario 1 Baseline. The eastbound off-slip of M27J10 also sees a 130 PCUs and 80 PCUs increase in the AM and PM respectively. Additionally the westbound on-slip of M27J10 has a forecast 40 PCUs increase in the AM and 100 PCUs increase in the PM.

6.3.5 In the areas of Locks Heath, Stubbington and Portchester there are no major changes in flow differences between the two scenarios other than where traffic is joining the network from the new housing development sites. The magnitude of flow difference, beyond the zone connectors, is not more than +/-100 PCUs in either direction.

6.3.6 In areas of Titchfield and Castisfield where the road network is closer to the larger development sites, traffic increase is greater. In Mill Lane, northbound traffic is forecast to increase by 180 PCUs in the AM. This forecast change is in part due to delays at St. Margaret's Roundabout which is set to be experience 'severe' delays. Vehicles are re-routing along Mill Lane rather than the route previously taken via A27 Southampton Road and Cartwright Drive.

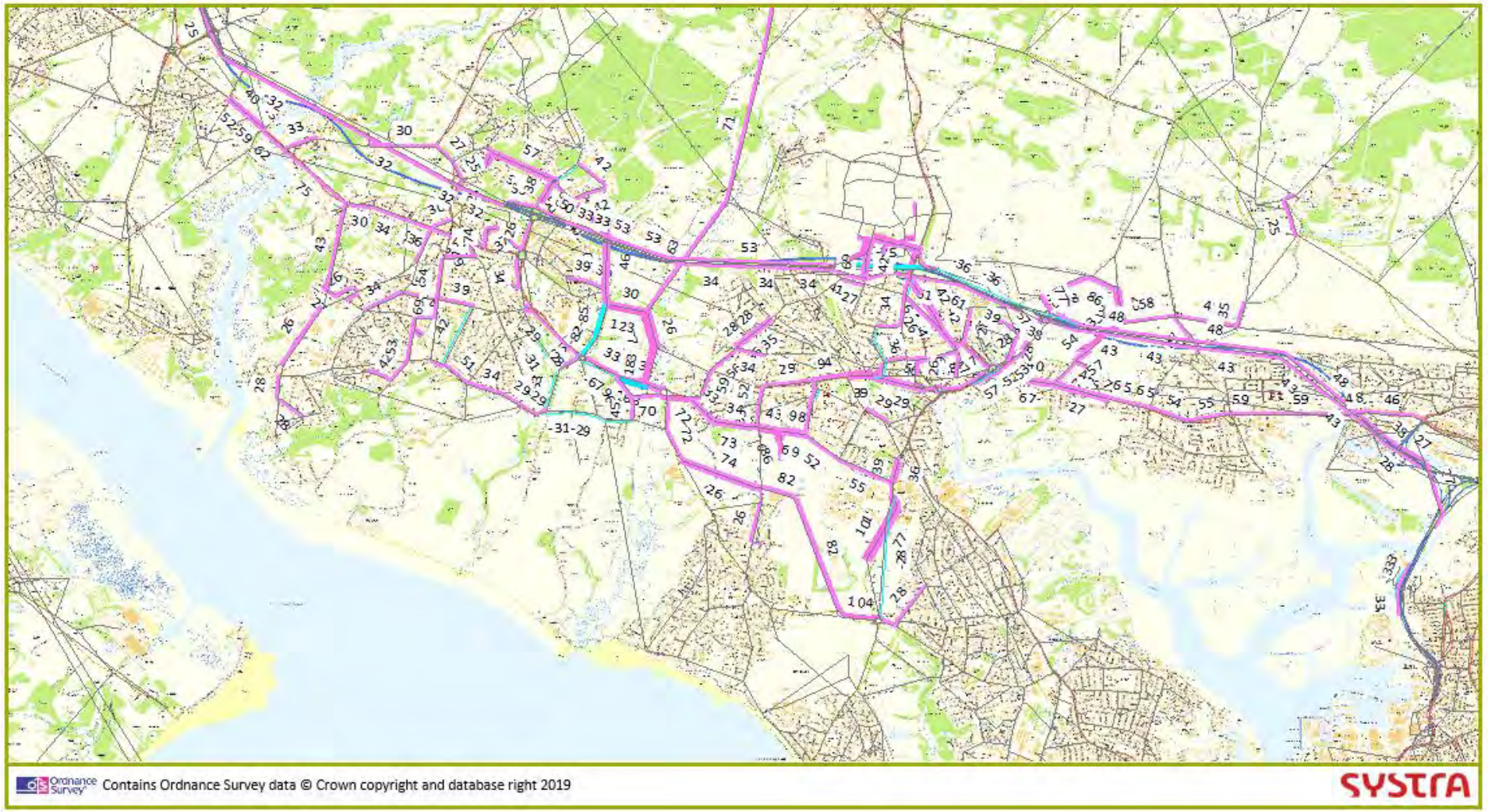

Figure 6-8 Flow Difference – 2036 Scenario 2 DM vs. 2036 Scenario 1 Baseline (AM)

(SRTM Ref: EUO vs. EUK)

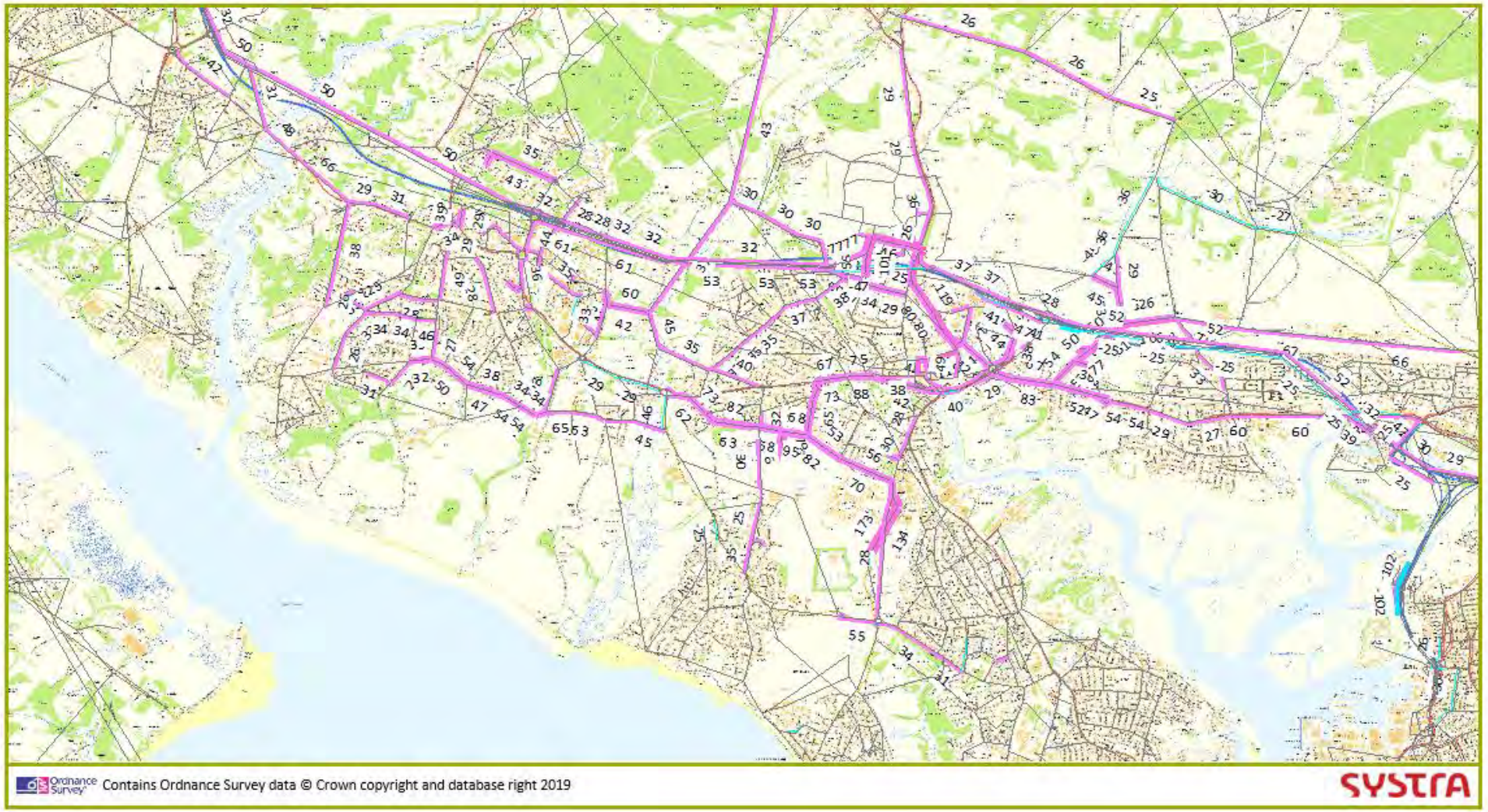

Figure 6-9 Flow Difference – 2036 Scenario 2 DM vs. 2036 Scenario 1 Baseline (PM)

(SRTM Ref: EUO vs. EUK)

Highway Delays

6.3.7 Figure 6-10 and Figure 6-11 display the forecast change in link delay, per PCU, for the AM and PM peak hours between the 2036 Scenario 2 Do Minimum and 2036 Scenario 1 Baseline.

6.3.8 There are delay changes to junctions along some sections of the A27 and some sections on the A32, with small increases in delay forecast when compared to 2036 Scenario 1 Baseline. There are minor increases along the M27, namely at junctions providing access to the motorway.

6.3.9 Along the A27, the northbound approach (B3334 Titchfield Road) to Titchfield Gyratory in the AM and the southbound approach (at Mill Lane) in the PM face forecast delay increases of over 20 seconds. Delay increases are forecast at the Coach Hill/ Bridge Street/ South Street roundabout near Titchfield Gyratory, with an increase of 21 seconds in the AM and 10 in the PM. These delays are set to be felt on the Bridge Street approach to the junction. In addition the Barnes Wallis Road/ Whiteley Lane/ Cartwright Drive roundabout is forecast to experience an increase in delay of up to 46 seconds in the AM. This is set to be felt along the Barnes Wallis Road approach with a delay increase of >5 seconds also forecast along the northbound Whiteley Lane approach.

On the A32 there are delays to the Gosport Road/ Mill Road/ Old Gosport Road roundabout, which is forecast to experience an increased delay of 9 and 26 seconds in the AM and PM respectively. An increase in delay is forecast at the Kiln Road/ Park Lane/ North Hill signalized junction with an increase of up to 16 and 6 seconds respectively in AM and PM. Furthermore, there is a delay increase to all arms in this signalized junction in the AM, with only one impacted in the PM.

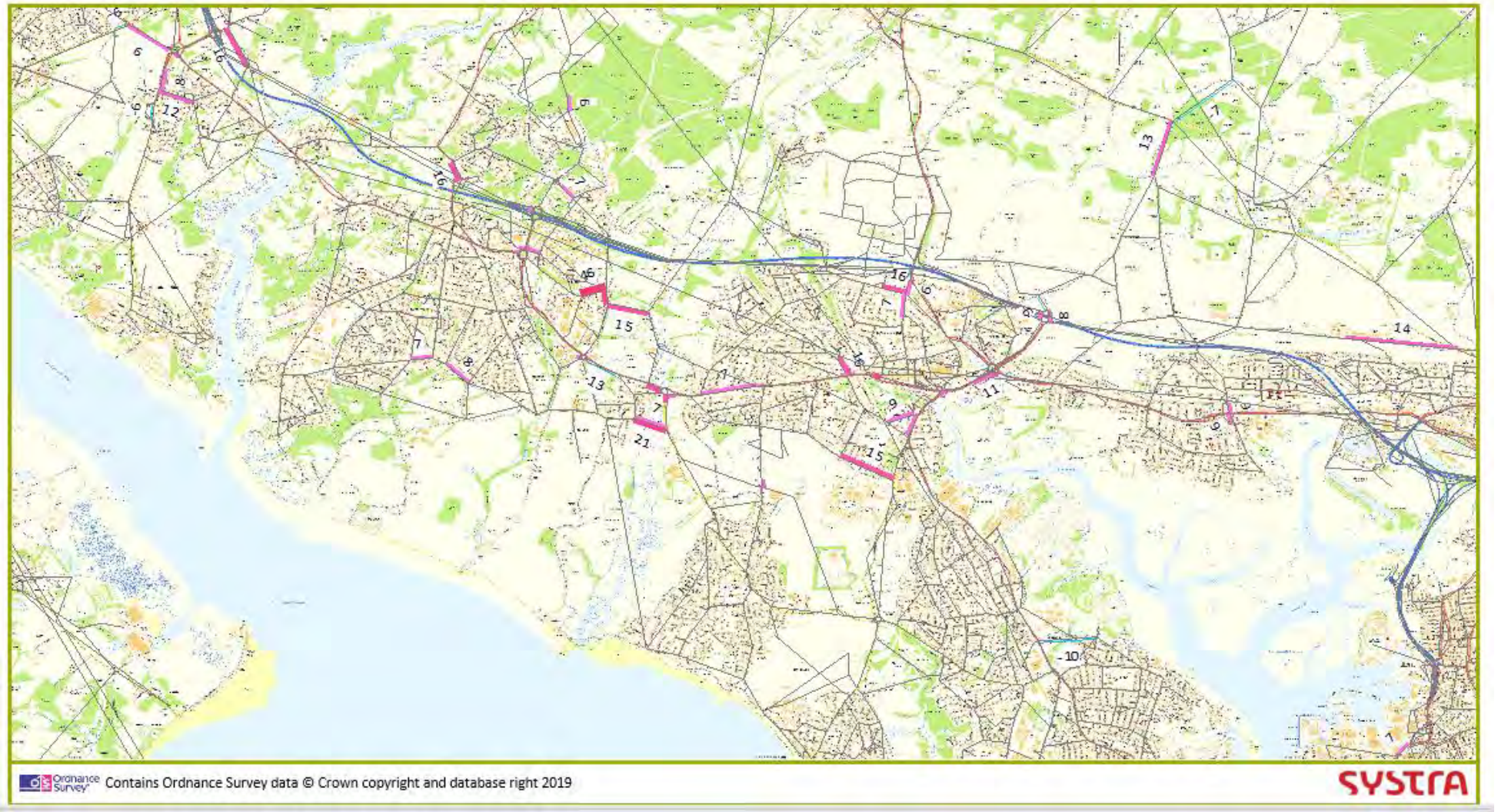

Figure 6-10 Delay Difference – 2036 Scenario 2 DM vs. 2036 Scenario 1 Baseline (AM)

(SRTM Ref: EUO vs. EUK)

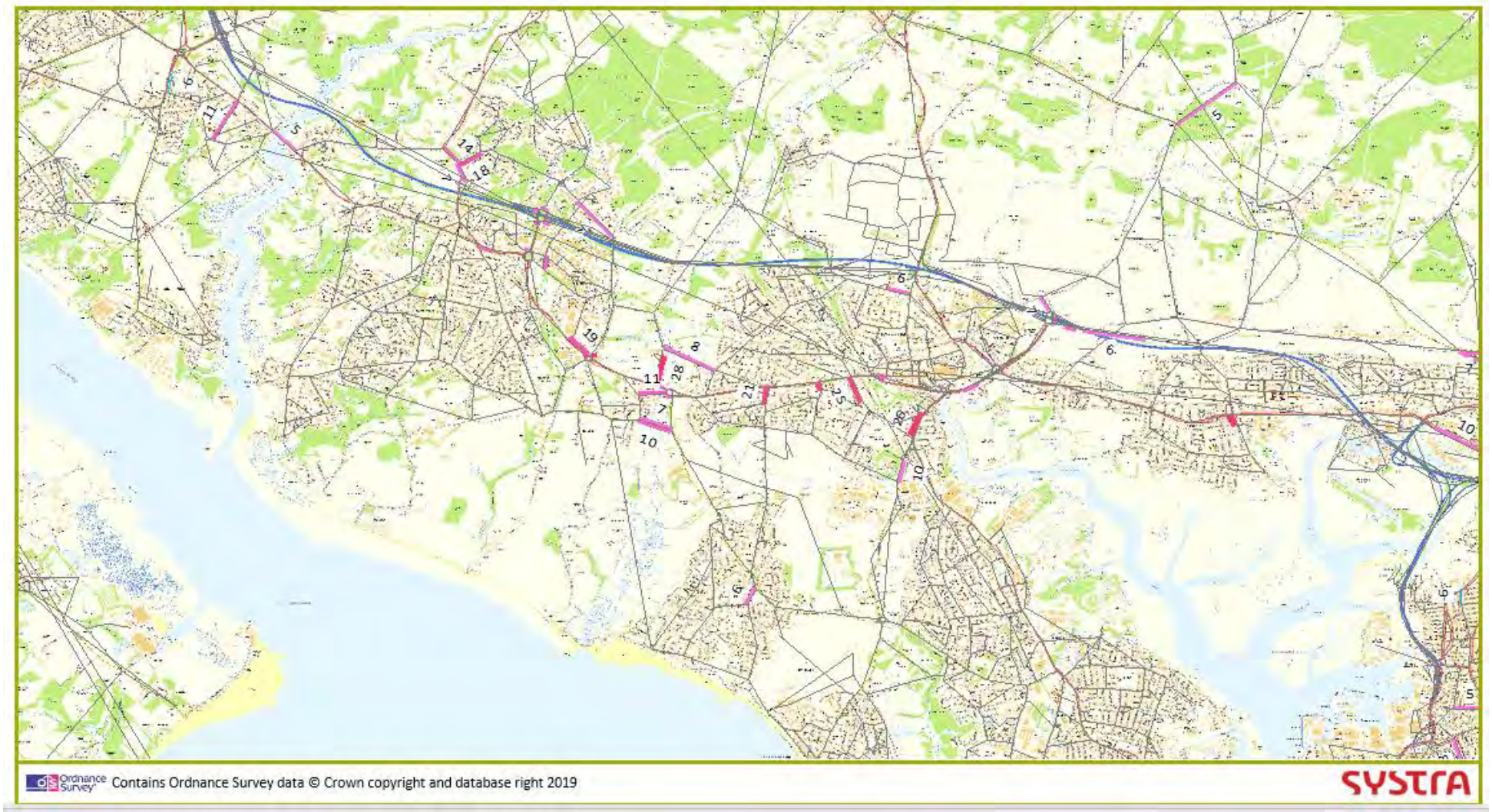

Figure 6-11 Delay Difference – 2036 Scenario 2 DM vs. 2036 Scenario 1 Baseline (PM)

(SRTM Ref: EUO vs. EUK)

Capacity Hotspots

6.3.10 Figure 6-12 displays the junctions forecast to have an RFC greater than 80% in the 2036 Scenario 2 Do Minimum. Junctions with an RFC greater than 80% are considered to be operating close to, or at capacity. The 2036 Scenario 2 Do Minimum is forecast to have 60 junctions meeting this criteria. This represents an increase of five junctions compared to Scenario 1 Baseline:

- A27 Bridge Road / Barnes Lane;
- A27 The Avenue / Catisfield Road;
- Segensworth Road East / Cartwright Drive;
- Welborne Approach / Broadway / Zone 894 Access; and
- A27 Cams Hill / A27 Porchester Road / Down End Road / Shearwater Avenue.

6.3.11 Applying the criteria set-out in Section 6.1.12, there are a total of 17 junctions that meet the 'significant' change criteria and 1 junction meeting the 'severe' change criteria. These are summarised in the locations shown in Figure 6-13 and Table 6-6

6.3.12 It can be seen that of those junctions forecast to experience significant delays, many of them are situated along the A27 and Warsash Road.

Figure 6-12 Junctions Forecast to have an RFC >80% in 2036 Scenario 2 DM

(SRTM Ref: EUK)

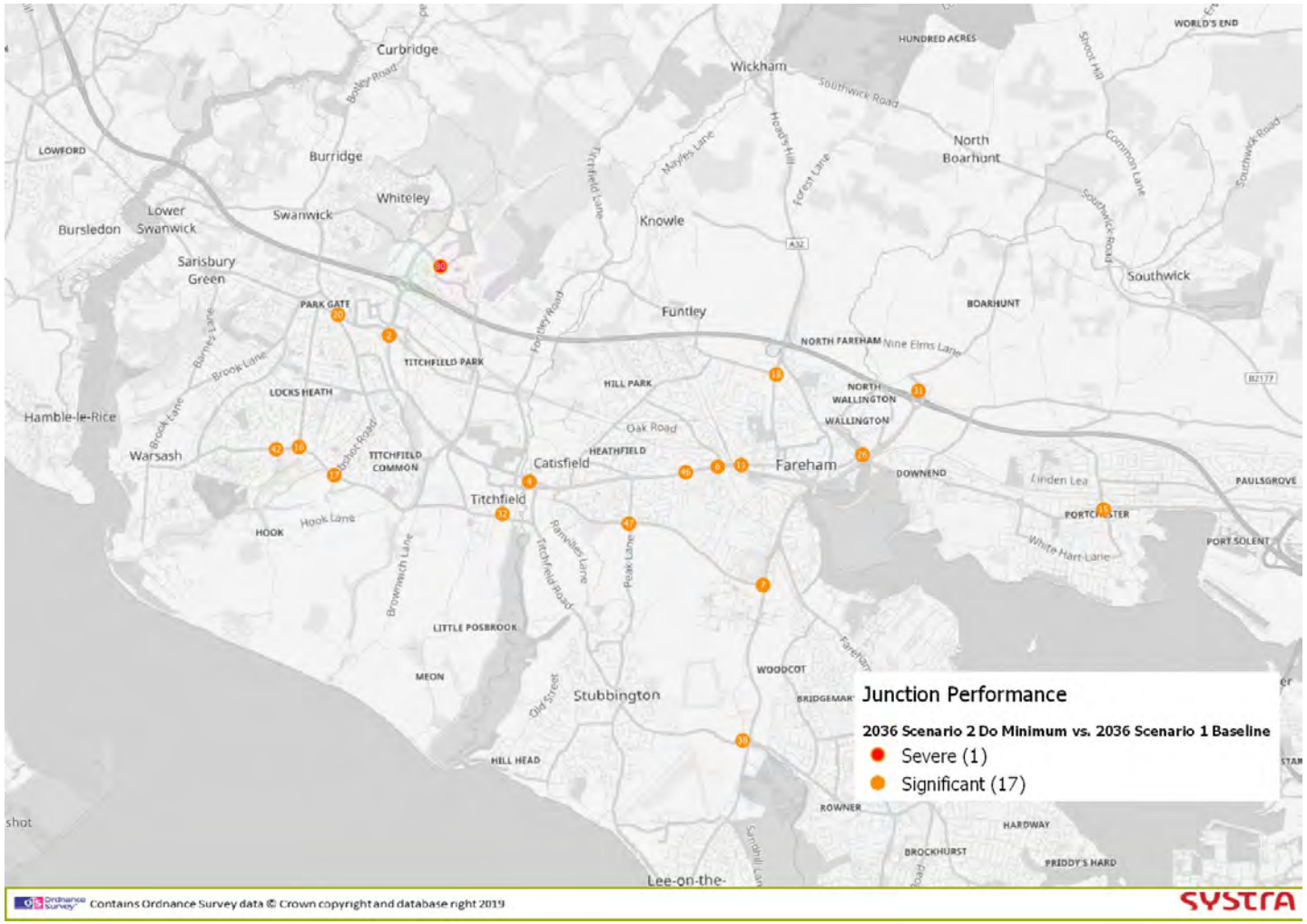

Figure 6-13 2036 Baseline vs 2036 Do Minimum Impacted Junction Locations

(SRTM Ref: EUK-EUO)

Table 6-6 2036 Baseline vs 2036 Do Minimum Impacted Junction List

ID	JUNCTION NAME	'SIGNIFICANTLY' IMPACTED	'SEVERELY' IMPACTED
2	Segensworth Roundabout	Y	
4	Titchfield Gyratory	Y	
6	A27 The Avenue / Redlands Lane / Gudge Heath Lane	Y	
7	Longfield Avenue / Newgate Lane	Y	
11	Station Roundabout	Y	
15	Castle Street Roundabout	Y	
16	Warsash Road / Locks Road	Y	
17	Warsash Road / Abshot Road	Y	
18	Kiln Road / North Hill / Old Turnpike Lane	Y	
20	Botley Road / A27 / Hunts Pond Road / Southampton Road	Y	
26	Delme Roundabout	Y	
31	Boarhunt Road/M27 J11 Off slip	Y	
32	Coach Hill/South Street/Bridge Street	Y	
38	Peel Common Roundabout	Y	
42	Fleet End Road/Warsash Road/Raley Road	Y	
46	A27 The Avenue/Bishopsfield Road	Y	
47	Rowan Way/Peak Lane/Longfield Avenue	Y	
80	Parkway / Leafy Lane		Y

7. SUMMARY AND CONCLUSIONS

7.1.1 Solent Transport's SRTM has been utilised to test two scenarios to help inform the development and appraisal of the update to Fareham's Local Plan:

- Scenario 1 – 2036 Baseline, No Fareham Local Plan development. Welborne network and M27 Junction 10 included.
- Scenario 2 – 2036 Do Minimum, With Fareham Local Plan development, no mitigation measures.

7.2 2036 Scenario 1 Baseline

7.2.1 The Baseline scenario includes residential (approximately 6000 dwellings) and employment growth based on committed sites within the Fareham Borough, and any committed highway infrastructure schemes up to a forecast year of 2036. Outside of Fareham, growth continues in accordance with adopted Local Plans and TEMPro v7.2. This scenario confirms the forecast transport network performance without the proposed Fareham Local Plan allocation site growth.

7.2.2 In all cases there is a general increase in traffic flows within the Fareham Borough compared to the 2015 model Base year with the most obvious change being related to the Welborne development and its corresponding new network links, including the new west facing slips at J10.

7.2.3 A total of 55 junctions within Fareham district are forecast to operate with an RFC greater than 80% in the 2036 Baseline Scenario.

7.3 2036 Scenario 2 Do Minimum

7.3.1 The 2036 Do Minimum scenarios build off the Baseline, by including the proposed Fareham Local Plan allocations for residential and employment development. Growth outside of the Borough is unchanged from the Baseline. An additional approximate 6,000 dwellings have been included within the Do Minimum scenario over and above the Baseline.

7.3.2 The highway network tested within the Baseline and Do Minimum scenario remain consistent to assess the impact of the Local Plan allocations without any new mitigation.

7.3.3 Based on the SRTM modelling the majority of links within the district are forecast to experience changes no greater than +/-100 PCUs in either direction. The exception to which being M27 Junction 10 slip roads and Mill Lane.

7.3.4 A total of 60 junctions within Fareham district are forecast to operate with an RFC greater than 80%. This is an increase of 5 junctions across the district in comparison to the 2036 Baseline. Of those 60 junctions, it is forecast that 17 will experience 'significant' impact and 1 junction 'severe' impact in comparison to the 2036 Baseline.

7.3.5 We recommend the list of 18 junctions forecast with either 'significant' or 'severe' impact from the starting point for more detailed review and development of potential mitigation measures as part of a Transport Assessment.

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Appendix A – SRTM Committed Schemes

DISTRICT	SCHEME	2019	2026	2031	2036	2041
Eastleigh	Botley Road / Burnett's Lane		✓	✓	✓	✓
Eastleigh	Allington Lane / B3037 Fair Oak Road		✓	✓	✓	✓
Eastleigh	A335 Leigh Road / Passfield Avenue	✓	✓	✓	✓	✓
Eastleigh	Sundays Hill Bypass	✓	✓	✓	✓	✓
Eastleigh	St John's Link Road		✓	✓	✓	✓
Eastleigh	Chestnut Avenue / Stoneham Lane Roundabout	✓	✓	✓	✓	✓
Eastleigh	Chestnut Avenue / Passfield Avenue		✓	✓	✓	✓
Eastleigh	Burnett's Lane / B3037 Fair Oak Road / Sandy Lane		✓	✓	✓	✓
Eastleigh	Botley Bypass		✓	✓	✓	✓
Eastleigh	North Stoneham Park Development Access		✓	✓	✓	✓
Eastleigh	B3037 Mortimers Lane / B3354 Winchester Road Junction		✓	✓	✓	✓
Eastleigh	B3037 Eastleigh Road / B3354 Botley Road / Stubbington Way Junction		✓	✓	✓	✓
Eastleigh	Boorley Green development access	✓	✓	✓	✓	✓
Eastleigh	Boorley Gardens development access		✓	✓	✓	✓
Eastleigh	Maypole Roundabout Hedge End	✓	✓	✓	✓	✓
Eastleigh	M27 J7 improvements		✓	✓	✓	✓
Eastleigh	Winchester Road / Eastleigh Road / Stubbington Way junction, Fair Oak	✓	✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
Fareham	St Margaret's Rbt.	✓	✓	✓	✓	✓
Fareham	Peel Common Rbt.	✓	✓	✓	✓	✓
Fareham	Gudge Heath Lane	✓	✓	✓	✓	✓
Fareham	A27 Southampton Road, Fareham	✓	✓	✓	✓	✓
Fareham	Newgate Lane South, Fareham	✓	✓	✓	✓	✓
Fareham	Station Roundabout (Avenue approach)	✓	✓	✓	✓	✓
Fareham	Stubbington Bypass		✓	✓	✓	✓
Fareham	Peel Common Rbt.		✓	✓	✓	✓
Fareham	A27 Downend Road, Porchester		✓	✓	✓	✓
Fareham, Gosport	Stubbington Bypass mitigation measures		✓	✓	✓	✓
Fareham, Winchester	M27 J9 and Parkway South roundabout		✓	✓	✓	✓
Gosport	Privett Road / Bury Road junction	✓	✓	✓	✓	✓
Gosport	Rowner Road / Carisbrooke Road junction	✓	✓	✓	✓	✓
North Whiteley	Whiteley Way Extension and speed limits		✓	✓	✓	✓
Havant	Hulbert Rd/Purbook Way Jn (Dunsbury Hill)	✓	✓	✓	✓	✓
Havant	Dunsbury Hill Farm Business Park	✓	✓	✓	✓	✓
Havant	A3(M) J3		✓	✓	✓	✓
Havant	Purbook Way / College Road		✓	✓	✓	✓
Havant	Interbridges		✓	✓	✓	✓
Havant	Purbrook Way / Stakes Hill Road		✓	✓	✓	✓
Havant	Purbrook Way f. Stakes Hill Rd to College Rd		✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
Havant	Hulbert Rd / Frendstaple Rd / Tempest Ave		✓	✓	✓	✓
Havant	Harts Farm Way / Southmoor Lane	✓	✓	✓	✓	✓
Havant	Barncroft Way New Road	✓	✓	✓	✓	✓
Havant	Ladybridge Roundabout		✓	✓	✓	✓
Havant	A259 Havant Road east of A27 Warblington Junction		✓	✓	✓	✓
Havant	A27 / A259 Warblington Junction		✓	✓	✓	✓
Havant	Eagle Avenue Wecock Farm mini roundabout		✓	✓	✓	✓
Havant	Bartons Road / Horndean Road Junction	✓	✓	✓	✓	✓
Havant	Bartons Road right turn	✓	✓	✓	✓	✓
Havant	Hambledon Road / Aston Road junction, Waterlooville	✓	✓	✓	✓	✓
Havant	Park Road South / Solent Road junction	✓	✓	✓	✓	✓
Havant	Park Road South / Elm Road / Parkway junction	✓	✓	✓	✓	✓
Havant/P'mouth	Hayling Island ferry service	✓	✓	✓	✓	✓
Isle of Wight	Mill Street, Newport	✓	✓	✓	✓	✓
Isle of Wight	St. Georges Way, Newport	✓	✓	✓	✓	✓
Isle of Wight	Forest Road / Parkhurst Rd, Newport		✓	✓	✓	✓
Isle of Wight	Coppins Bridge - St Georges Approach		✓	✓	✓	✓
Isle of Wight	Pennyfeathers development network changes			✓	✓	✓
Portsmouth	Havant Road/Eastern Road	✓	✓	✓	✓	✓
Portsmouth	The Hard, Queen St, Wickham St, Clock St	✓	✓	✓	✓	✓

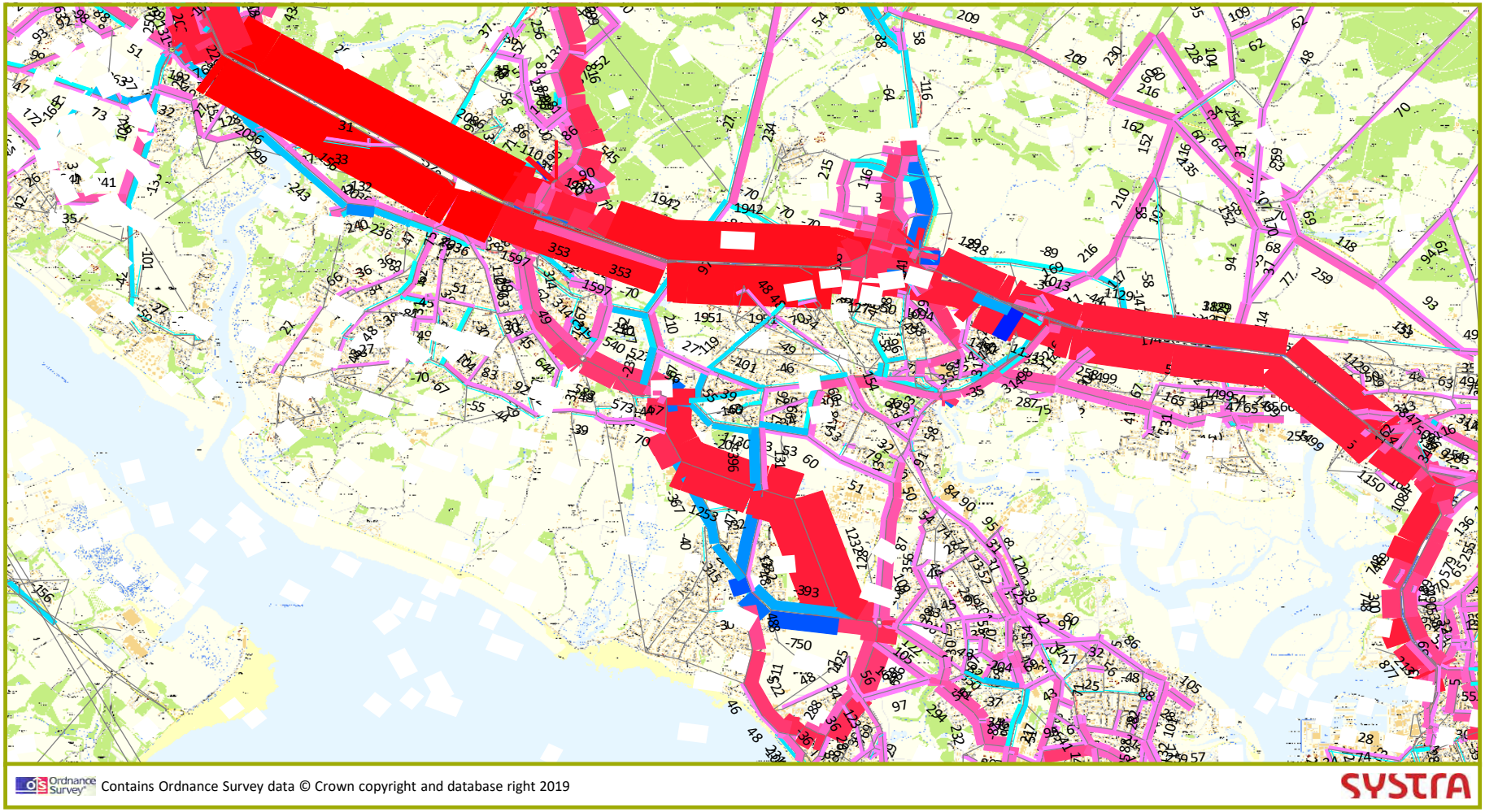
DISTRICT	SCHEME	2019	2026	2031	2036	2041
Portsmouth	Fratton Way	✓	✓	✓	✓	✓
Portsmouth	Isambard Brunel Road	✓	✓	✓	✓	✓
Portsmouth	Anglesea Road / Park Road	✓	✓	✓	✓	✓
Portsmouth	A27 Souhtampton Road Compass Road Paulsgrove	✓	✓	✓	✓	✓
Portsmouth	A27 Southampton Road Port Way	✓	✓	✓	✓	✓
Portsmouth	Aldi Store Access, Southampton Road Paulsgrove	✓	✓	✓	✓	✓
Portsmouth	Anglesea Road, Queens Street, Alfred Road, Bishop Crispian Way	✓	✓	✓	✓	✓
Portsmouth	Eastney Road, Bransbury Road, Devonshire Avenue	✓	✓	✓	✓	✓
Portsmouth	Fratton Park Lake Road	✓	✓	✓	✓	✓
Portsmouth	Goldsmith Avenue Milton Road Eastney Road	✓	✓	✓	✓	✓
Portsmouth	Goldsmith Avenue Priory Crescent Winter Road	✓	✓	✓	✓	✓
Portsmouth	Kingston Road Kingston Crescent - North End	✓	✓	✓	✓	✓
Portsmouth	M275 A3 A27, Marriott Junction	✓	✓	✓	✓	✓
Portsmouth	Market Way Alfred Road Unicorn Road	✓	✓	✓	✓	✓
Portsmouth	Mile End Road Trafalgar Link Road	✓	✓	✓	✓	✓
Portsmouth	Milton Road Velder Avenue	✓	✓	✓	✓	✓
Portsmouth	Milton Rd/ Priory Crescent		✓	✓	✓	✓
Portsmouth	Fratton Road / Arundle Street junction	✓	✓	✓	✓	✓
Portsmouth	Copnor Road / Norway Road junction	✓	✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
Portsmouth	London Road / Southwick Hill Road junction	✓	✓	✓	✓	✓
Portsmouth	Copnor Road / Burrfields Road / Stubbington Avenue junction		✓	✓	✓	✓
Portsmouth	Fratton Road / Lake Road / St Mary's Road junction		✓	✓	✓	✓
Portsmouth	Eastern Road / Havant Road / Farlington Avenue junction		✓	✓	✓	✓
Southampton	Commercial Rd/Morris Rd/Wyndham Place	✓	✓	✓	✓	✓
Southampton	M271 Redbridge Rbt. (RIS)	✓	✓	✓	✓	✓
Southampton	A33 W Approach/Redbridge Rd/Millbrook Rd W	✓	✓	✓	✓	✓
Southampton	Woolston - Victoria Rd / Woodley Rd	✓	✓	✓	✓	✓
Southampton	A3024 Improvements		✓	✓	✓	✓
Southampton	M27 J8		✓	✓	✓	✓
Southampton	Windhover Roundabout		✓	✓	✓	✓
Southampton	Swaythling A335 Junctions scheme	✓	✓	✓	✓	✓
Southampton	Woolston Itchin Riverside development	✓	✓	✓	✓	✓
Southampton	Wide Lane	✓	✓	✓	✓	✓
Southampton	Inner Avenue Southbound	✓	✓	✓	✓	✓
Southampton	A33 Millbrook Roundabout	✓	✓	✓	✓	✓
Southampton	A33 Millbrook Road West / Regents Park Road	✓	✓	✓	✓	✓
Southampton	A3057 Shirley High Street / Park Street	✓	✓	✓	✓	✓
Southampton	Brownhill Way / Frogmore Lane	✓	✓	✓	✓	✓
Southampton	Third Avenue	✓	✓	✓	✓	✓

DISTRICT	SCHEME	2019	2026	2031	2036	2041
Southampton	Northam Road /Union Street / Princes Street	✓	✓	✓	✓	✓
Southampton	Saltmarsh Lane / Central Bridge / Albert Road North / Itchen Bridge	✓	✓	✓	✓	✓
Southampton	A33 West Quay Road corridor	✓	✓	✓	✓	✓
Test Valley	M27 J3	✓	✓	✓	✓	✓
Test Valley	M271 Junction 1 / Brownhill Way	✓	✓	✓	✓	✓
Test Valley	Abbotswood network changes	✓	✓	✓	✓	✓
Test Valley	Winchester Road / Braishfield Road junction	✓	✓	✓	✓	✓
New Forest	Ringwood Road / Calmore Road junction	✓	✓	✓	✓	✓
New Forest	Rollestone cross roads, Blackfield	✓	✓	✓	✓	✓
Various	**Smart Motorways M27**	✓	✓	✓	✓	✓
Various	**Smart Motorways M3**		✓	✓	✓	✓

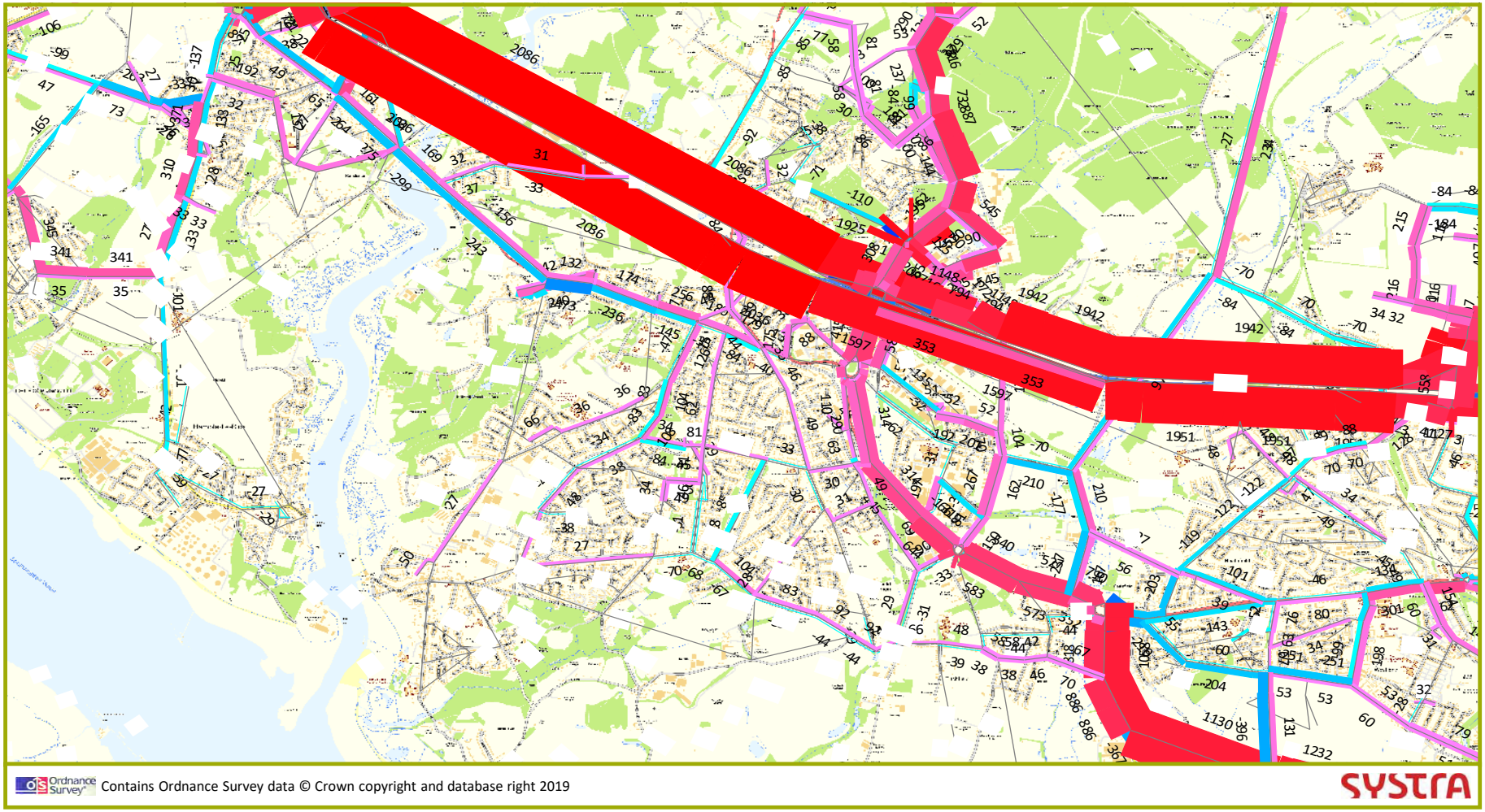
Appendix B – Flow Difference Plots

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



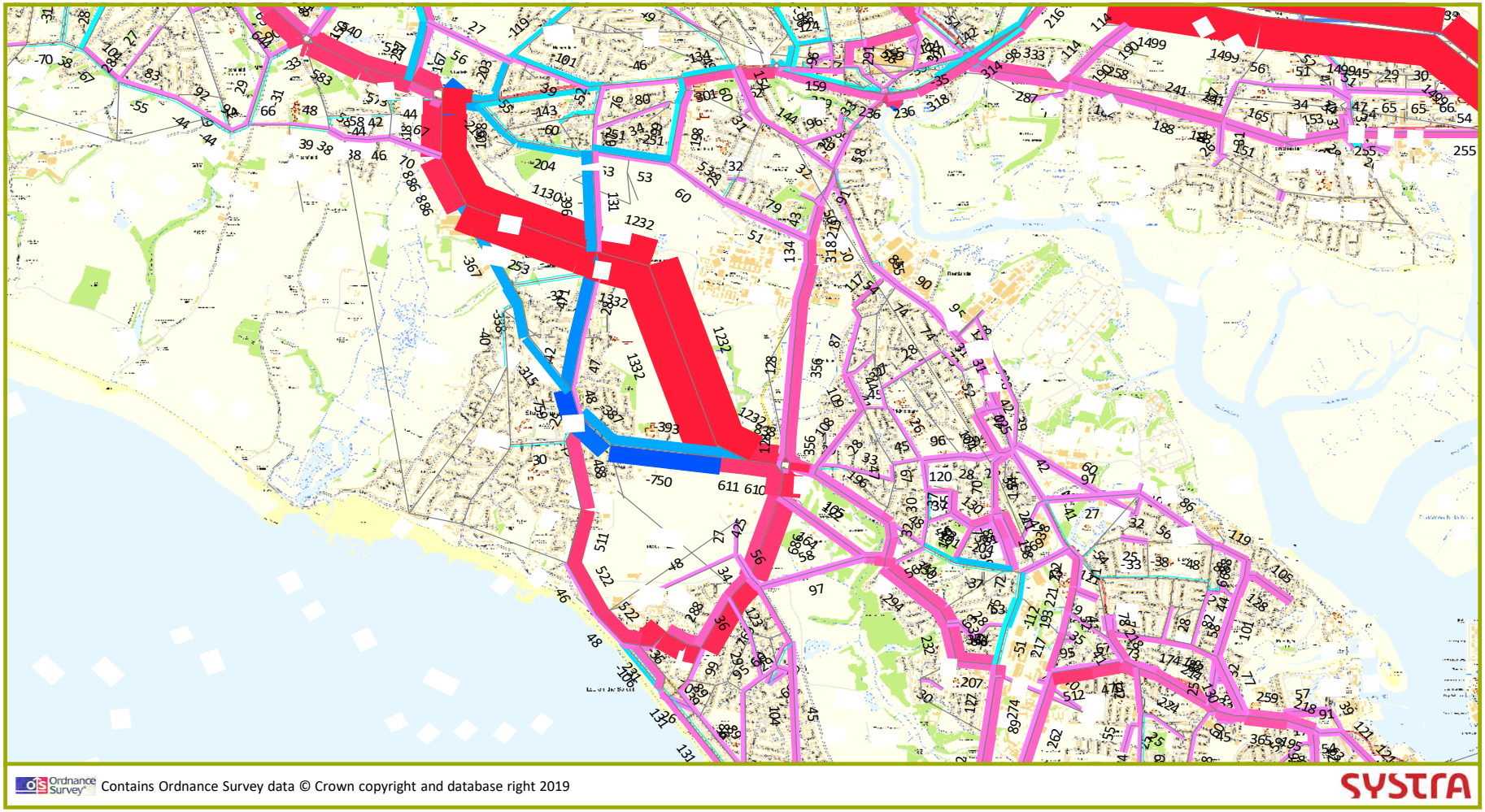
SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



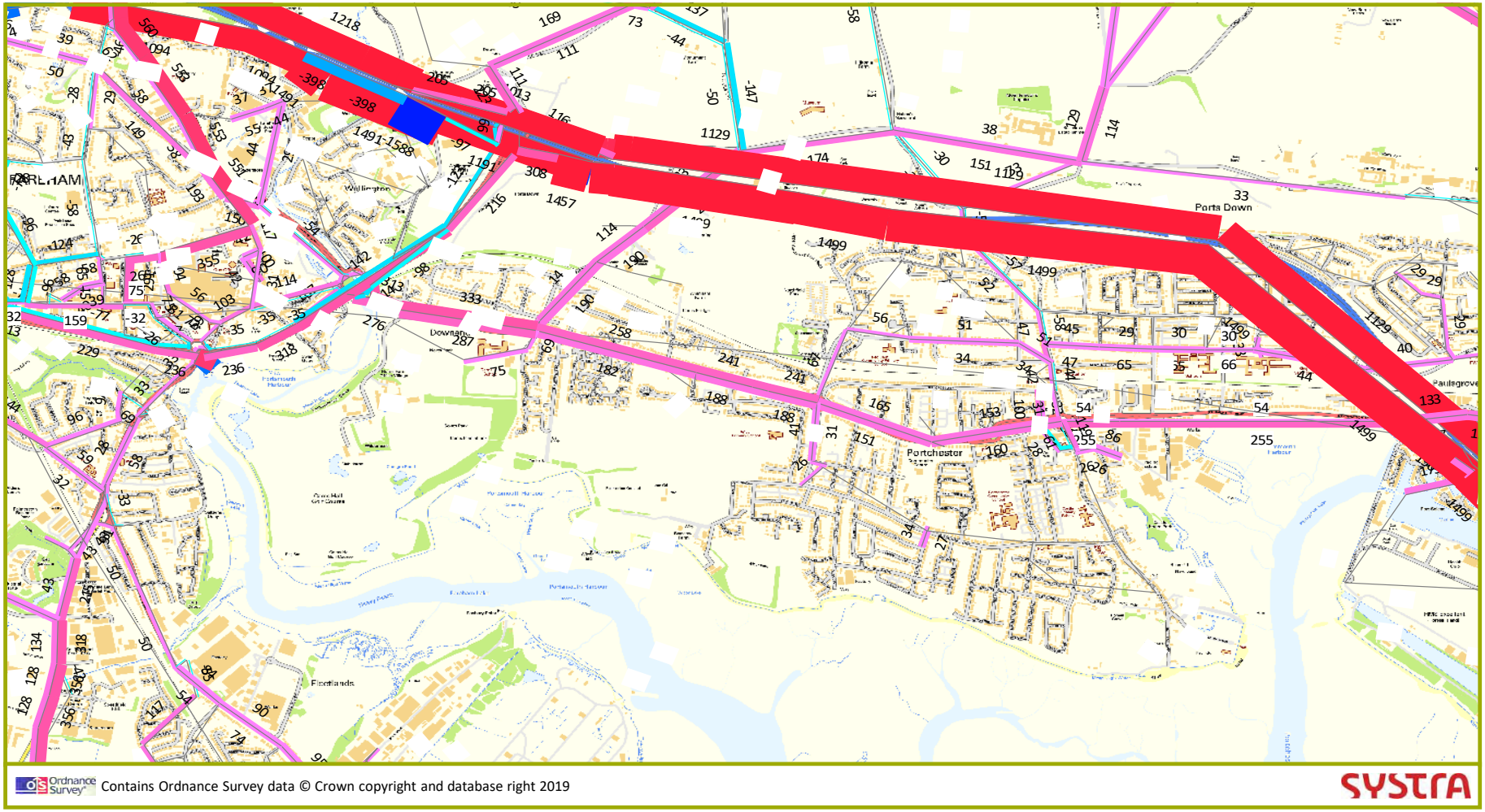
SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



SYSTRA

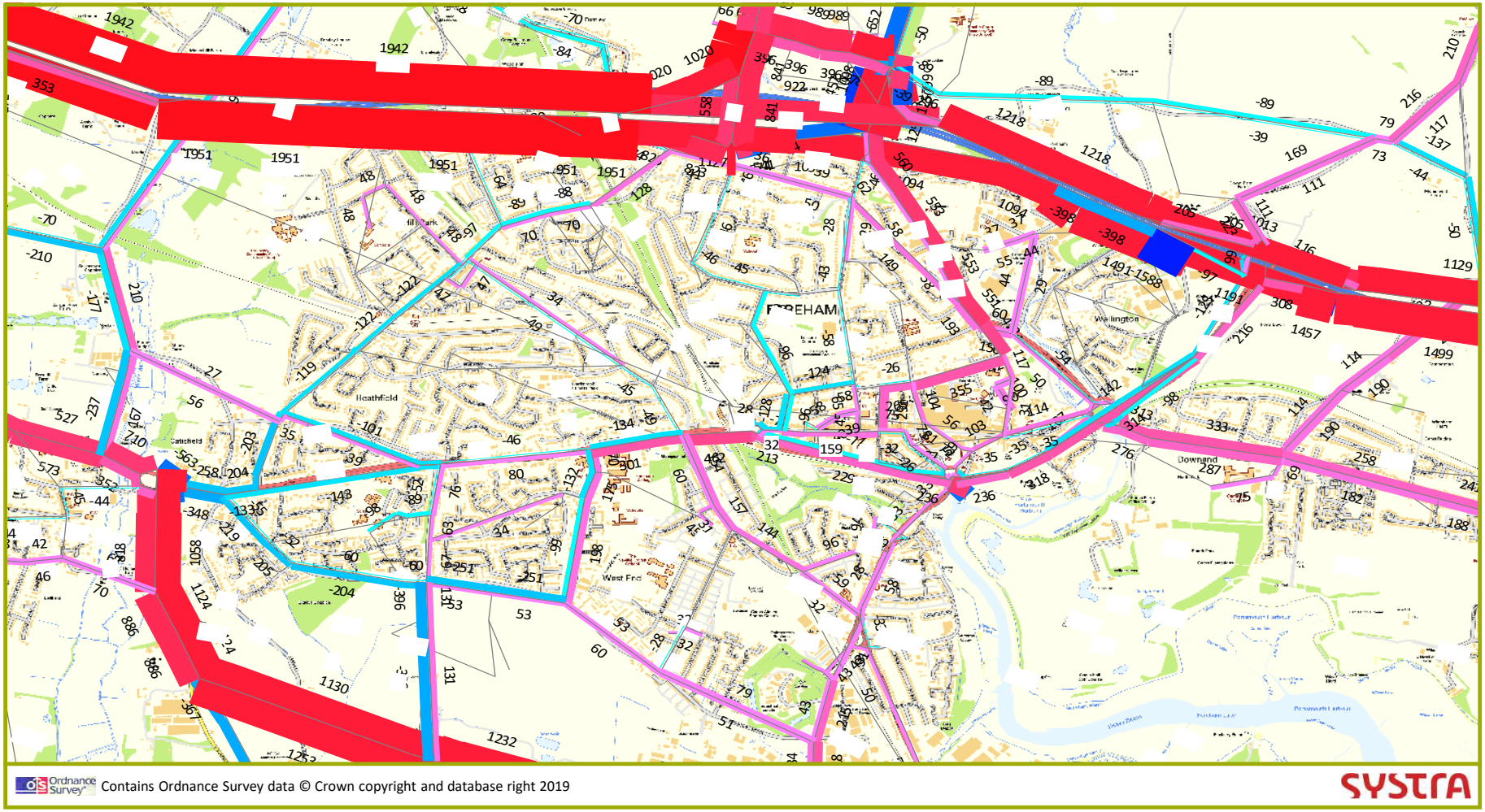
AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



SYSTRA

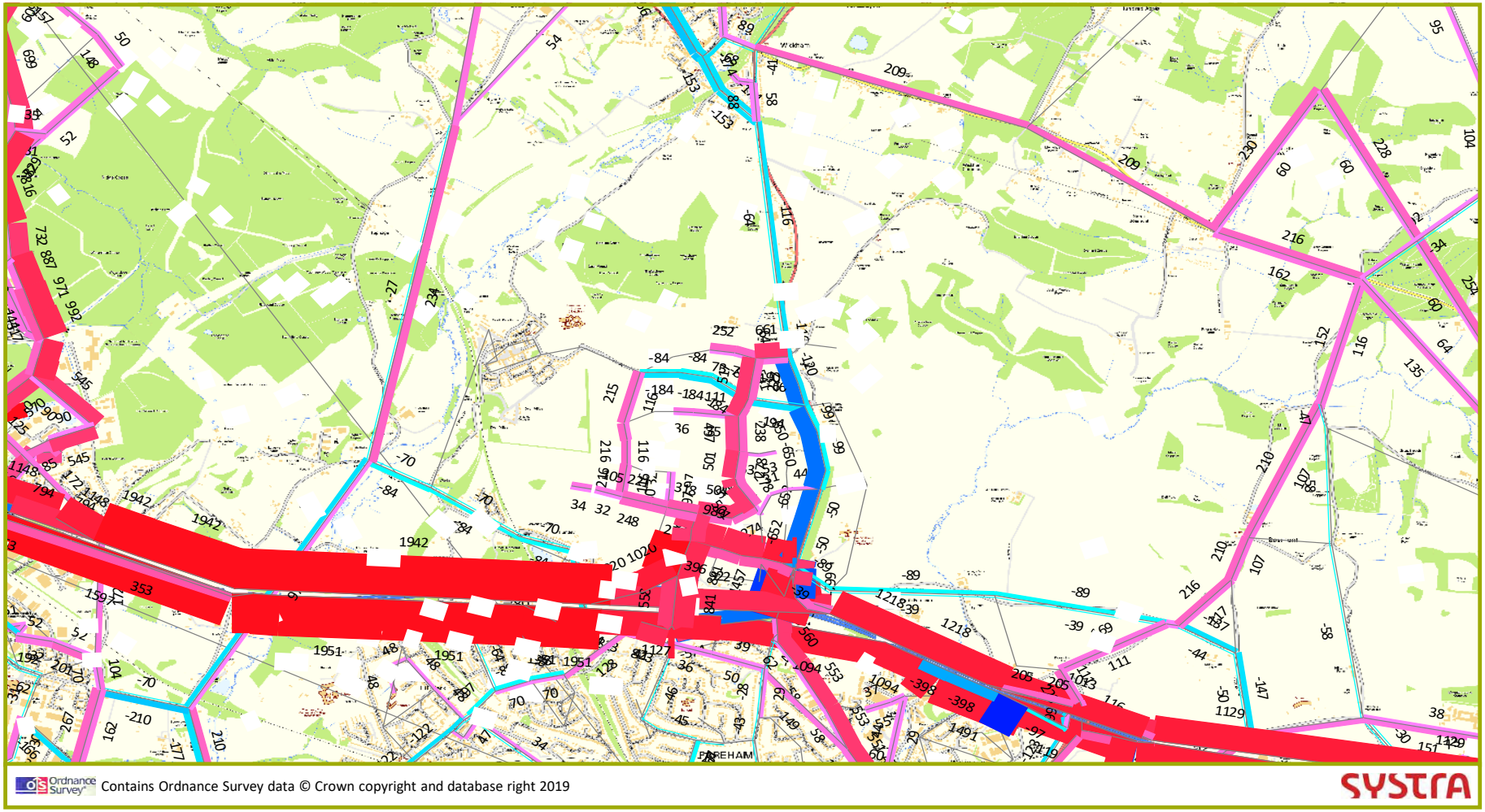
SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



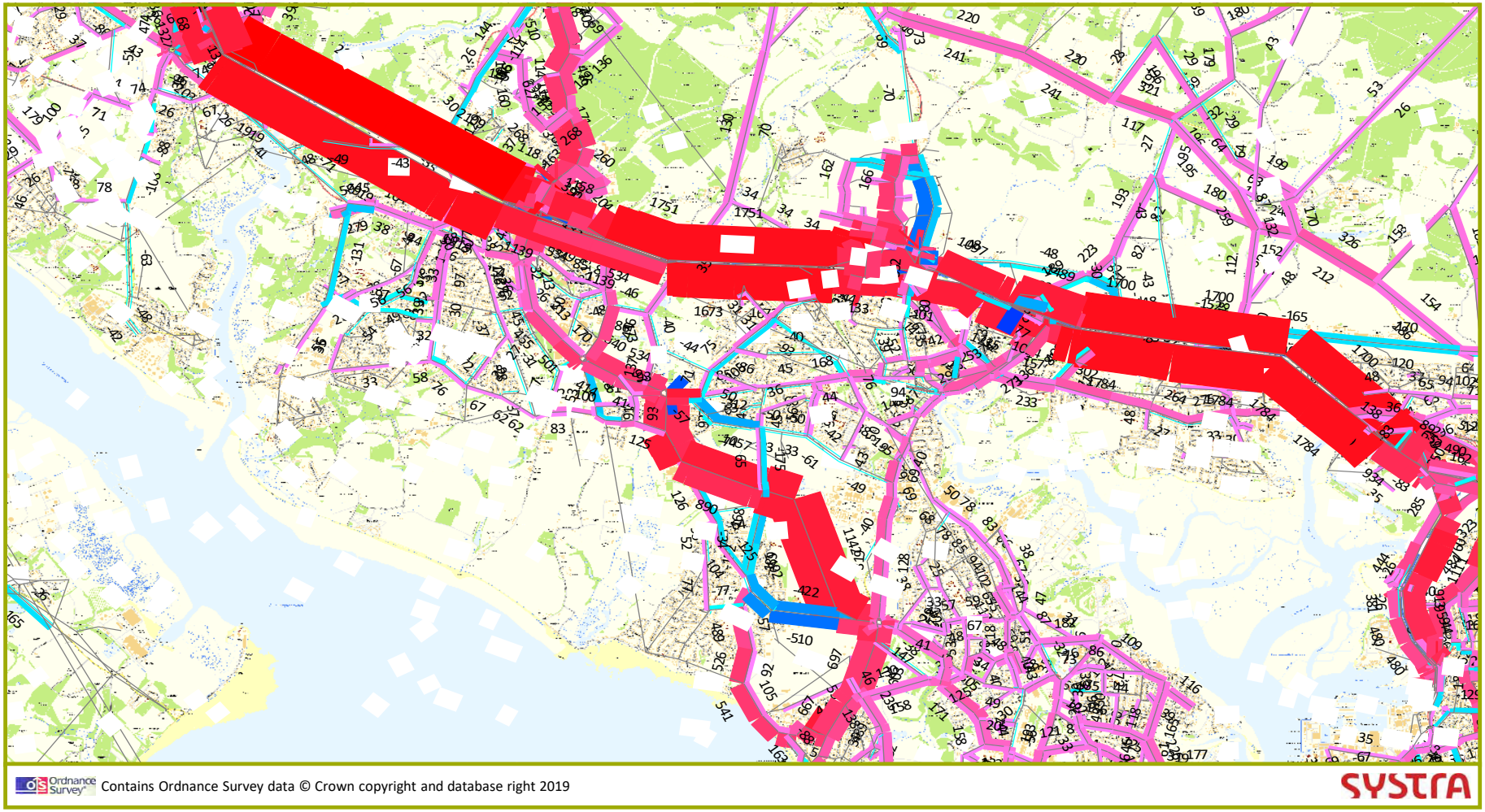
SYSTRA

AM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



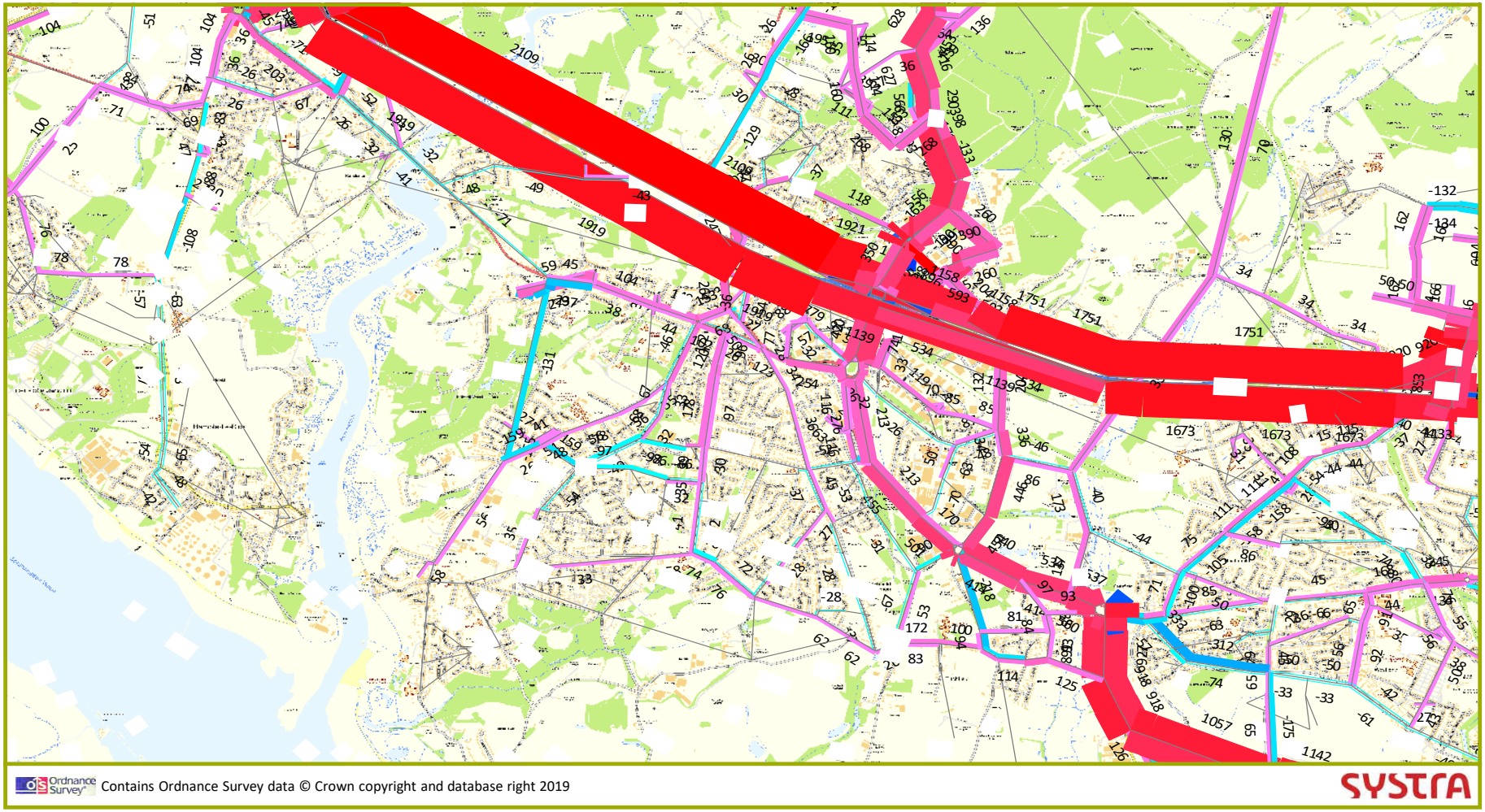
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



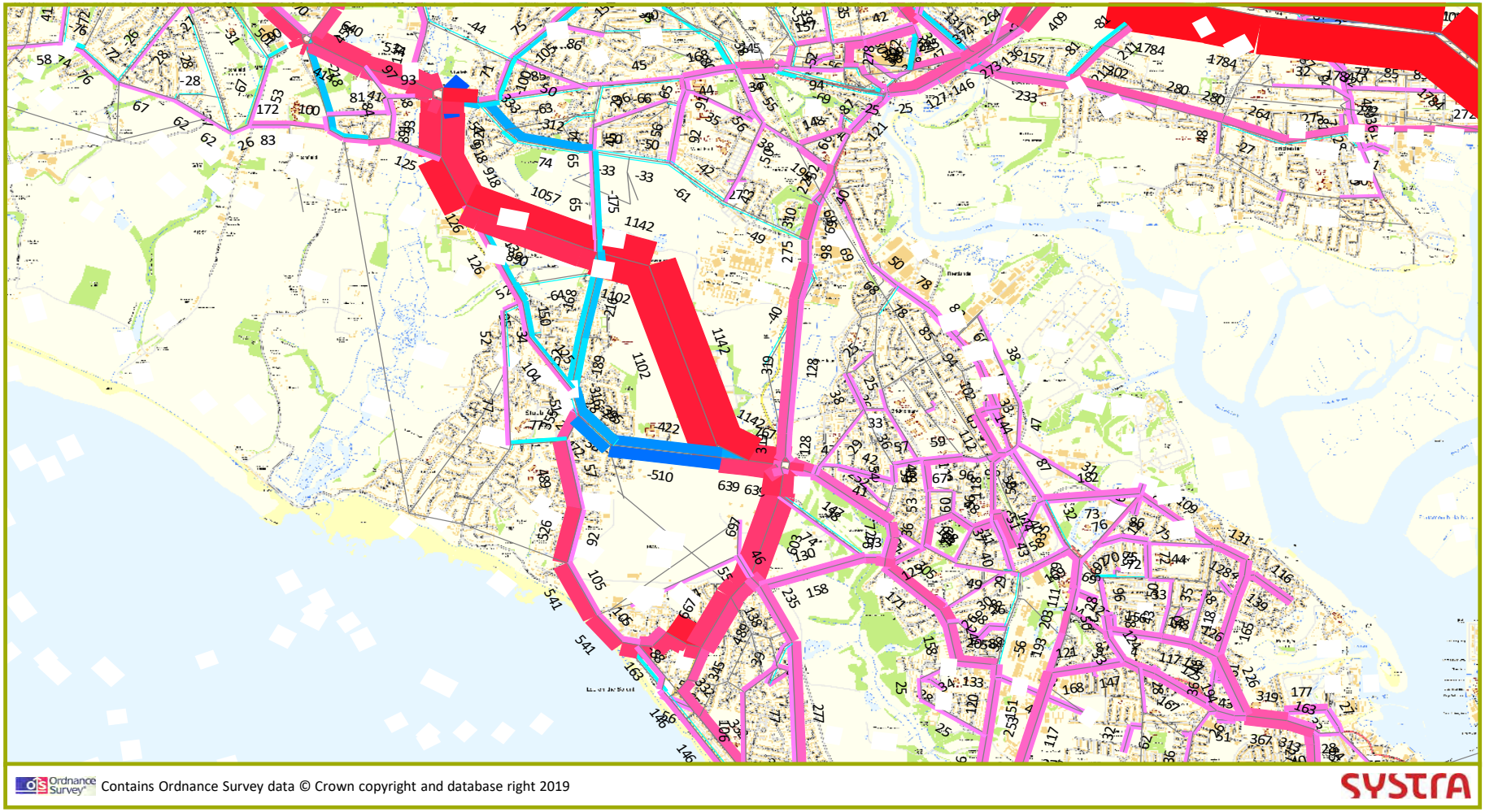
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



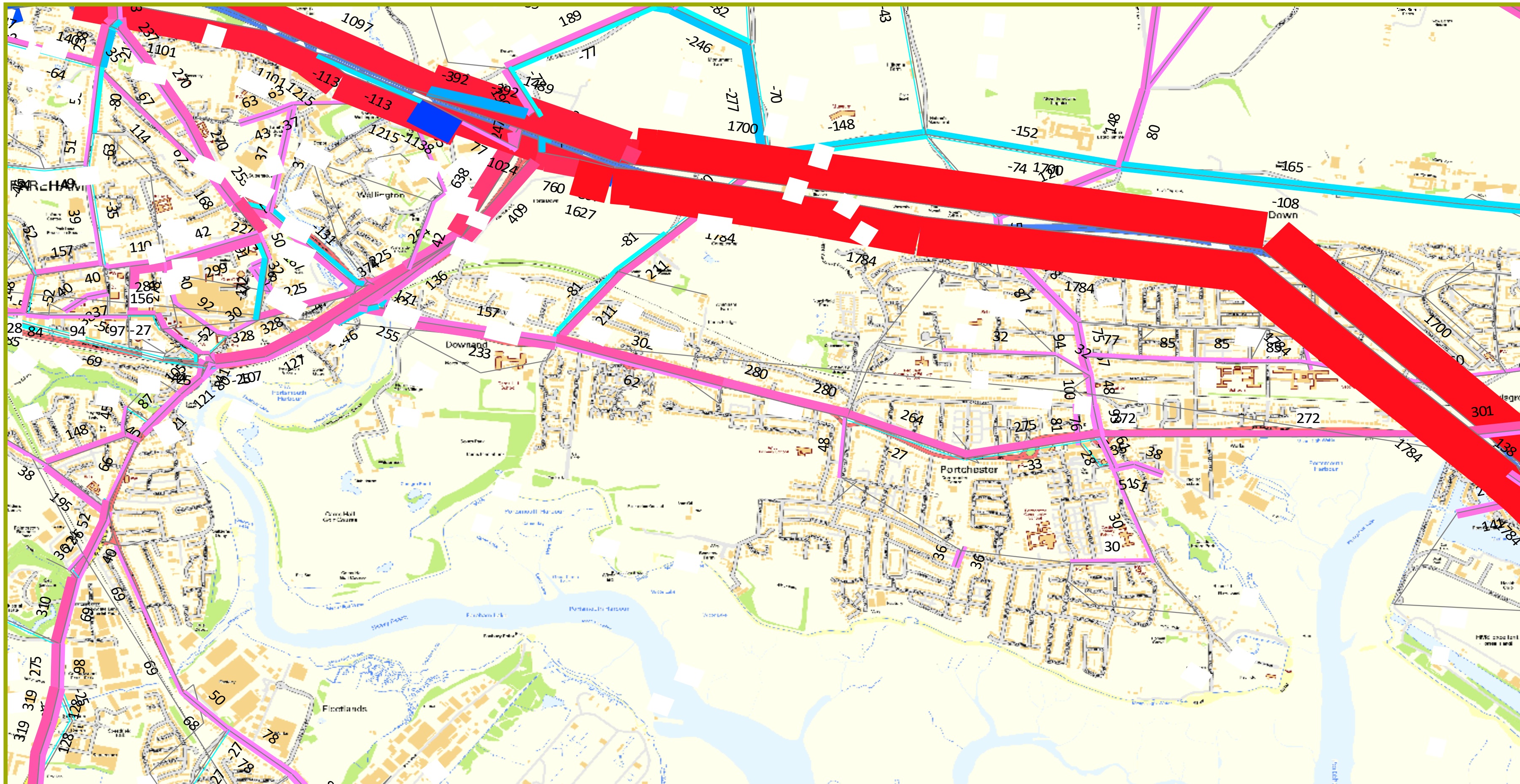
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



SYSTRA

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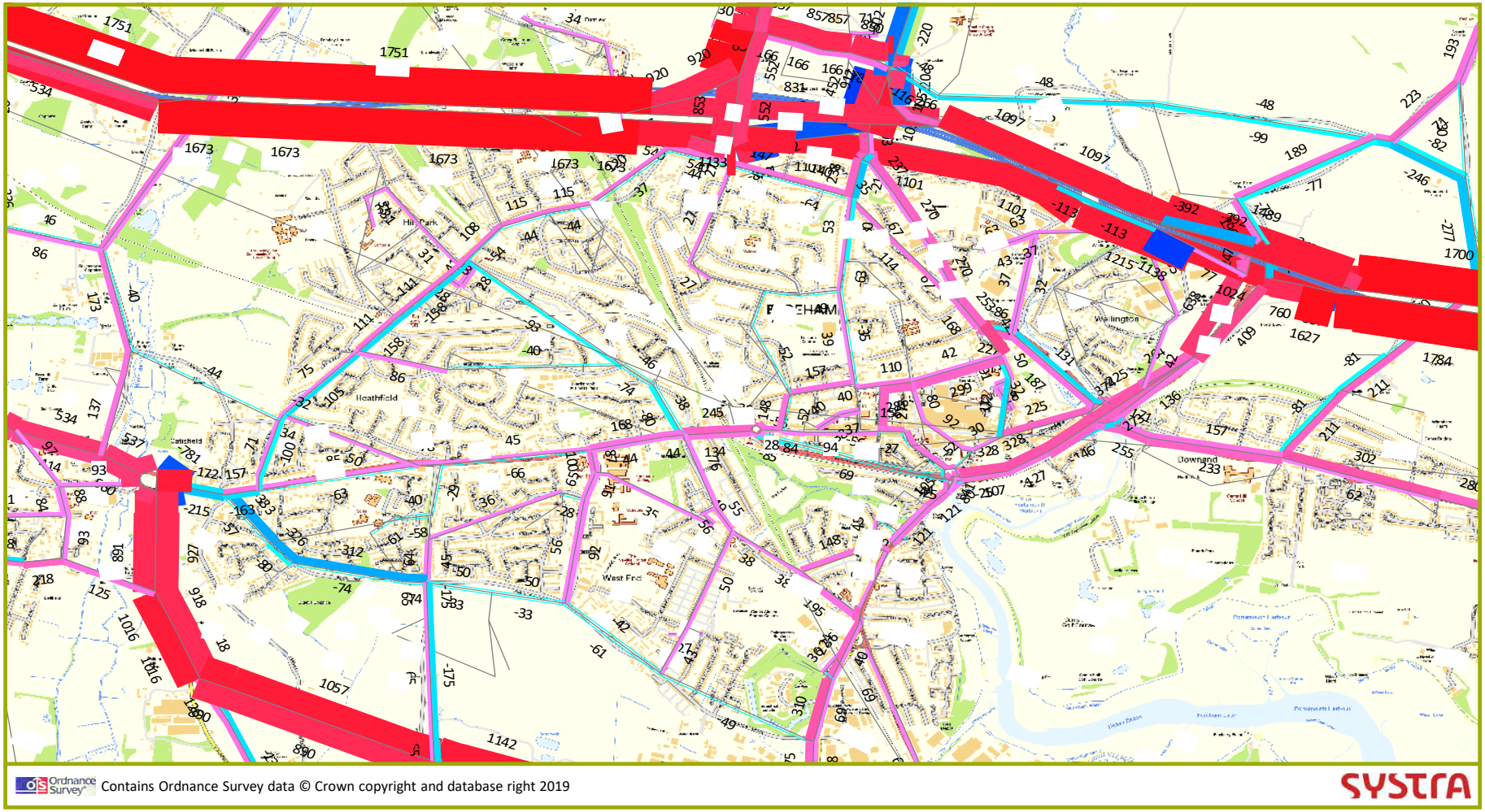
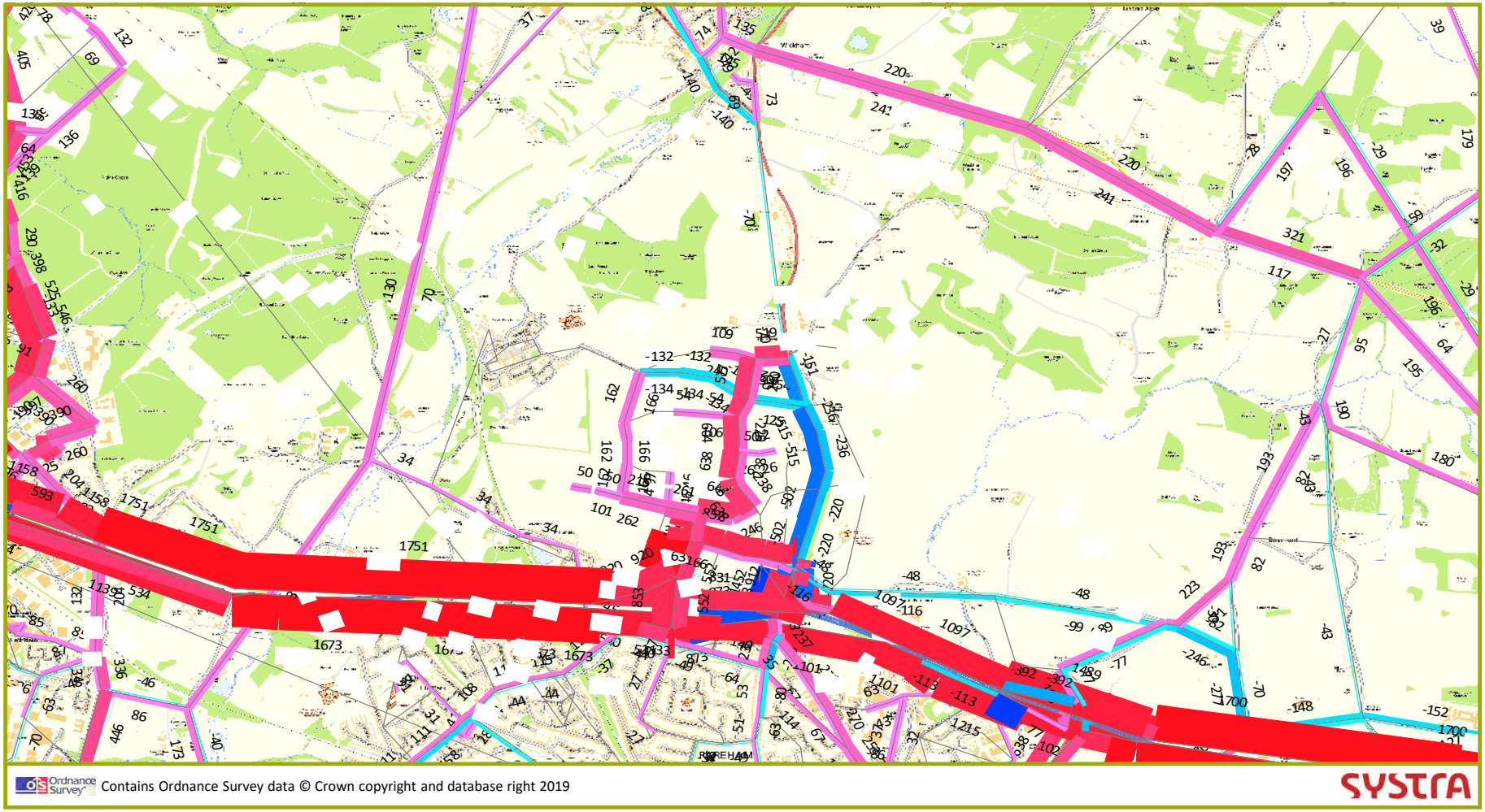
PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



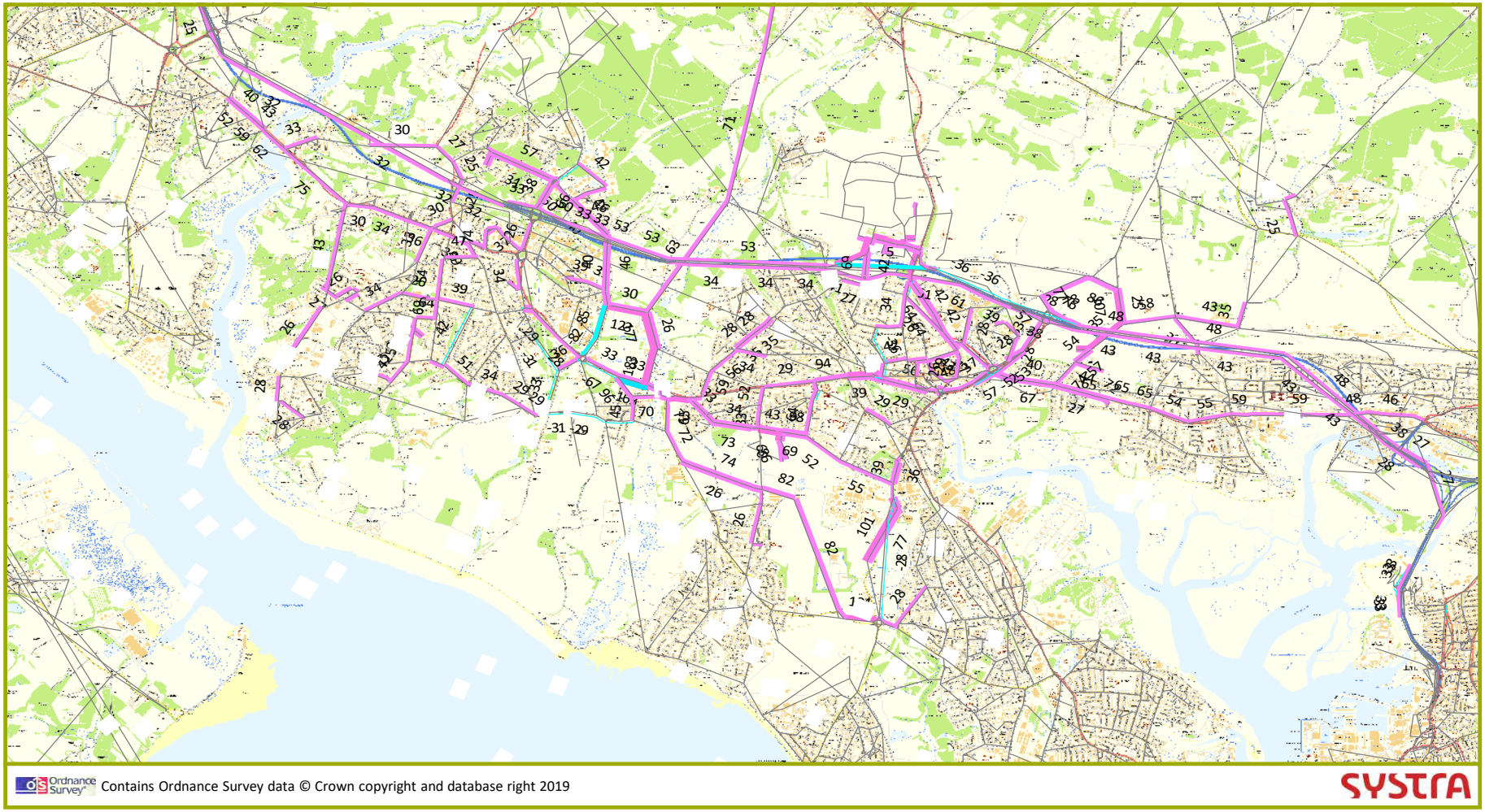
SYSTRA

PM Flow Difference (>25 pcus)
Baseline 2036 vs. Base 2015



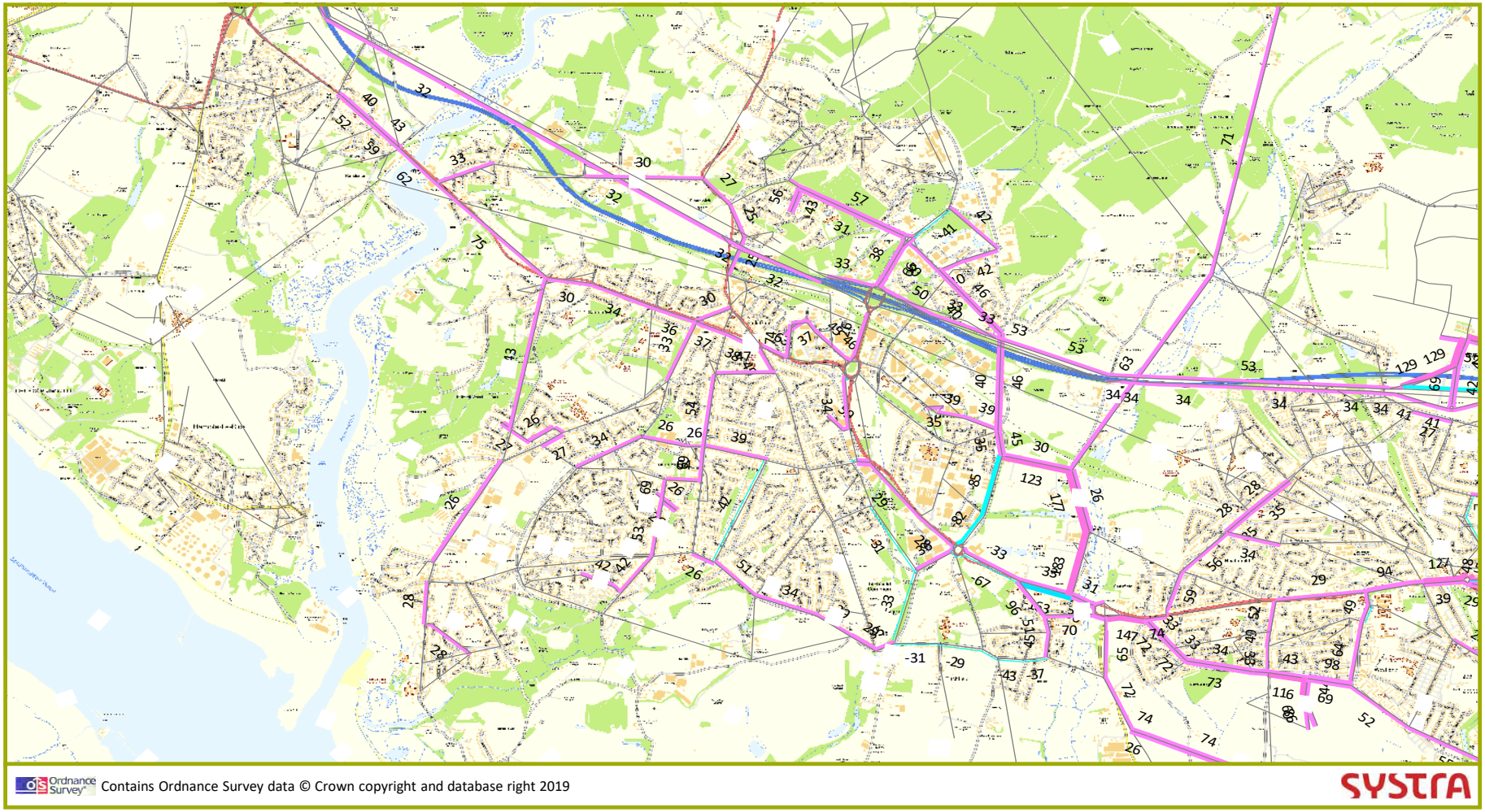
SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



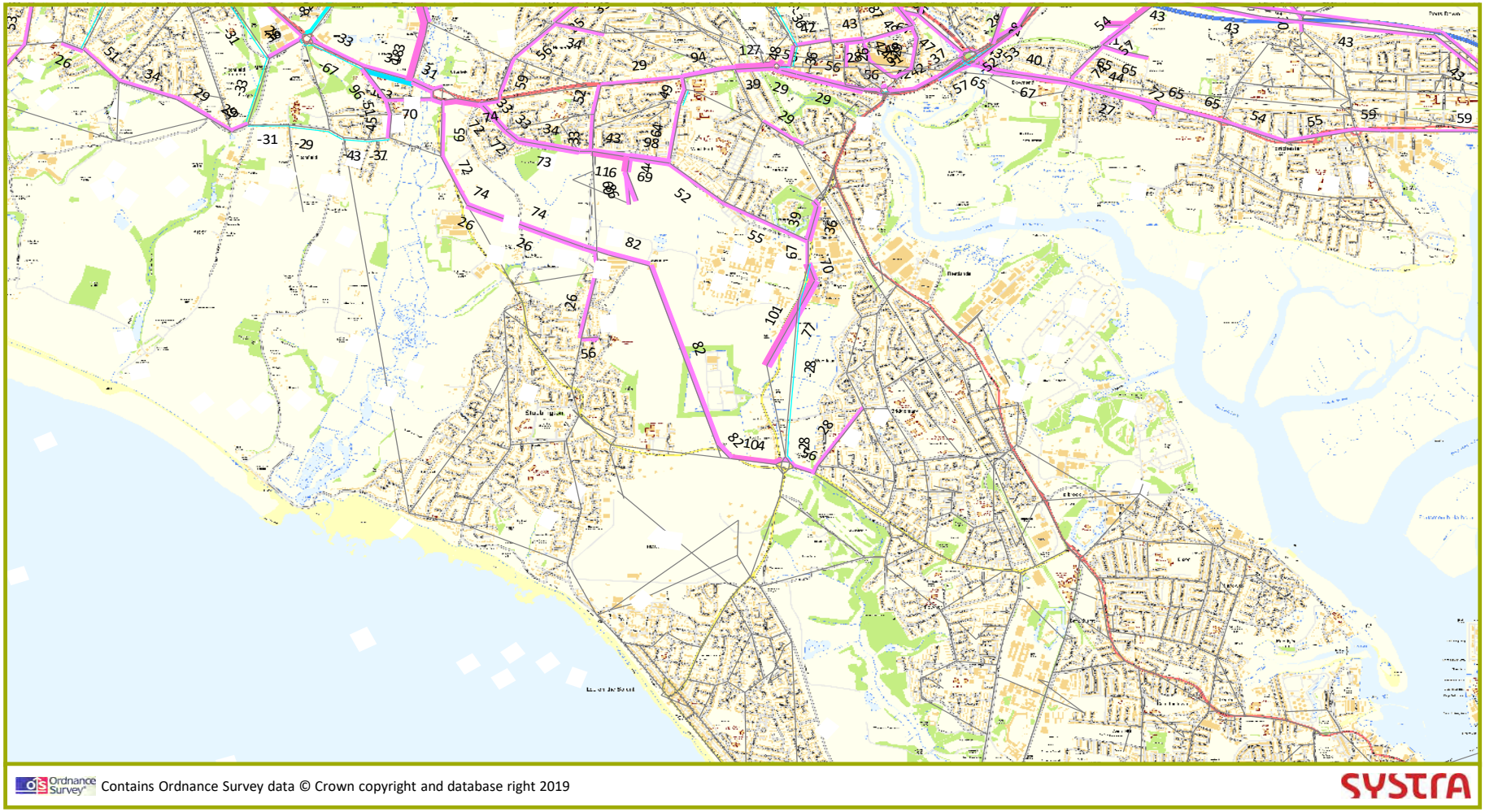
SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



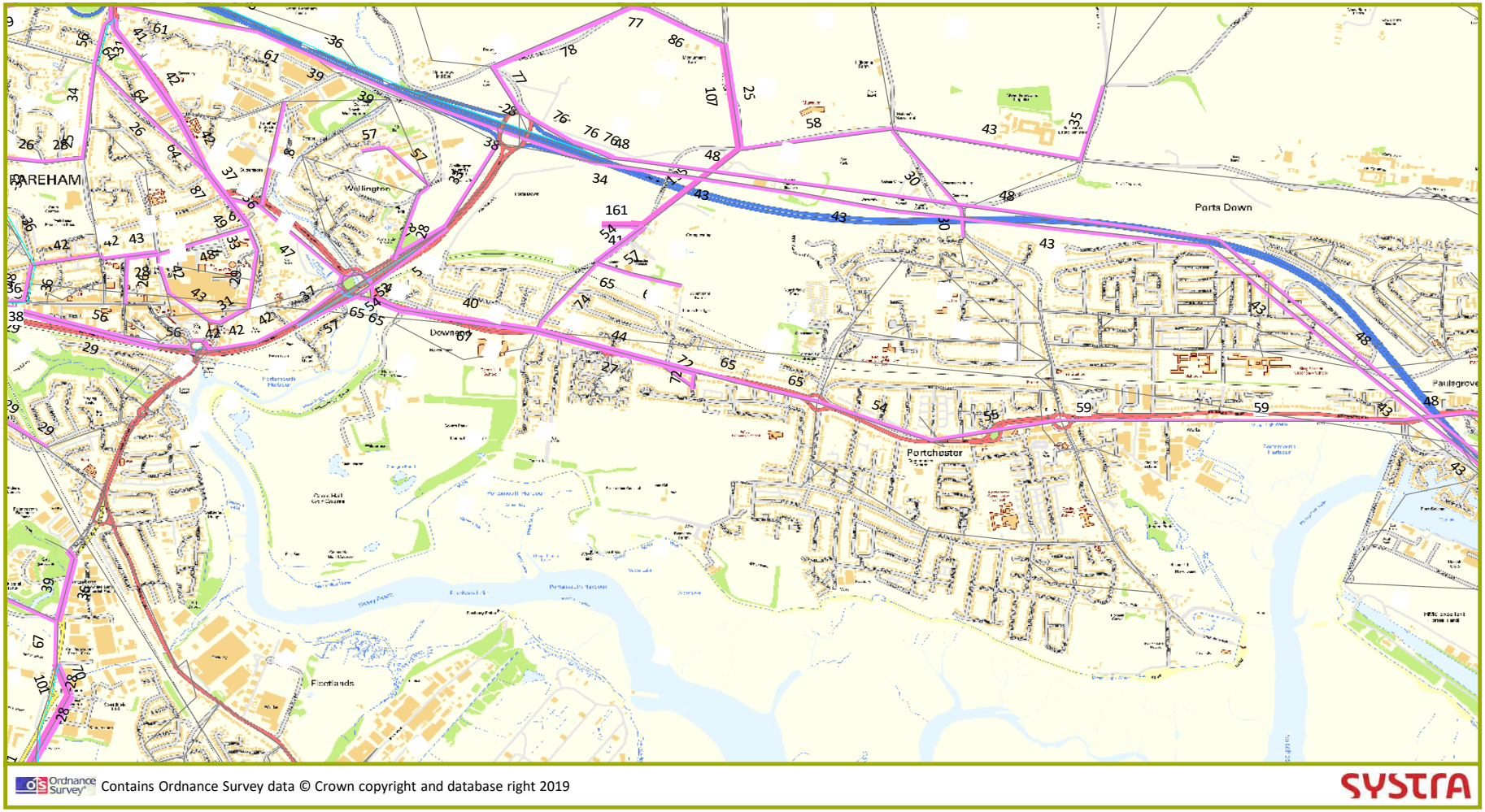
SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

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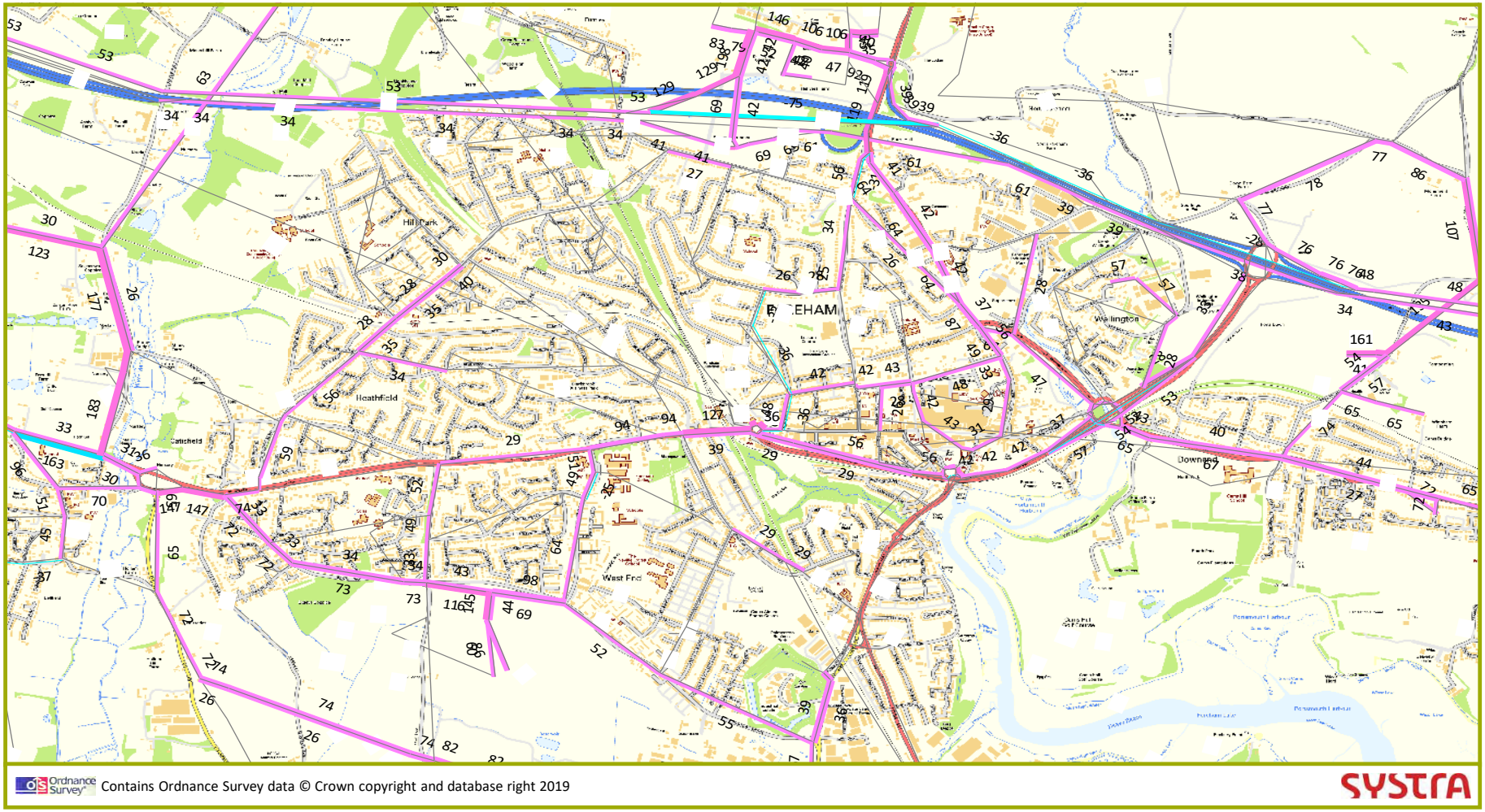
AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

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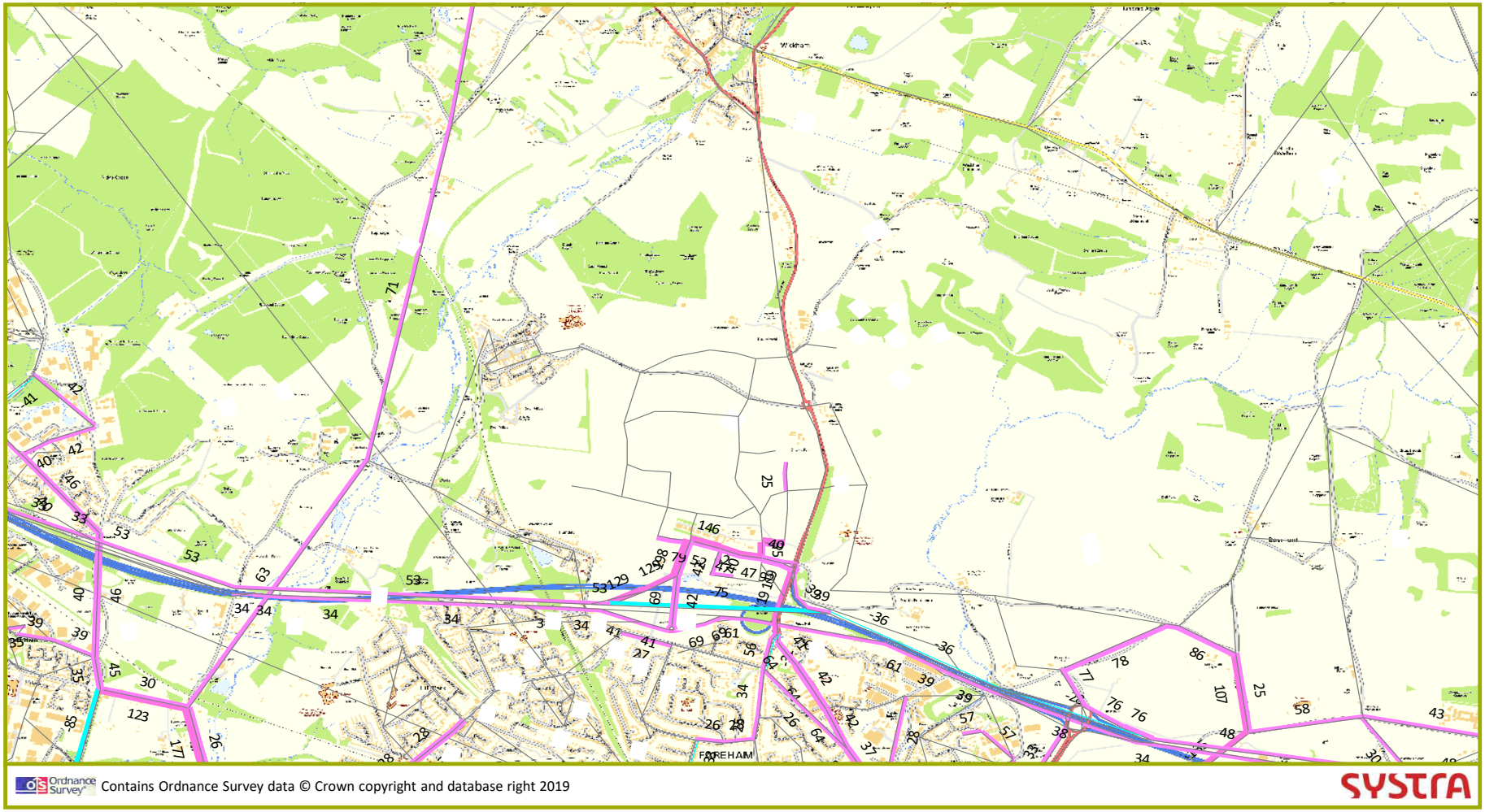
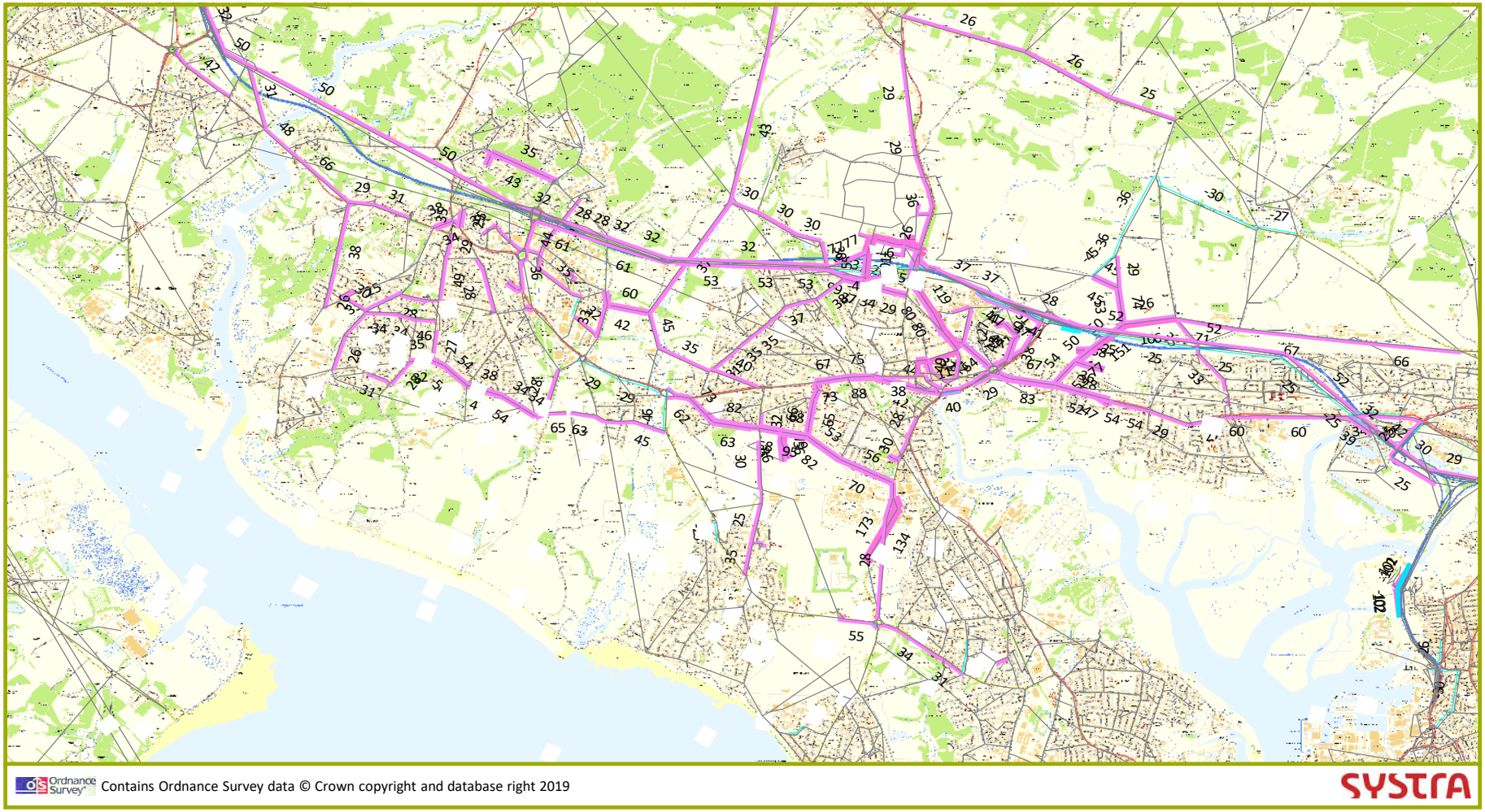
AM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



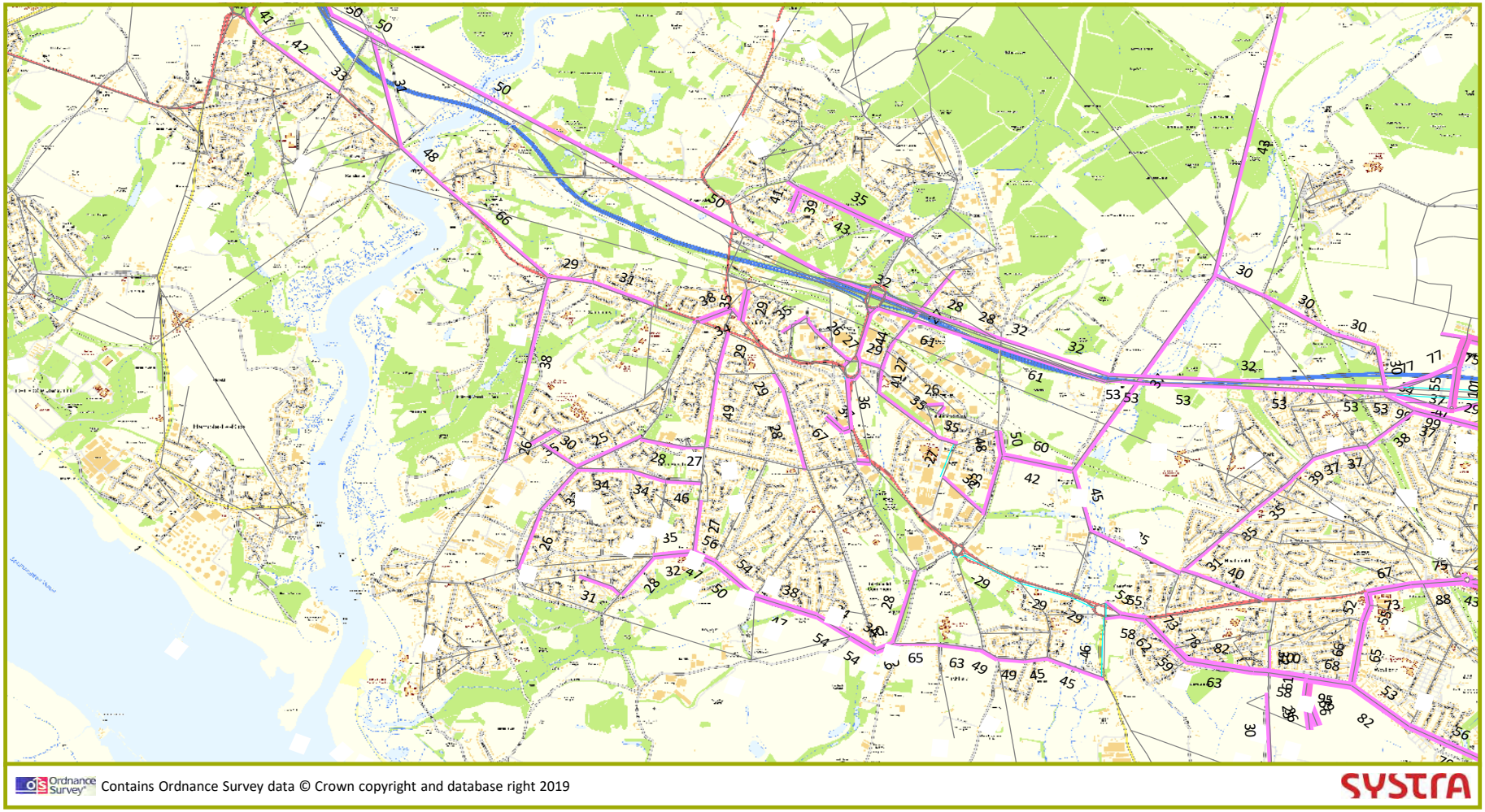
SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



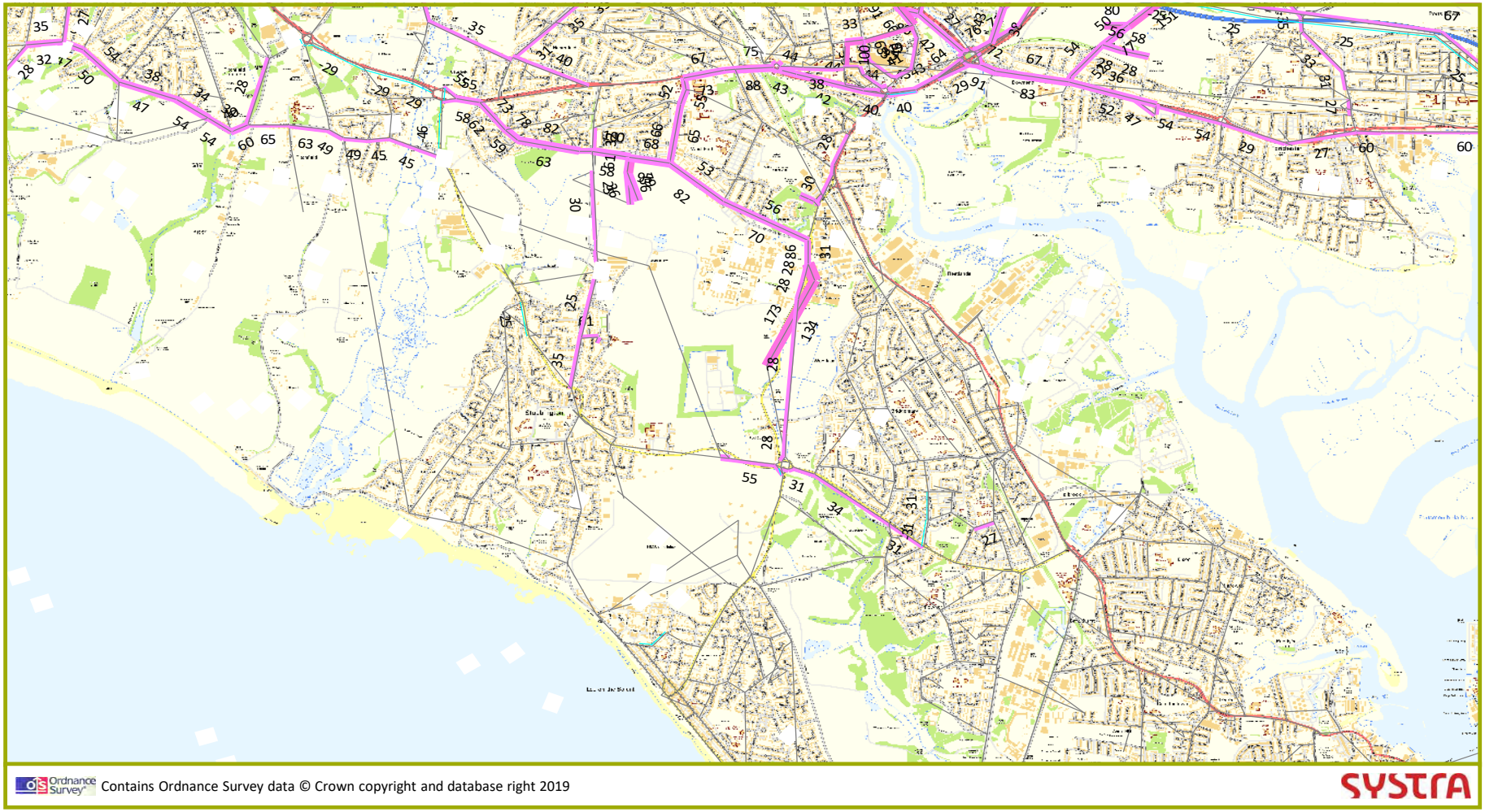
SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



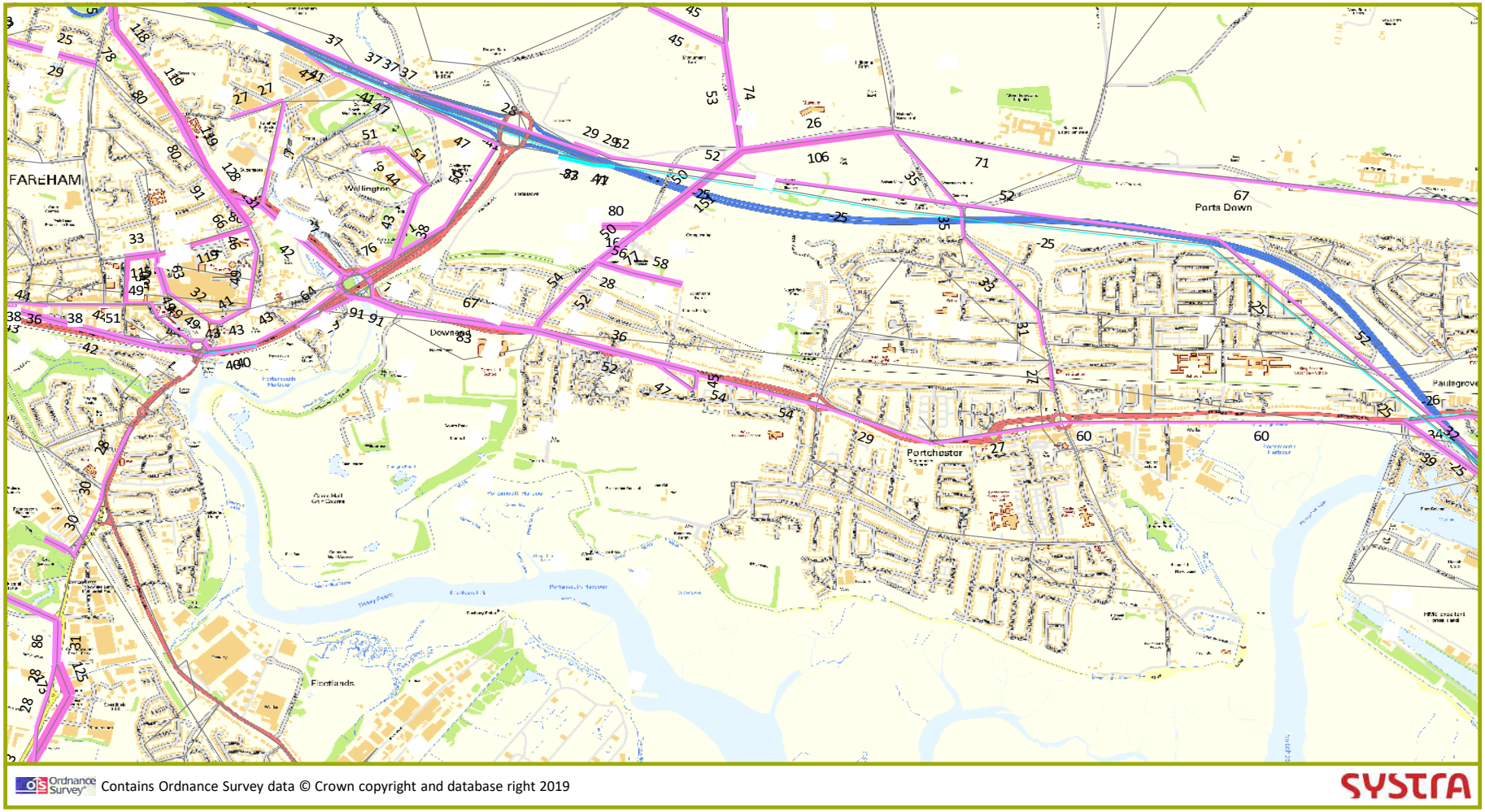
SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

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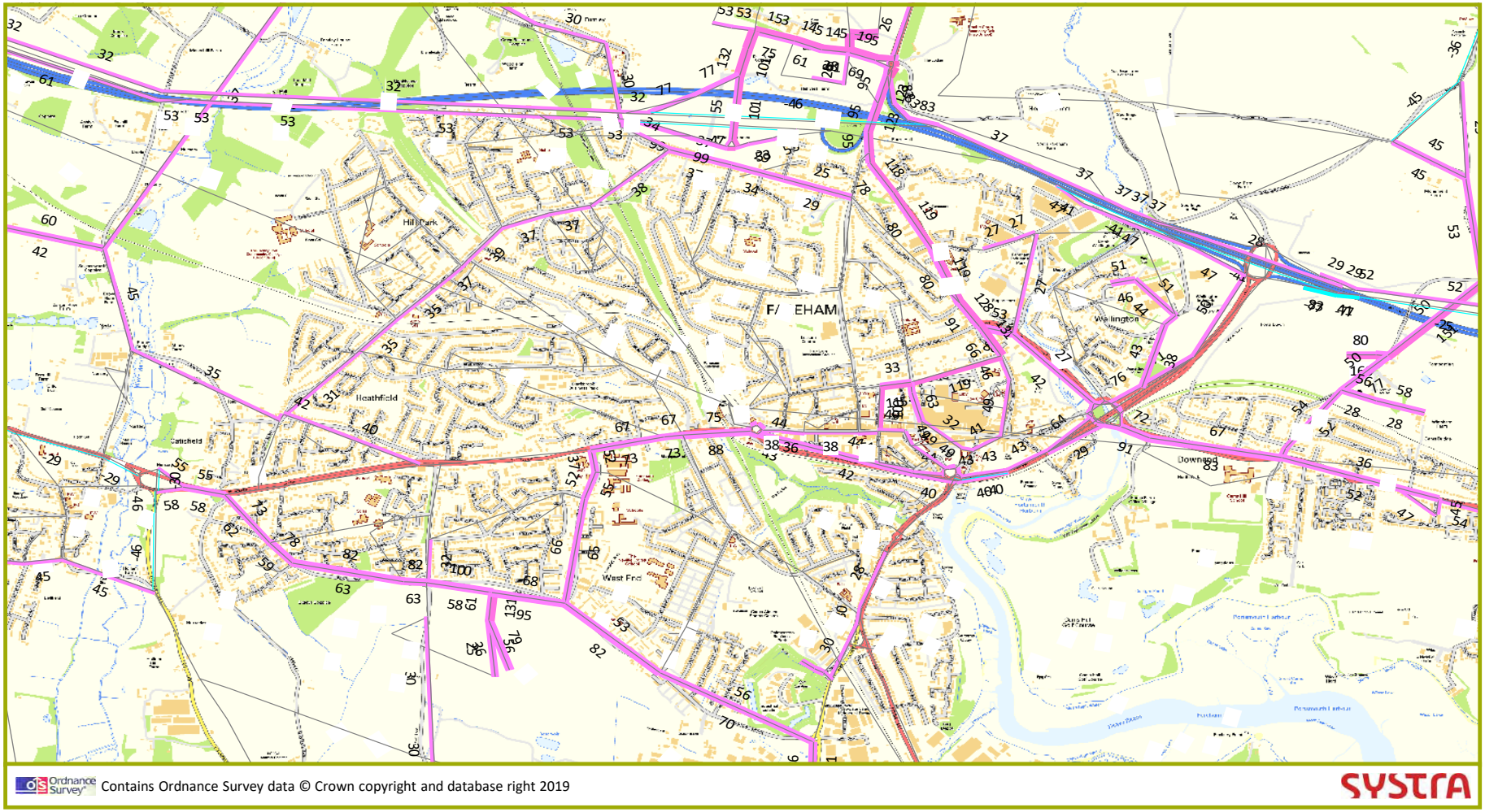
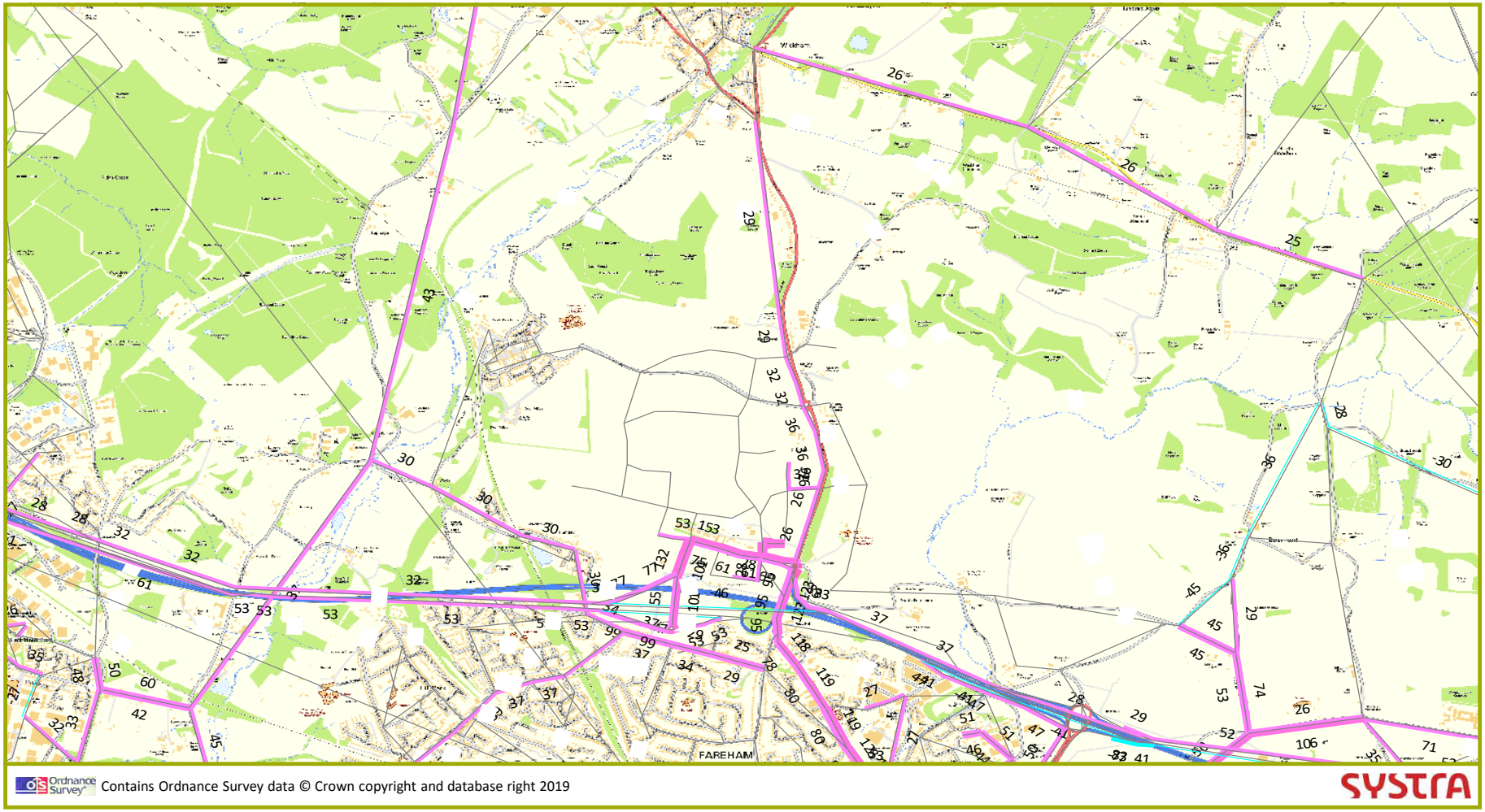
PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036

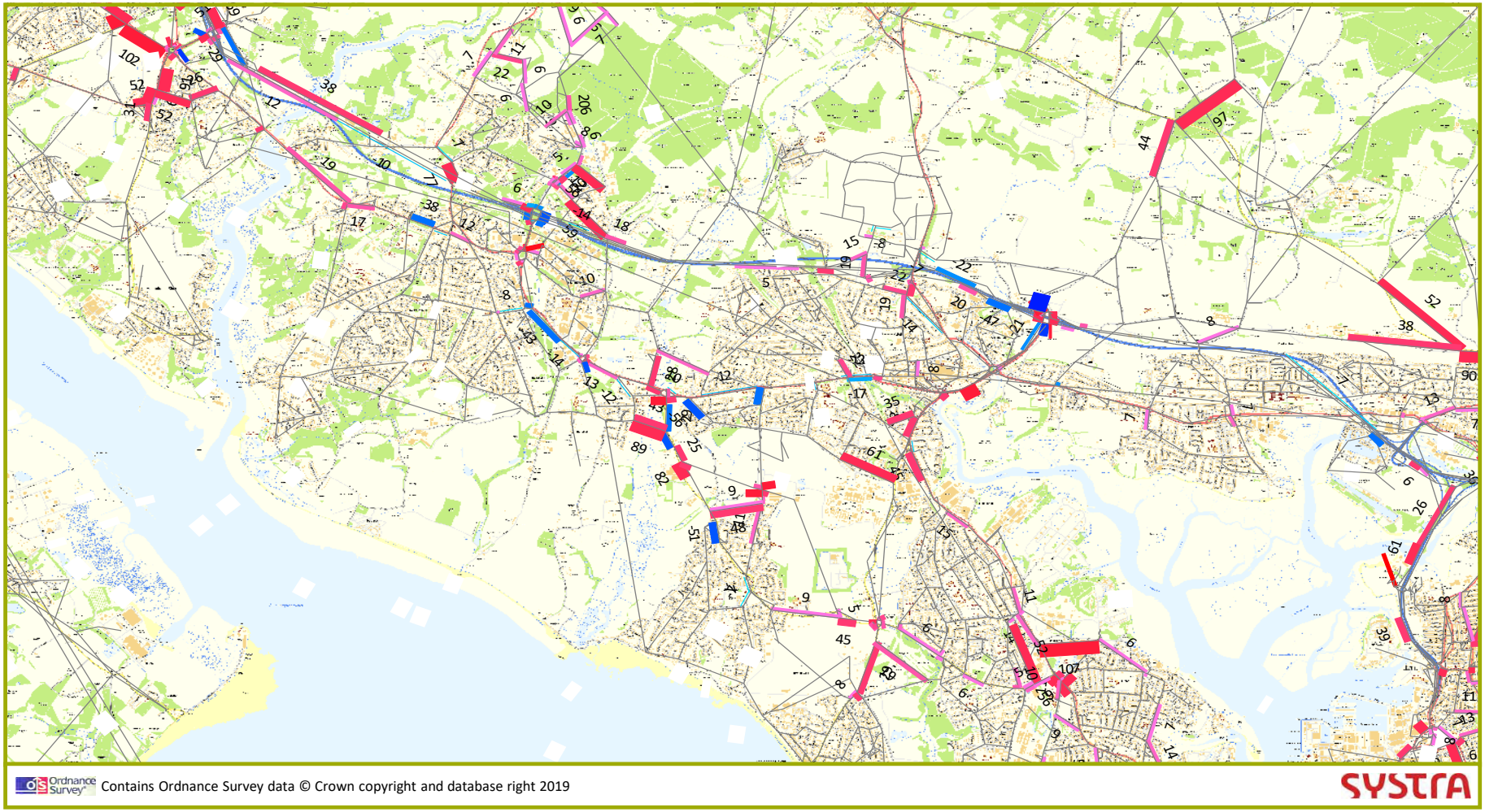


PM Flow Difference (>25 pcus)
Do Minimum 2036 vs. Baseline 2036



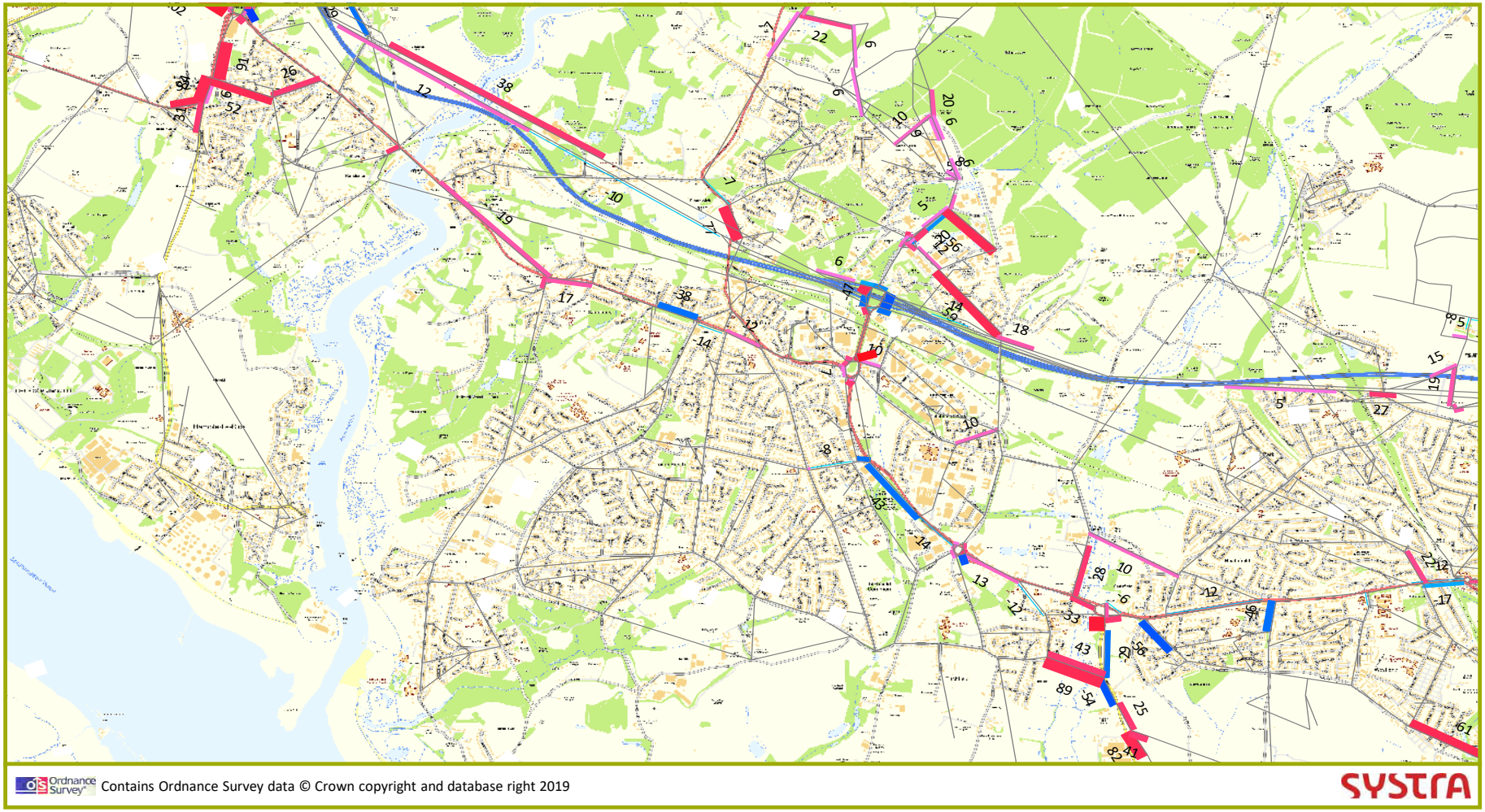
Appendix C - Delay Difference Plots

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



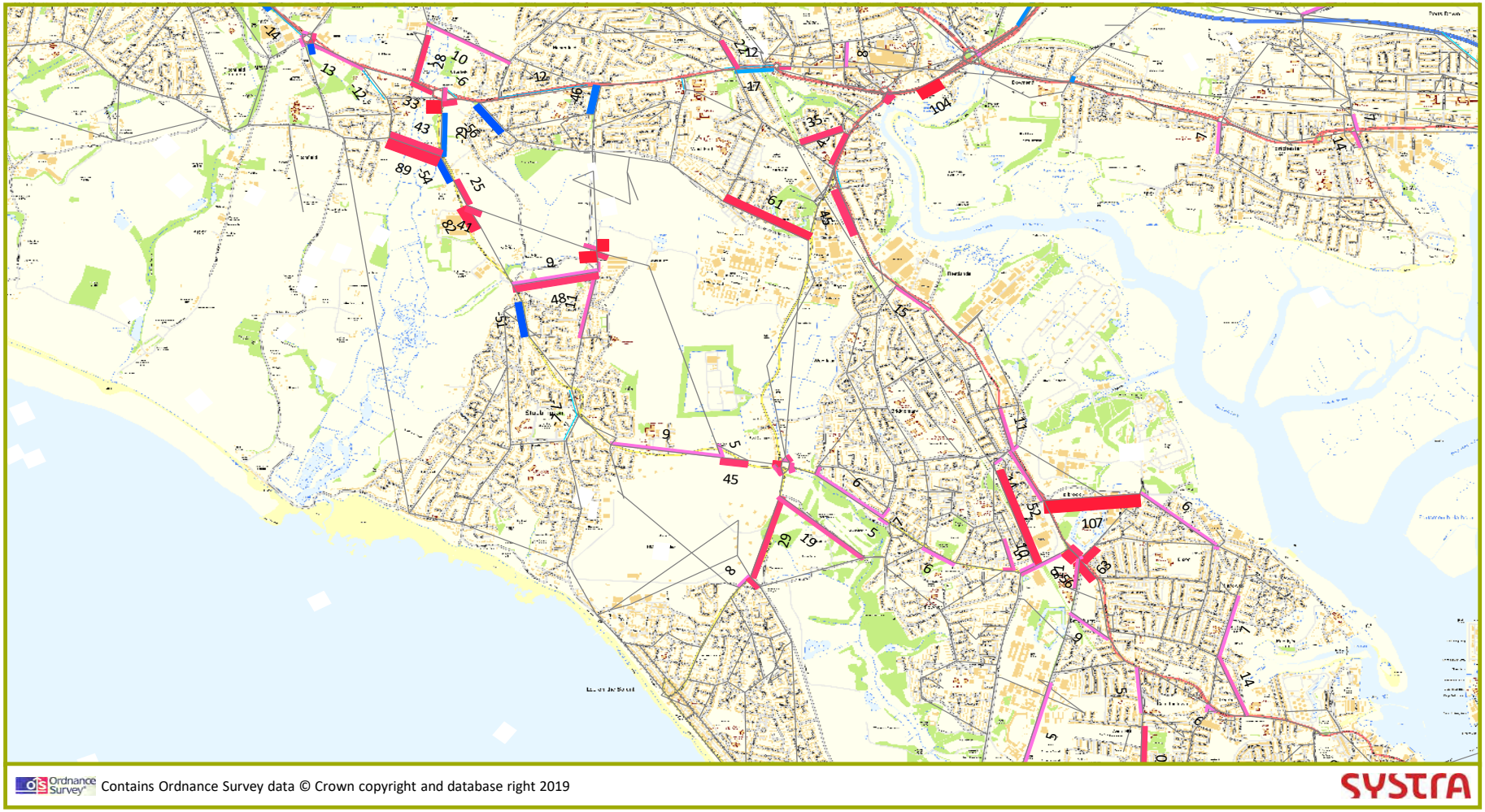
SYSTRA

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



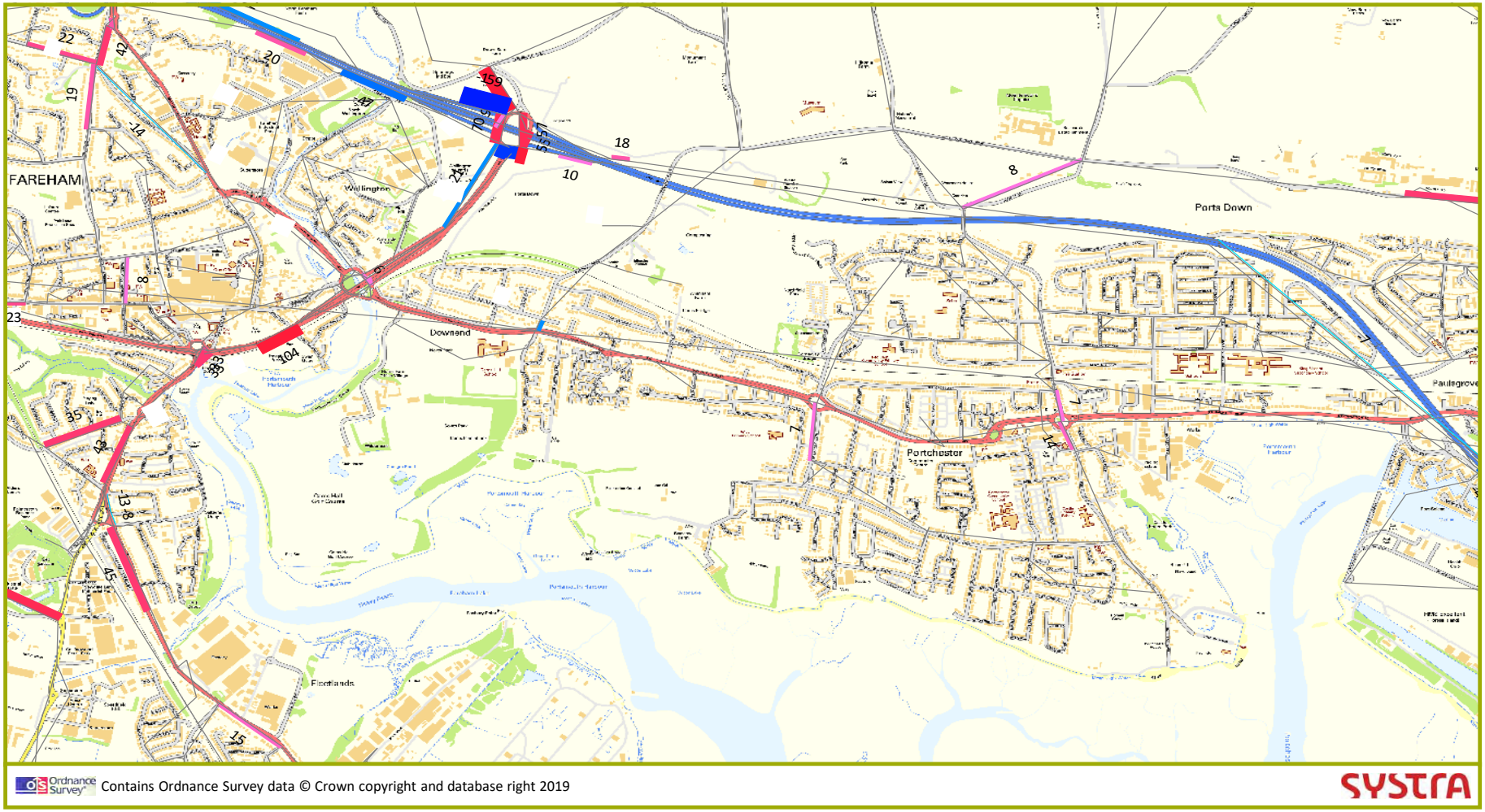
SYSTRA

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



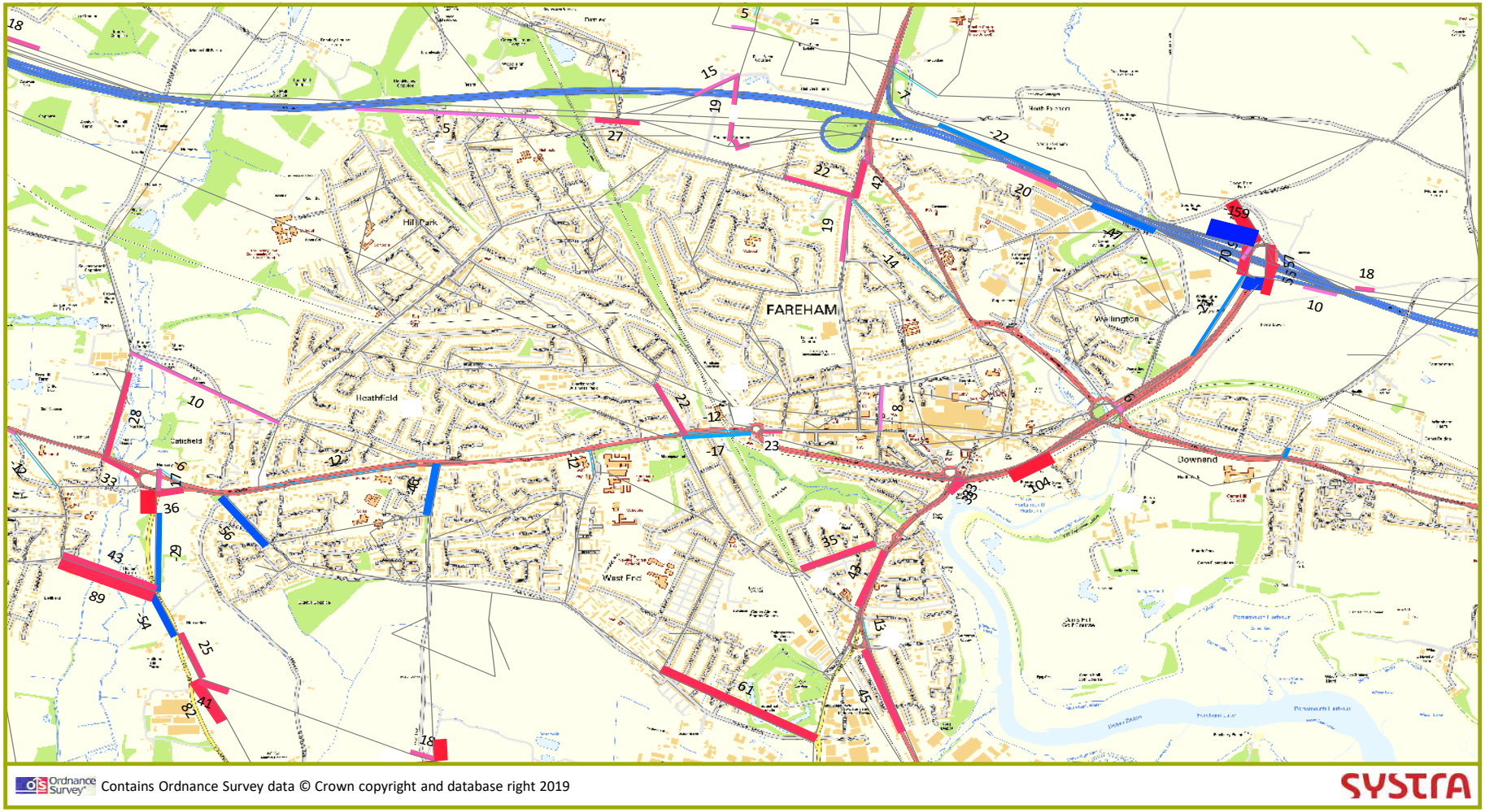
SYSTRA

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

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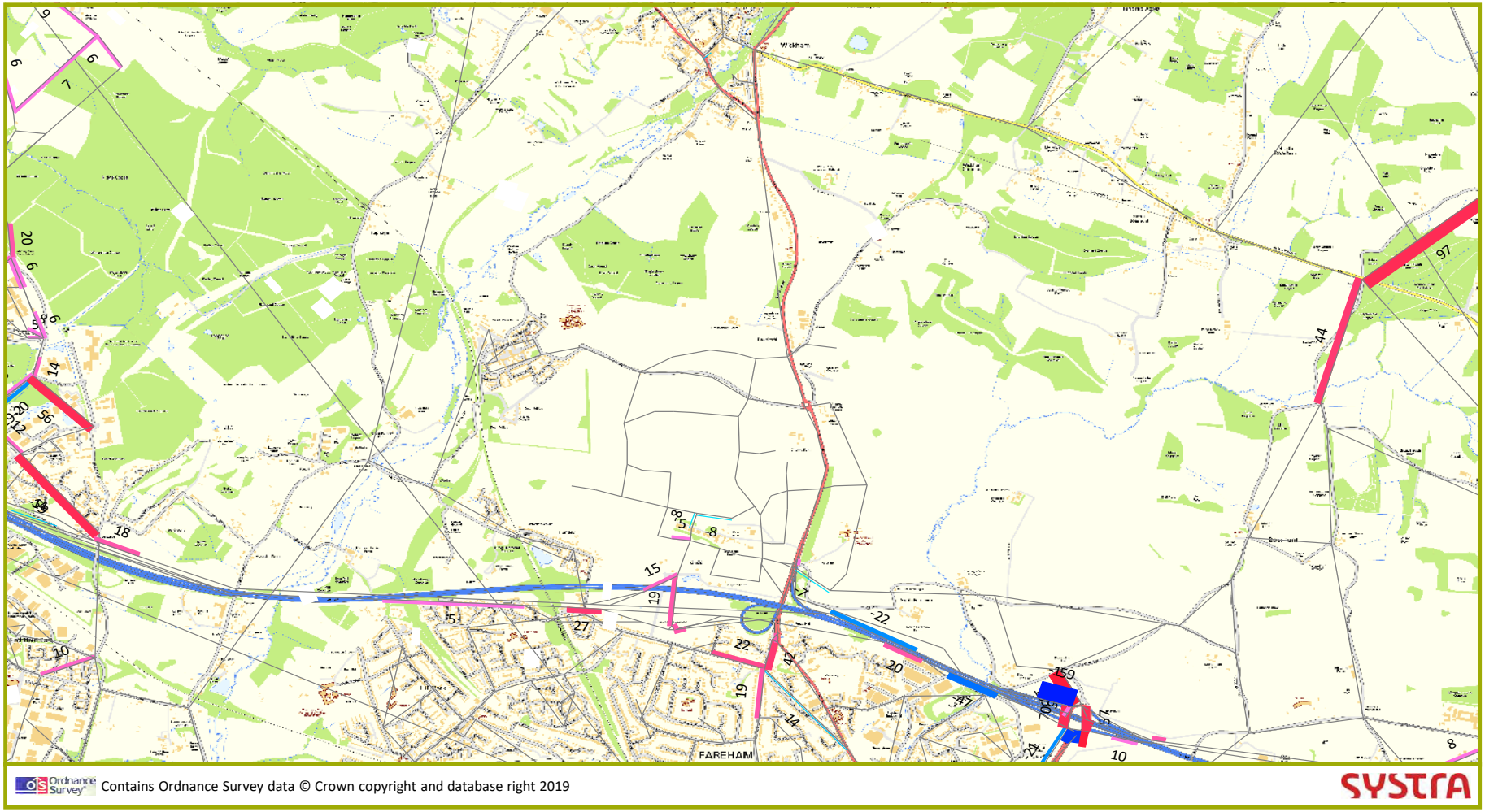
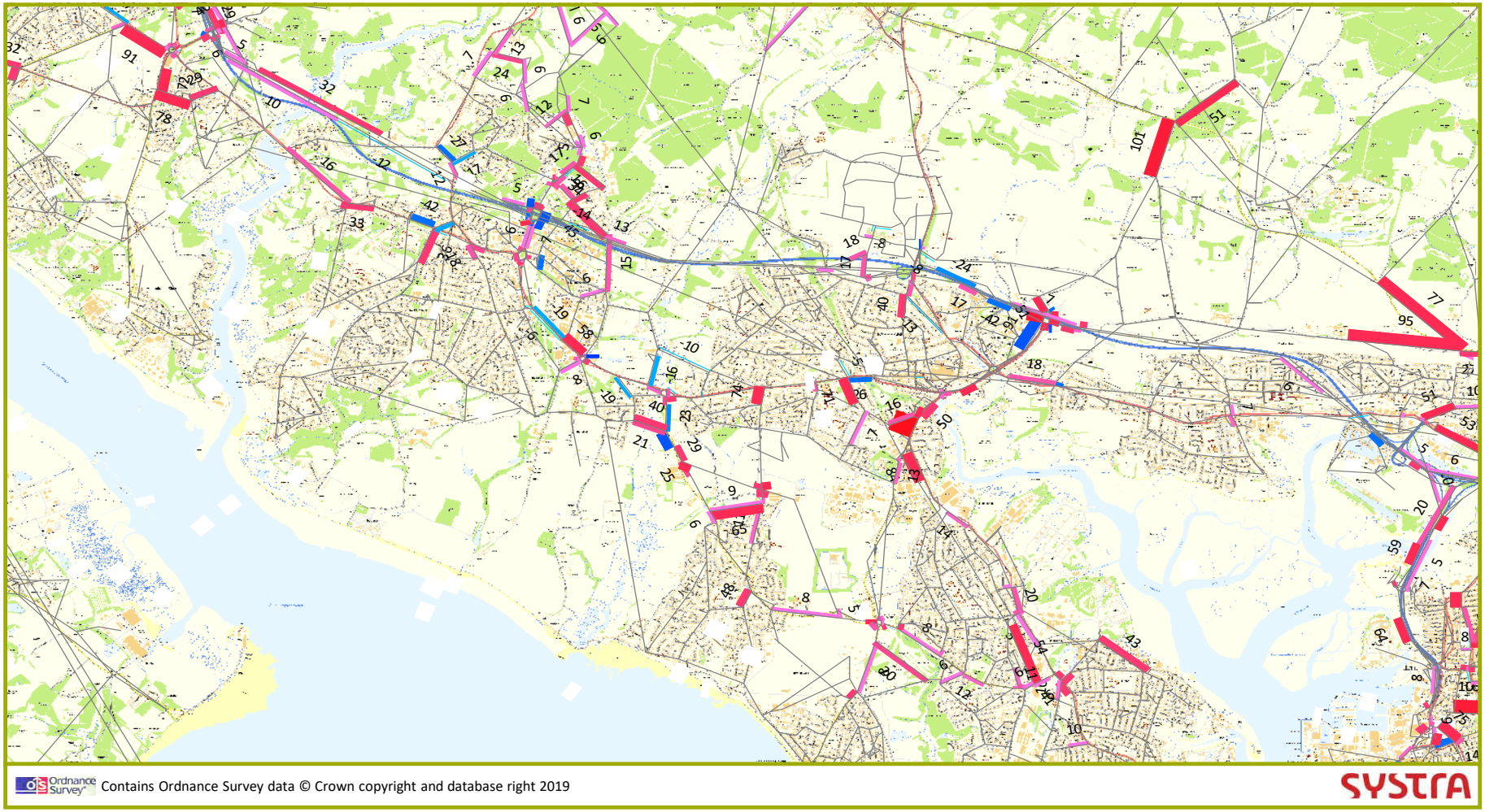
AM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

PM Delay Difference (>5 seconds)
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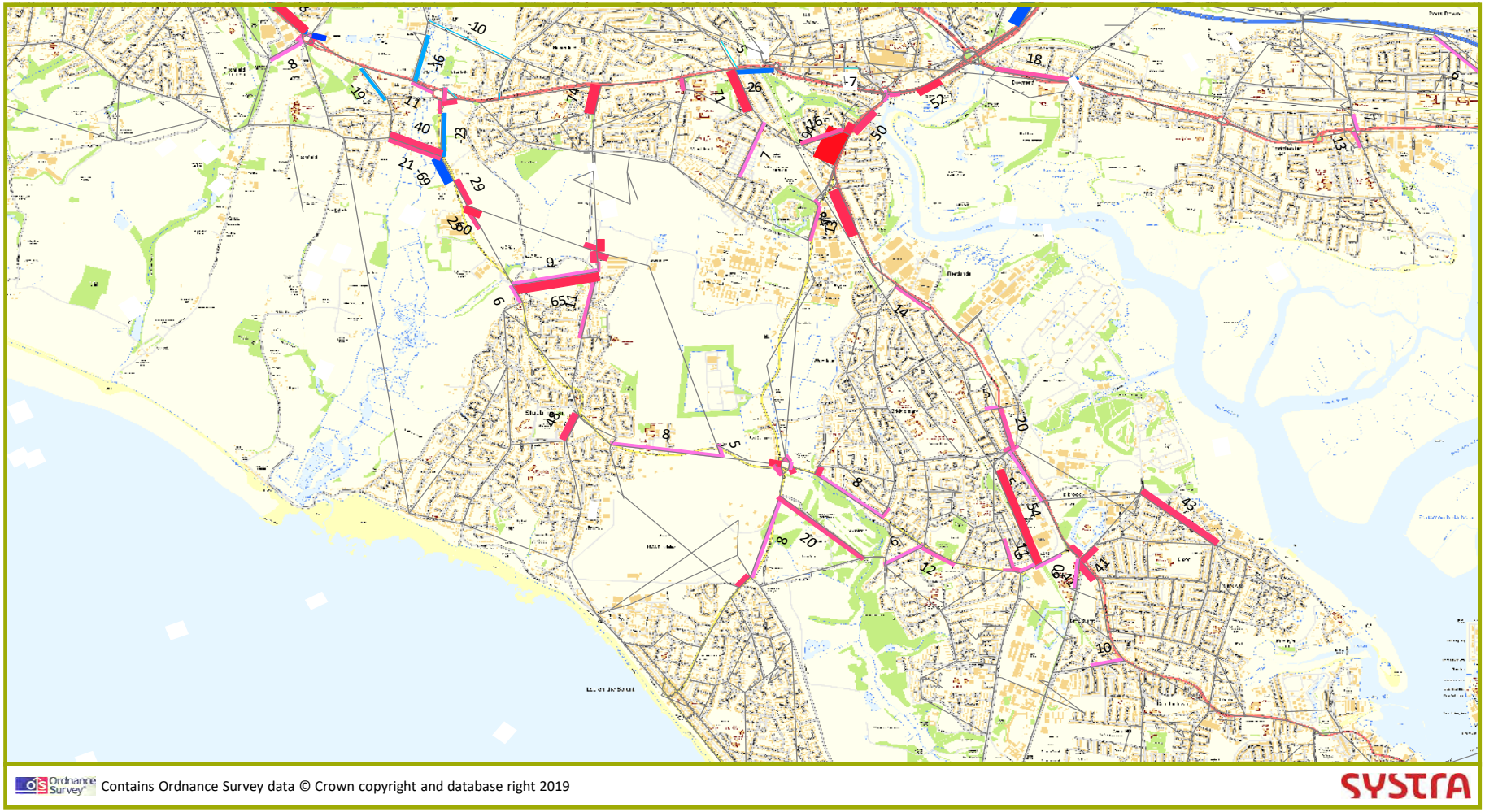
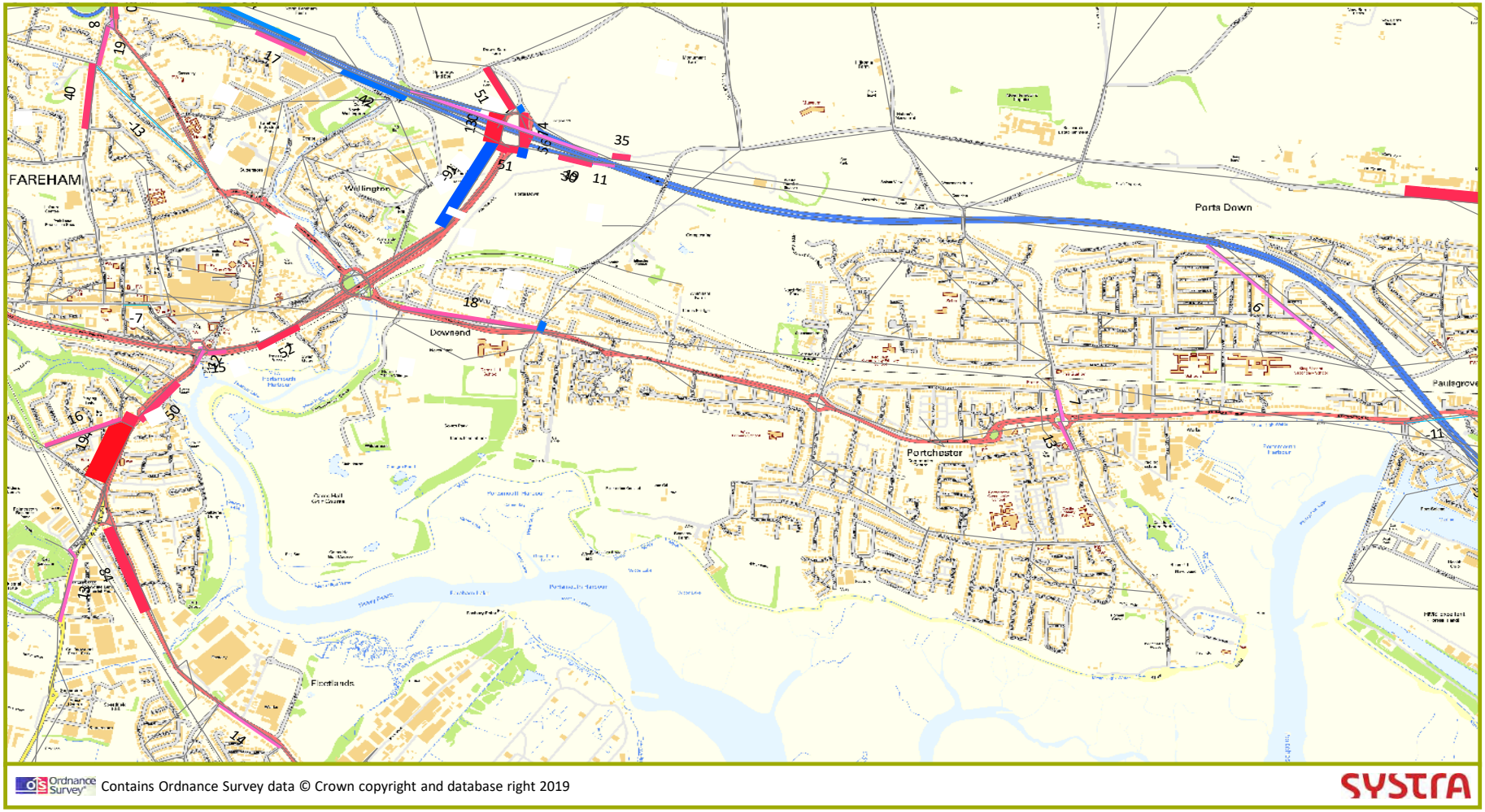
Baseline 2036 vs. Base 2015



SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



SYSTRA

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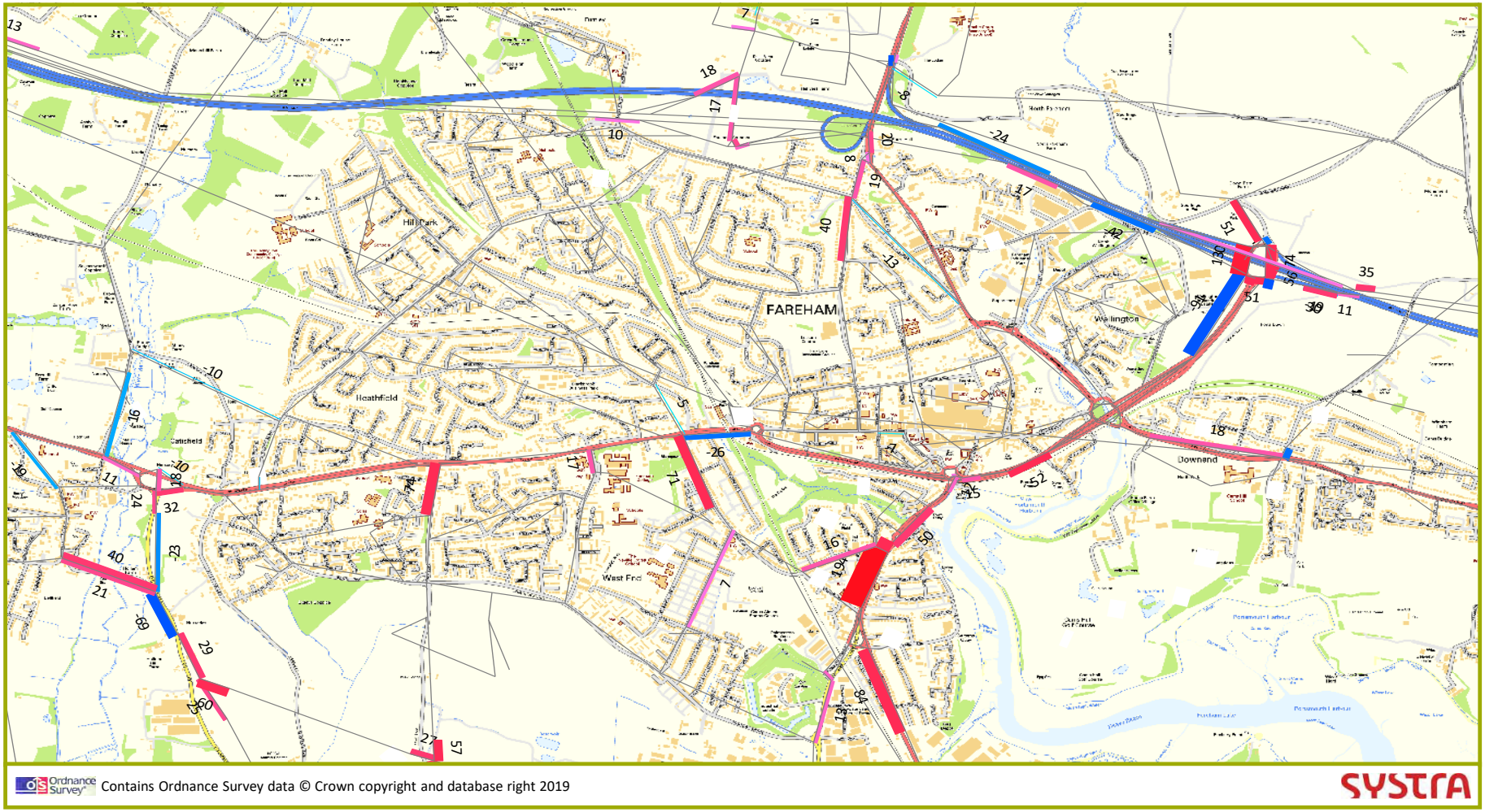
PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015



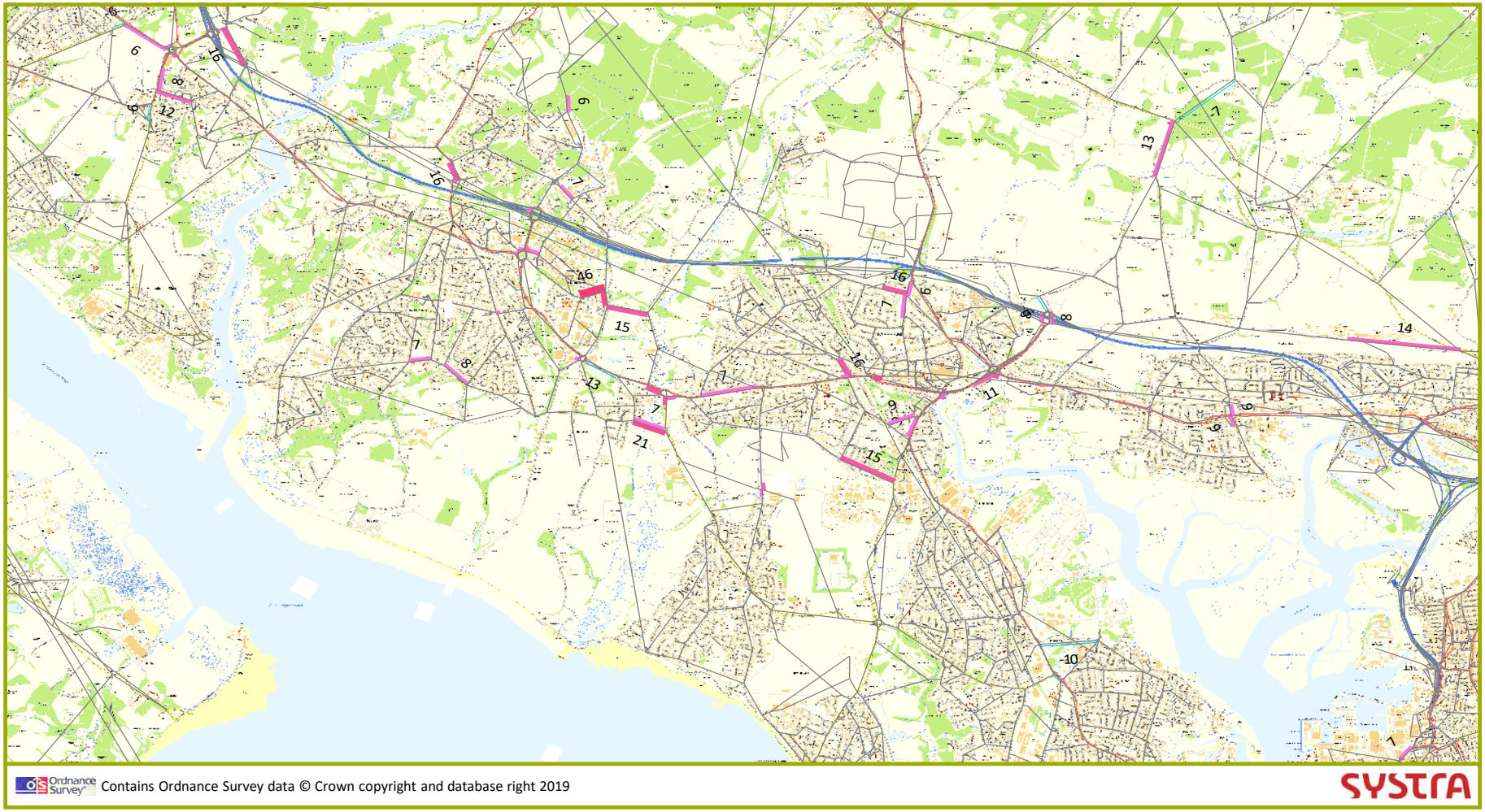
SYSTRA

SYSTRA

PM Delay Difference (>5 seconds)
Baseline 2036 vs. Base 2015

SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

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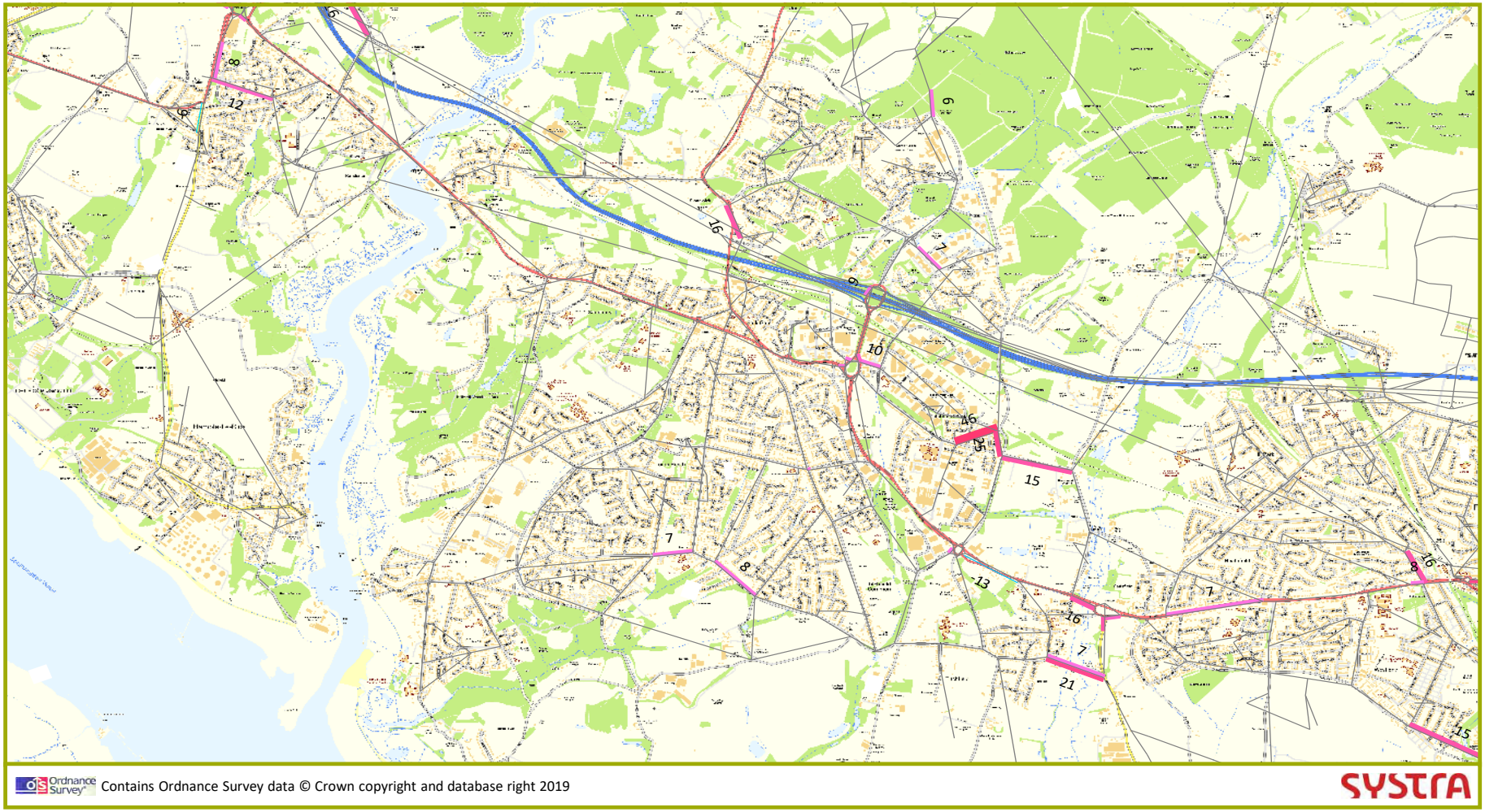
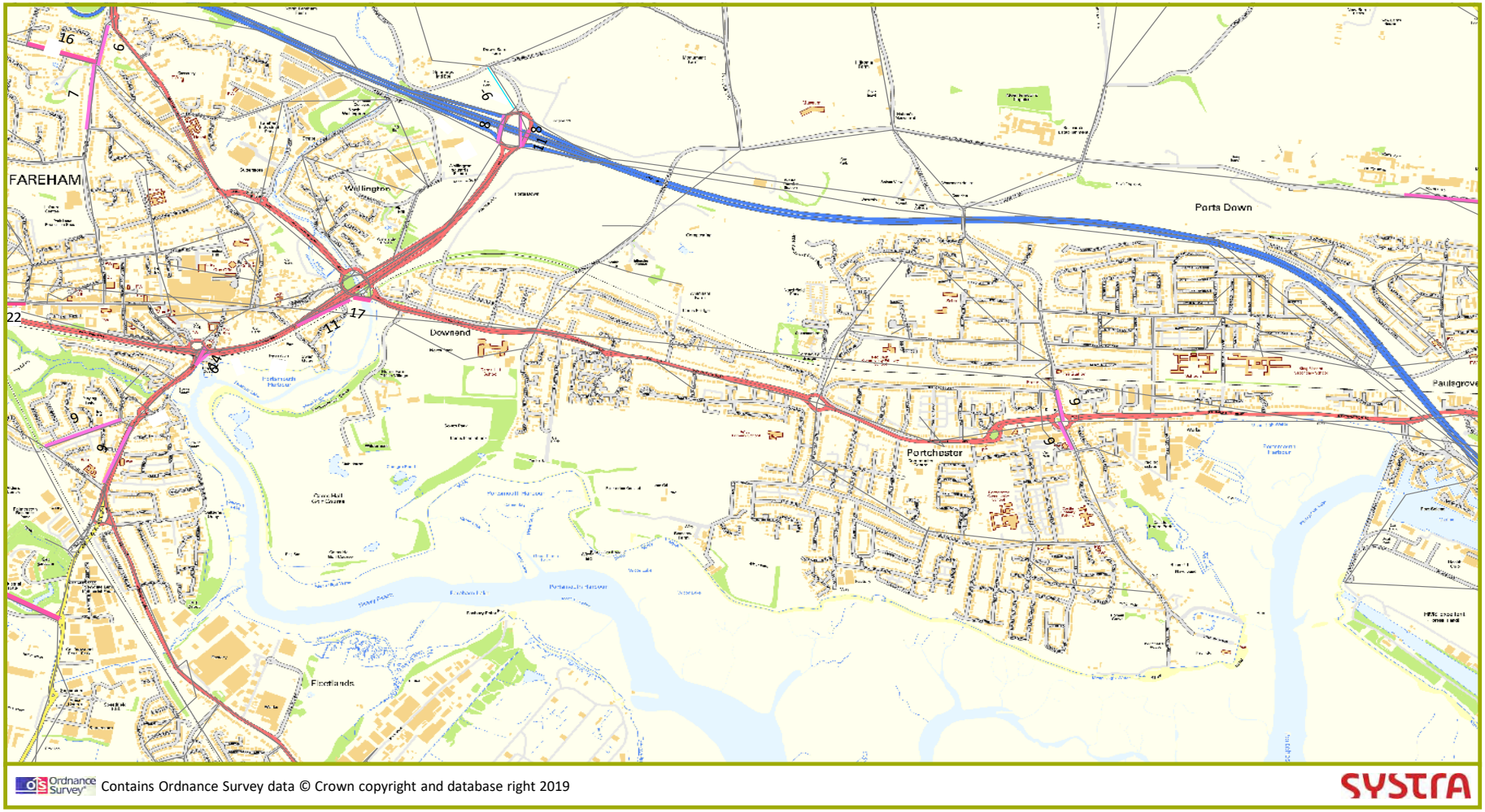
Do Minimum 2036 vs. Baseline 2036



SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



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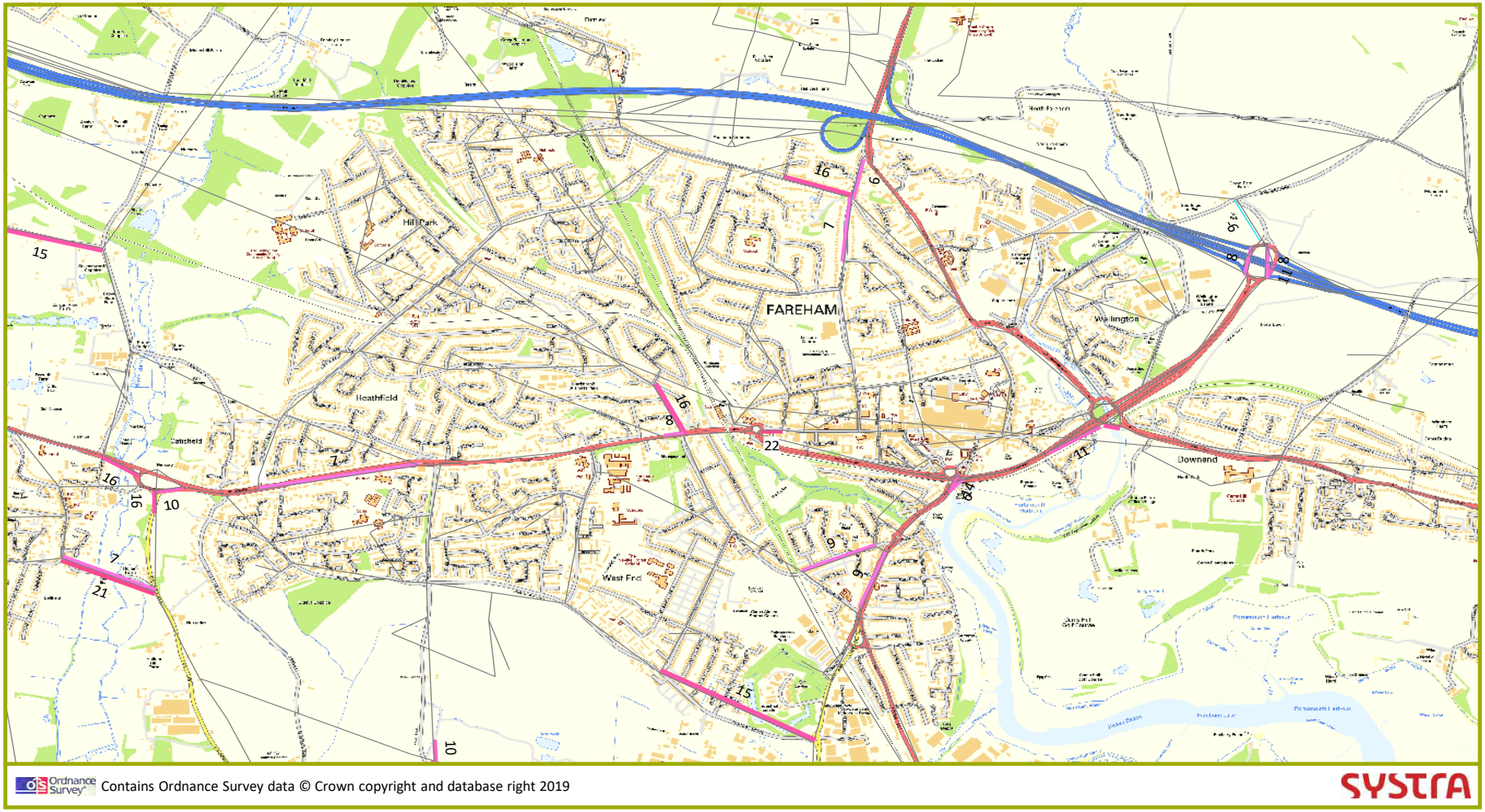
AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



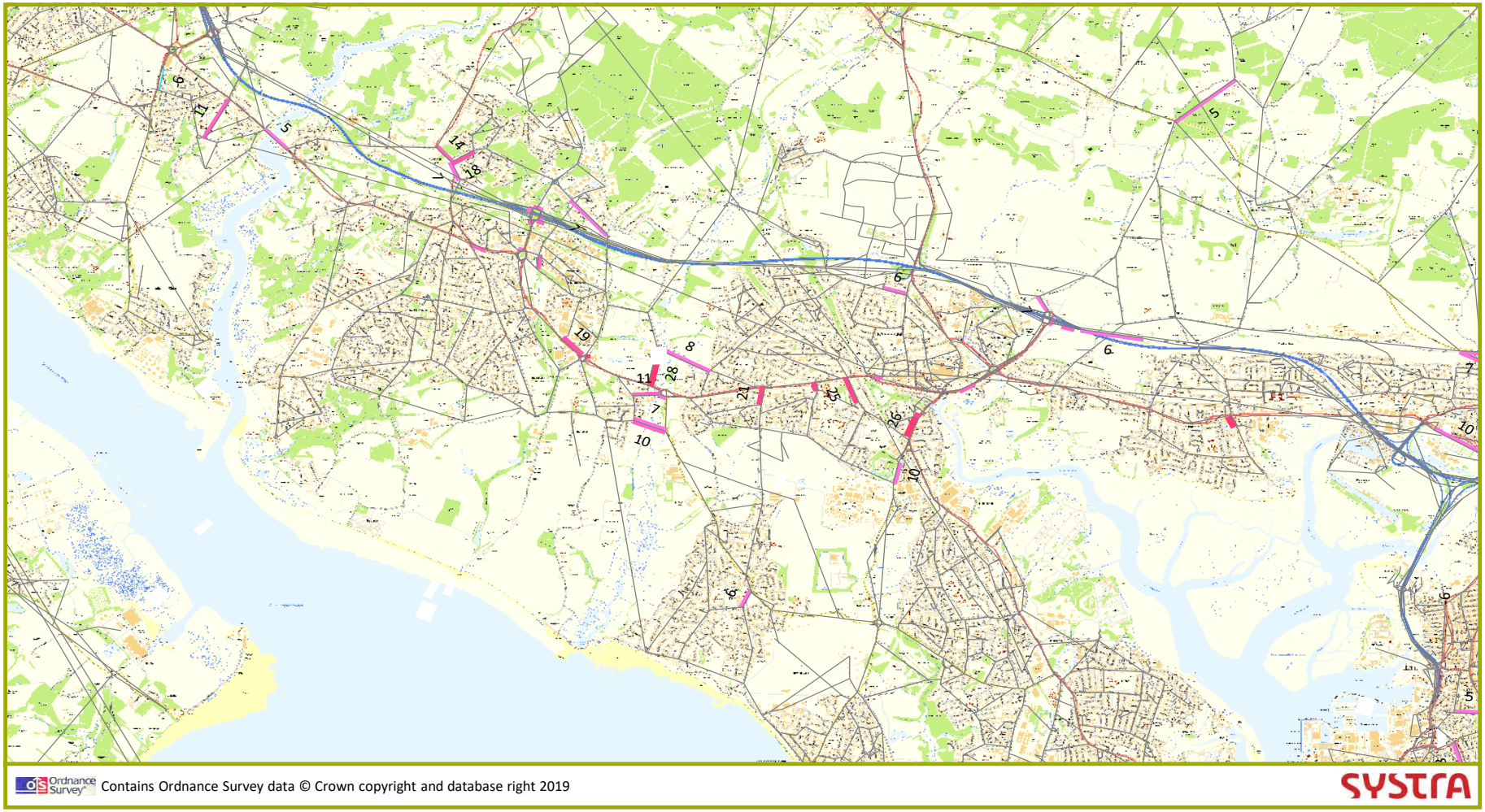
SYSTRA

SYSTRA

AM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

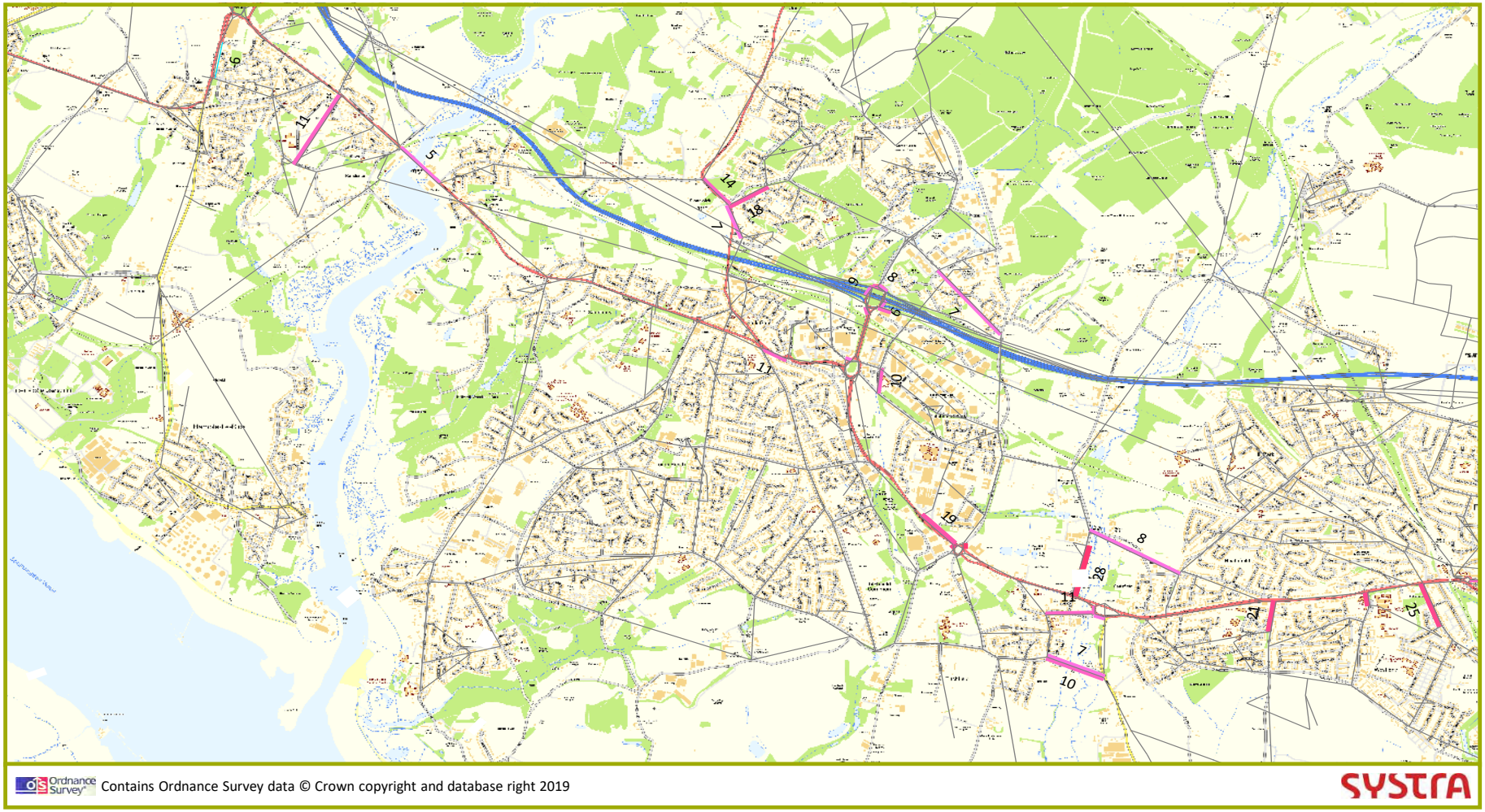
SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

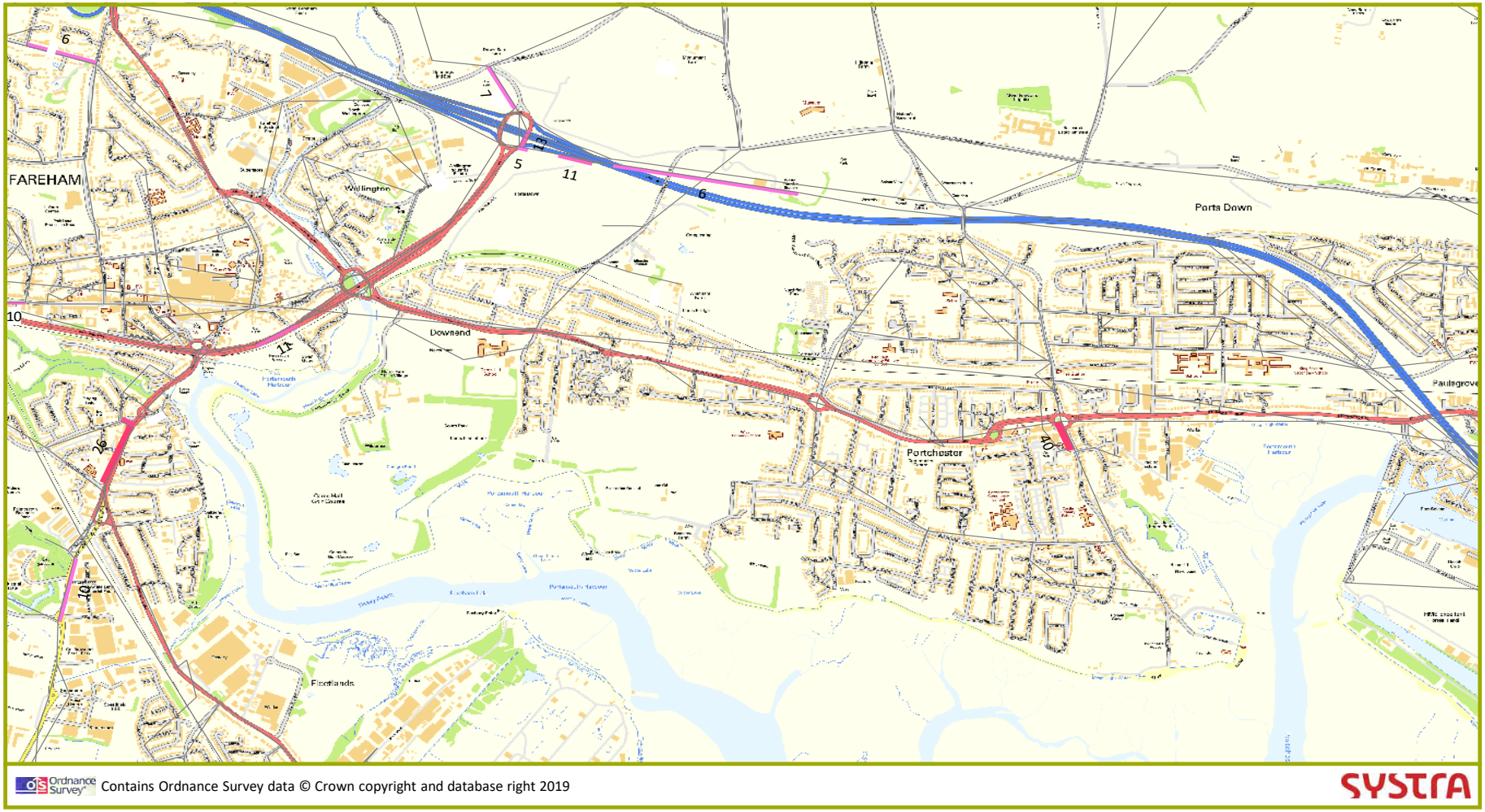


SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

SYSTRA

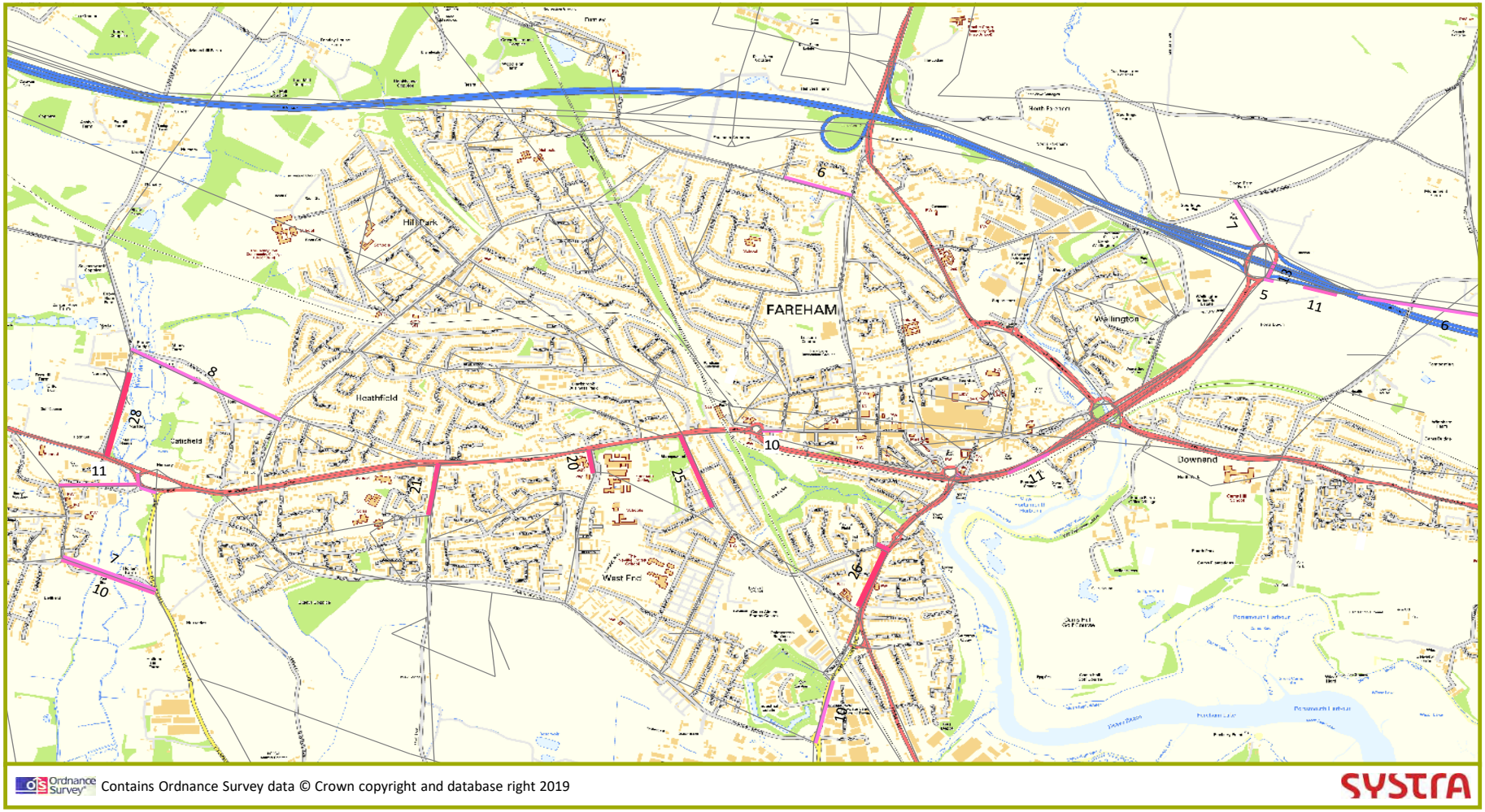
PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036



SYSTRA

SYSTRA

PM Delay Difference (>5 seconds)
Do Minimum 2036 vs. Baseline 2036

SYSTRA

Appendix D – Capacity Hotspots

Baseline (2036) vs Base (2015)

	V/C	
Significant	85	5
Severe	95	10
DELAY	120	60

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2015 Base								2036 Baseline											
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)			PM Delay (s)			PM Average Q (pcus)
1	A32 Gosport Road / Old Gosport	A32 Gosport Road (N)	Roundabout	113	2010	256	129.0	102	1979	49	51.0	113	2034	0		253	-3		129.0	105	2100	3		98	49		53.0
1	Road / Mill Road Roundabout	Zone Access		1	50	8	0.0	1	59	7	0.0	2	58	1		8	0		0.0	2	66	1		7	0		0.0
1		A32 Gosport Road (S)		101	2051	34	18.0	101	2043	29	18.0	101	2053	0		35	1		18.0	101	2051	0		34	5		18.0
2	Segensworth Rounadbout	A27 Southampton Rd (S)	Roundabout	86	1749	19	10.0	80	1191	25	9.0	100	2040	14	Sev	56	37		10.0	98	1467	18	Sev	57	32		9.0
2		Southampton Road (S)		56	626	17	3.0	27	268	11	2.0	66	737	10		20	3		3.0	43	384	16		25	14		3.0
2		A27 Southampton Road (W)		99	843	84	11.0	79	946	29	6.0	100	854	1		95	11		8.0	81	971	2		30	1		6.0
2		Little Park Farm Rd		28	192	11	5.0	60	461	16	6.0	77	310	49		35	24		3.0	87	559	27	Sig	36	20		5.0
2		A27 (N)		82	1898	22	97.0	61	2018	12	11.0	107	2472	25	Sev	180	158	Sev	70.0	83	2751	22		17	5		9.0
2		Segensworth Rd		30	570	22	3.0	33	760	21	3.0	29	556	-1		23	1		4.0	31	731	-2		20	-1		4.0
3	M27 J11	A27 (S)	Motorway junction	75	2575	39	4.0	94	2167	114	13.0	73	2452	-2		18	-21		12.0	89	2804	-5		23	-91		80.0
3		M27 EB offslip		107	1107	205	15.0	96	1386	58	15.0	77	1312	-30		46	-159		53.0	74	994	-22		57	-1		24.0
3		To Boardhunt Rd		58	621	16	3.0	97	868	72	6.0	70	732	12		15	-1		3.0	86	791	-11		33	-39		27.0
3		M27 WB offslip		95	1569	32	63.0	111	1365	268	77.0	106	1877	11	Sev	171	139	Sev	50.0	107	2125	-4		185	-83		82.0
4	Titchfield Gyratory	A27 Southampton Rd	Gyratory	31	1362	1	0.0	43	1873	1	0.0	47	2069	16		1	0		0.0	55	2407	12		1	0		0.0
4		A27 The Avenue		99	1554	6	0.0	74	1164	2	0.0	77	1204	-22		3	-3		0.0	61	946	-13		1	-1		0.0
4		B334 Titchfiled Road		86	776	15	41.0	42	422	6	8.0	104	1594	18	Sev	144	129	Sev	38.0	83	1313	41		29	23		8.0
4		Titchfield Hill		33	182	9	1.0	12	104	5	0.0	41	170	8		14	5		1.0	35	198	23		9	4		0.0
5	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	98	731	18	1.0	102	821	64	7.0	89	627	-9		11	-7		1.0	101	716	-1		38	-26		6.0
5		Yew Tree Drive		56	380	8	0.0	102	613	77	10.0	60	402	4		8	0		0.0	101	596	-1		60	-17		9.0
5		A3051 Botley Road (S)		96	743	12	26.0	73	572	6	7.0	104	821	8	Sig	90	78		14.0	100	813	27	Sev	18	12		5.0
6	A27 The Avenue / Redlands Lane	A27 The Avenue (E)	Signalised junction	84	917	42	8.0	92	1360	50	7.0	71	1378	-13		25	-17		7.0	62	1492	-30		24	-26		6.0
6	/ Gudge Heath Lane	Redlands Lane		47	497	32	5.0	81	315	60	5.0	61	557	14		37	5		5.0	99	336	18	Sev	131	71	Sev	4.0
6		A27 The Avenue (W)		94	1214	54	11.0	47	609	25	6.0	84	1075	-10		40	-14		10.0	57	772	10		28	3		5.0
6		Gudge Heath Lane		101	184	197	6.0	78	272	56	3.0	102	190	1		219	22		5.0	65	237	-13		51	-5		3.0
7	Longfield Avenue / Newgate Lane	Newgate Lane (S)	Roundabout	51	880	5	0.0	65	1078	6	0.0	60	1014	9		6	1		0.0	81	1352	16		6	0		0.0
7		Longfield Avenue		84	702	11	16.0	45	359	8	1.0	102	781	18	Sev	72	61		15.0	60	376	15		11	3		1.0
7		B3385 Newgate Lane (N)		33	321	5	0.0	93	970	9	7.0	59	536	26		7	2		0.0	100	1039	7	Sig	22	13		4.0
8	Stubbington Bypass (southern	B3334 Gosport Road (W)	Roundabout	30	650	0	0.0	28	599	0	0.0	41	257	11		9	9		0.0	26	177	-2		8	8		0.0
8	access)	Stubbington Bypass		#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	0.0	0	0	#N/A	#N/A	5	#N/A	#N/A	0.0	0	0	#N/A	#N/A	5	#N/A	#N/A	0.0
8		B3334 Gosport Road (E)		40	871	0	18.0	35	758	0	0.0	102	1482	62	Sev	45	45		18.0	96	1397	61	Sev	5	5		0.0
9	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	19	154	4	0.0	41	327	4	0.0	23	183	4		4	0		0.0	39	304	-2		4	0		0.0
9	Road Roundabout (southern mini	Hunts Pond Road		20	162	4	0.0	29	215	4	0.0	17	132	-3		4	0		0.0	24	177	-5		4	0		0.0
9	roundabout)	North Mini Roundabout		101	856	26	11.0	101	833	34	8.0	101	865	0		33	7		7.0	101	837	0		34	0		7.0
10	Barnes Wallis Road / Whiteley	Barnes Wallis Road	Roundabout	21	208	6	0.0	40	445	5	0.0	26	251	5		6	0		0.0	50	521	10		5	0		0.0
10	Lane / Cartwright Drive	Whiteley Lane (N)		33	260	6	0.0	57	449	11	1.0	55	431	22		10	4		0.0	83	654	26		26	15		1.0
10		Cartwright Drive		89	1029	5	8.0	30	342	5	0.0	98	1097	9	Sig	8	3		2.0	33	373	3		5	0		0.0
10		Whiteley Lane (S)		7	25	10	0.0	7	24	7	0.0	5	9	-2		21	11		0.0	27	117	20		13	6		0.0
11	Station Roundabout	A27 The Avenue	Roundabout	100	1554	17	0.0	60	919	5	0.0	78	1533	-22		6	-11		0.0	60	1162	0		4	-1		0.0
11		Station Access		4	159	4	0.0	3	167	3	0.0	4	169	0		3	-1		0.0	4	187	1		3	0		0.0
11		West Street		91	510	20	9.0	79	529	9	3.0	100	539	9	Sig	43	23		5.0	86	554	7	Sig	13	4		1.0
11		A27 Western Way		32	477	4	0.0	64	970	6	1.0	50	690	18		5	1		0.0	63	885	-1		6	0		0.0
12	A32 Gosport Road / Newgate	A32 Gosport Road (SE)	Gyratory	95	1359	27	7.0	100	1267	56	33.0	101	1410	6	Sig	72	45		9.0	105	1336	5	Sig	140	84	Sev	31.0
12	Lane	B3385 Newgate Lane		38	842	1	0.0	44	960	1	0.0	38	830	0		1	0		0.0	54	1184	10		2	1		0.0
12		Palmerston Drive		13	68	7	0.0	7	36	6	0.0	18	92	5		7	0		0.0	14	72	7		7	1		0.0
12		A32 Gosport Road (N)		48	2110	3	0.0	46	1990	2	0.0	50	2170	2		3	0		0.0	46	2015	0		2	0		0.0
13	Barnes Wallis Road / Brabazon	Barnes Wallis Road (W)	Roundabout	89	1529	5	5.0	43	745	5	0.0	100	1727	11	Sev	15	10		0.0	63	1079	20		5	0		0.0
13	Road / Witherbed Lane	Brabazon Road		27	203	7	0.0	28	256	6	0.0	30	254	3		6	-1		0.0	33	289	5		6	0		0.0
13		Barnes Wallis Road (E)		33	362	5	0.0	55	568	5	0.0	35	369	2		5	0		0.0	55	562	0		5	0		0.0

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ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline											
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
14	A27 Southampton Road / Mill	A27 Southampton Rd (E)	Signalised junction	47	2154	26	14.0	55	1494	14	8.0	99	2504	52	Sev	59	33	11.0	79	2050	24		26	12	9.0
14	Lane	Mill Lane		34	114	51	4.0	100	333	148	4.0	84	272	50		79	28	3.0	98	317	-2		131	-17	4.0
14		A27 Southampton Rd (W)		56	1339	10	6.0	77	1588	17	8.0	73	1873	17		13	3	7.0	83	2127	6		16	-1	7.0
15	Castle Street Roundabout	Station Road	Roundabout	77	531	13	4.0	55	439	8	2.0	88	548	11	Sig	20	7	1.0	81	532	26		15	7	2.0
15		A27 Southampton Road (W)		56	824	7	1.0	62	964	7	0.0	76	1079	20		8	1	1.0	63	944	1		7	0	0.0
15		Castle Street		97	719	19	7.0	94	609	20	8.0	100	658	3		33	14	4.0	100	637	6	Sig	33	13	11.0
15		A27 Southampton Road (E)		42	527	8	0.0	31	411	8	0.0	54	680	12		9	1	0.0	55	686	24		8	0	0.0
16	Warsash Road / Locks Road	Warsash Road (W)	Priority	98	781	11	5.0	63	513	4	0.0	99	796	1		11	0	2.0	67	533	4		4	0	0.0
16		Locks Road		55	255	11	1.0	64	467	5	0.0	52	227	-3		11	0	1.0	54	395	-10		5	0	0.0
16		Warsash Road (E)		68	587	3	0.0	81	650	5	3.0	60	519	-8		3	0	0.0	91	725	10	Sig	6	1	1.0
17	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	82	712	3	4.0	71	615	3	0.0	94	816	12	Sig	4	1	0.0	63	543	-8		3	0	0.0
17		Abshot Road		27	167	5	0.0	19	123	4	0.0	29	162	2		6	1	0.0	22	146	3		4	0	0.0
17		Warsash Road (E)		53	433	3	0.0	67	555	3	0.0	46	378	-7		3	0	0.0	75	622	8		4	1	0.0
17		Little Abshot Road		0	0	5	0.0	0	0	5	0.0	0	0	0		4	-1	0.0	0	0	0		6	1	0.0
18	Kiln Road / North Hill / Old	North Hill	Signalised junction	69	406	42	4.0	86	729	41	5.0	92	342	23	Sig	84	42	6.0	88	496	2		60	19	6.0
18	Turnpike Lane	Old Turnpike		33	60	64	3.0	49	89	75	3.0	42	209	9		50	-14	1.0	55	203	6		62	-13	1.0
18		Park Lane		52	305	39	4.0	22	137	31	3.0	70	259	18		59	20	2.0	71	172	49		71	40	1.0
18		Kiln Road		93	548	73	7.0	69	324	52	5.0	98	587	5	Sig	95	22	6.0	82	464	13		56	4	4.0
19	Stubbington Bypass (B3334	B3334 Titchfield Road (N)	Signalised junction	23	495	0	7.0	40	889	0	8.0	54	1619	31		25	25	7.0	56	1807	16		29	29	8.0
19	Titchfield Road)	Stubbington Bypass		#N/A	#N/A	#N/A	10.0	#N/A	#N/A	#N/A	10.0	52	1253	#N/A	#N/A	41	#N/A	#N/A	10.0	51	890	#N/A	#N/A	60	#N/A	#N/A	9.0
19		B3334 Titchfield Road (S)		52	1153	0	7.0	29	647	0	4.0	98	786	46	Sev	82	82	7.0	73	774	44		25	25	4.0
20	Botley Road / A27 / Hunts Pond	A3051 Botley Road	Roundabout	58	336	8	1.0	99	533	43	6.0	66	356	8		11	3	1.0	99	526	0		44	1	5.0
20	Road / Southampton Road	Southampton Road		66	1152	4	0.0	89	1280	8	13.0	65	1118	-1		4	0	0.0	100	1408	11	Sev	32	24	4.0
20		Hunts Pond Road		83	467	15	2.0	86	471	18	4.0	77	444	-6		13	-2	1.0	96	484	10	Sev	37	19	4.0
20		A27 Bridge Road		78	776	7	4.0	91	903	10	2.0	96	956	18	Sev	19	12	3.0	88	876	-3		10	0	1.0
21	B3334 Gosport Road / B3334 /	Stubbington Lane (N)	Roundabout	91	796	13	0.0	51	463	6	12.0	91	771	0		6	-7	0.0	102	817	51	Sev	54	48	11.0
21	Stubbington Lane	Stubbington Green (SE)		3	130	4	0.0	2	100	4	0.0	2	125	-1		4	0	0.0	2	128	0		4	0	0.0
21		B334 (S)		65	716	5	1.0	91	1007	6	0.0	94	764	29	Sig	8	3	1.0	83	691	-8		6	0	0.0
21		B334 Gosport Road (NW)		78	817	7	0.0	72	663	8	0.0	14	85	-64		6	-1	0.0	29	191	-43		6	-2	0.0
22	A27 Bridge Road / Station Road /	A27 Bridge Road (W)	Roundabout	101	695	56	3.0	102	820	63	5.0	96	951	-5		18	-38	4.0	98	969	-4		21	-42	4.0
22	Brook Lane Roundabout	Station Road		39	262	6	0.0	95	612	22	0.0	14	283	-25		4	-2	0.0	34	680	-61		4	-18	0.0
22		A27 Bridge Road (E)		98	845	20	1.0	96	700	22	1.0	81	811	-17		6	-14	1.0	80	802	-16		8	-14	1.0
22		Brook Lane		80	805	8	1.0	58	584	5	0.0	76	757	-4		7	-1	1.0	54	538	-4		5	0	0.0
23	West Street / High Street	West Street	Priority	77	611	5	1.0	73	605	4	1.0	90	714	13	Sig	7	2	1.0	83	635	10		6	2	1.0
23		High Street		7	140	1	0.0	9	187	1	0.0	8	171	1		1	0	0.0	10	200	1		1	0	0.0
23		East Street		8	183	1	0.0	5	115	1	0.0	7	148	-1		1	0	0.0	6	126	1		1	0	0.0
24	A32 / High Street / Wallington	A32 Wickham Road (N)	Roundabout	39	417	5	1.0	34	365	5	0.0	90	968	51	Sig	7	2	0.0	57	619	23		5	0	0.0
24	Way	Wallington Way		23	389	4	0.0	23	391	5	0.0	39	539	16		5	1	0.0	42	618	19		5	0	0.0
24		Wickham Road (S)		51	421	5	0.0	46	371	5	0.0	42	446	-9		5	0	0.0	38	396	-8		5	0	0.0
25	Lower Church Road / Primate	Lower Church Road	Priority	97	716	21	2.0	89	728	5	0.0	94	691	-3		13	-8	2.0	82	676	-7		4	-1	0.0
25	Road / Longacres	Primate Road		35	612	2	0.0	25	495	1	0.0	35	625	0		2	0	0.0	22	443	-3		1	0	0.0
26	Delme Roundabout	A32 Wallington Way	Roundabout	41	498	7	0.0	40	474	7	0.0	38	444	-3		7	0	1.0	32	343	-8		7	0	1.0
26		Wallington Shore Road		33	181	7	0.0	39	216	7	0.0	35	187	2		7	0	0.0	44	236	5		8	1	0.0
26		A27 Eastern Way SB offslip		56	797	20	3.0	32	340	22	2.0	49	700	-7		17	-3	3.0	45	476	13		25	3	2.0
26		A27 Cams Hill		76	1270	5	8.0	60	1007	4	0.0	86	1547	10	Sig	6	1	2.0	70	1262	10		4	0	0.0
26		A32 Eastern Way NB offslip		46	303	28	3.0	61	685	23	3.0	60	411	14		32	4	2.0	57	641	-4		22	-1	4.0
26		East Street		45	540	7	1.0	39	475	7	2.0	57	654	12		9	2	1.0	65	700	26		11	4	2.0
27	St Margarets Roundabout	Warsash Road	Roundabout	96	668	37	4.0	53	678	5	3.0	88	758	-8		33	-4	4.0	74	588	21		25	20	3.0
27		A27 Southampton Road (NW)		68	762	7	4.0	101	1459	37	6.0	57	1082	-11		14	7	4.0	50	1580	-51		7	-30	2.0
27		Cartwright Drive		44	336	10	2.0	106	188	210	6.0	78	493	34		31	21	2.0	101	649	-5		99	-111	3.0
27		A27 Southampton Road (SE)		105	1829	102	4.0	94	1385	10	5.0	70	2400	-35		7	-95	4.0	56	1804	-38		7	-3	3.0
27		St Margarets Lane		50	156	16	1.0	23	85	10	0.0	63	174	13		24	8	1.0	27	97	4		12	2	0.0
28	B3334 Titchfield Road / Bridge	B3334 Titchfield Road (S)	Signalised junction	100	1153	72	6.0	99	647	83	5.0	89	2039	-11		18	-54	6.0	71	1663	-28		13	-70	5.0

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ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline													
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)			PM Delay (s)			PM Average Q (pcus)
28	Street	Bridge Street		51	183	55	3.0	72	311	60	3.0	86	249	35	Sig	98	43		3.0	87	302	15	Sig	100	40		3.0
28		B3334 Titchfield Road (N)		65	312	40	3.0	87	577	37	4.0	58	1370	-7		10	-30		3.0	67	1505	-20		13	-24		4.0
29	Lower Church Road /	Lower Church Road	Priority	94	881	3	1.0	41	356	3	0.0	90	789	-4		5	2		1.0	32	293	-9		3	0		0.0
29	Southampton Road	Southampton Road		0	8	1	0.0	1	23	1	0.0	7	153	7		1	0		0.0	3	68	2		1	0		0.0
30	Cornaway Lane Roundabout	Dore Avenue	Roundabout	60	382	10	1.0	42	284	8	0.0	71	401	11		13	3		1.0	53	300	11		10	2		0.0
30		A27 West Street		57	373	8	1.0	79	551	9	1.0	82	524	25		11	3		1.0	76	524	-3		9	0		2.0
30		Cornaway Lane		72	429	9	2.0	47	258	7	0.0	87	470	15	Sig	16	7		1.0	54	306	7		8	1		0.0
30		A27 Portchester Road		44	699	5	0.0	47	758	5	0.0	58	940	14		5	0		0.0	63	1039	16		5	0		0.0
31	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	83	831	3	25.0	83	828	3	13.0	33	732	-50		0	-3		0.0	36	791	-47		0	-3		0.0
31		Boarhunt Road [NE]		0	0	4	0.0	0	0	5	0.0	88	7769	88	Sig	11	7		0.0	93	8185	93	Sig	21	16		66.0
31		Boarhunt Road [SW]		38	621	2	0.0	53	868	2	0.0	44	732	6		2	0		0.0	48	791	-5		2	0		0.0
32	Coach Hill/South Street/Bridge	Coach Hill	Priority	37	319	4	0.0	47	405	4	0.0	42	361	5		4	0		0.0	46	398	-1		4	0		0.0
32	Street	South Street		4	24	4	0.0	15	106	4	0.0	4	23	0		4	0		0.0	27	199	12		4	0		0.0
32		Bridge Street		87	376	45	10.0	52	225	22	0.0	104	445	17	Sev	134	89	Sev	12.0	81	350	29		43	21		0.0
33	A27 Eastern Way [SE]	A27 Eastern Way [SE]	Priority	92	2270	15	56.0	97	2405	26	25.0	104	2590	12	Sev	119	104	Sev	45.0	102	2533	5	Sig	78	52		3.0
34	A32 Gosport Road/Mill Road	A32 Gosport Road [N]	Priority	100	2000	38	22.0	46	2020	1	93.0	102	2029	2		82	44		26.0	109	2086	63	Sev	195	194	Sev	75.0
34		A32 Gosport Road [S]		48	2110	0	0.0	46	1990	0	0.0	50	2170	2		0	0		0.0	46	2015	0		0	0		0.0
34		Mill Road		40	51	31	1.0	8	23	13	4.0	55	70	15		35	4		1.0	102	131	94	Sev	105	92		3.0
35	A32 Gosport Road/A27 Eastern	A32 Gosport Road	Priority	40	1757	0	0.0	48	2067	0	0.0	41	1791	1		0	0		0.0	50	2174	2		0	0		0.0
35	Way	A27 Eastern Way		100	1559	14	12.0	78	1539	4	0.0	101	868	1		49	35		13.0	83	1619	5		4	0		0.0
35		A32 Gosport Road - underpass		90	451	30	4.0	70	438	9	0.0	101	1185	11	Sev	63	33		0.0	87	480	17	Sig	21	12		0.0
36	Wallington Roundabout	M27 [SE]	Roundabout	93	6125	4	0.0	92	6064	4	0.0	83	7342	-10		3	-1		0.0	81	7161	-11		3	-1		0.0
36		M27 On-slip		90	545	46	4.0	81	665	25	3.0	100	551	10	Sev	103	57		4.0	99	434	18	Sev	99	74		3.0
36		M27 [NW]		95	6270	14	0.0	97	6401	17	0.0	88	7769	-7		11	-3		0.0	93	8185	-4		21	4		66.0
36		A27 [N]		75	2575	39	4.0	94	2167	114	13.0	73	2452	-2		18	-21		12.0	89	2804	-5		23	-91		80.0
37	St Margarets Roundabout	Southampton Road [NW]	Roundabout	76	1829	0	0.0	58	1385	0	0.0	101	2418	25	Sev	13	13		20.0	75	1804	17		0	0		0.0
37		Warsash Road		31	668	0	0.0	31	678	0	0.0	35	758	4		0	0		0.0	27	588	-4		0	0		0.0
37		Southampton Road [SE]		48	762	1	0.0	92	1459	9	17.0	68	1082	20		3	2		0.0	103	1629	11	Sev	67	58		23.0
37		Cartwright Drive		16	336	0	0.0	9	188	0	0.0	22	493	6		0	0		0.0	29	649	20		0	0		0.0
38	Peel Common Roundabout	Gosport Road	Roundabout	30	650	0	0.0	28	599	0	0.0	82	1489	52		0	0		0.0	76	1367	48		0	0		0.0
38		Newgate Lane East		22	473	0	0.0	50	1100	0	0.0	19	830	-3		0	0		0.0	28	1228	-22		0	0		0.0
38		Rowner Road		29	1254	0	0.0	23	1031	0	0.0	31	1374	2		0	0		0.0	27	1209	4		0	0		0.0
38		Broom Way		22	483	0	0.0	19	410	0	0.0	11	1072	-11		0	0		0.0	12	1181	-7		0	0		0.0
39	Mill Road/Holbrook Road	Mill Road [NE]	Priority	69	295	32	0.0	26	112	10	0.0	91	391	22	Sig	67	35		0.0	61	260	35		26	16		0.0
39		Holbrook Road		0	6	3	0.0	0	7	3	0.0	0	5	0		3	0		0.0	0	6	0		3	0		0.0
40	Broom Way/Daedalus	Broom Way [NE]	Signalised junction	13	164	13	2.0	14	208	15	4.0	53	477	40		21	8		2.0	93	863	79	Sig	41	26		4.0
40	Drive/Cherque Way	Daedalus Drive		0	0	24	0.0	0	0	24	0.0	2	56	2		24	0		0.0	2	46	2		24	0		0.0
40		Broom Way [SW]		13	148	11	4.0	25	449	13	4.0	93	834	80	Sig	41	30		4.0	76	1052	51		21	8		5.0
40		Cherque Way		19	297	24	3.0	17	226	23	3.0	65	494	46		50	26		3.0	28	474	11		26	3		3.0
41	Skew Road/Portsdown Hill	Skew Road	Priority	72	505	9	2.0	40	224	7	0.0	88	578	16	Sig	16	7		1.0	54	351	14		7	0		1.0

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ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline											
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
41	Road/Porchester Road	Portsdown Hill Road [E]		11	245	1	0.0	27	584	1	0.0	13	283	2	1	0	0.0	20	431	-7	1	0	0.0
41		Portchester Road		16	107	5	0.0	24	132	7	0.0	34	221	18	6	1	0.0	33	212	9	6	-1	0.0
41		Portsdown Hill Road [W]		24	443	1	0.0	32	614	1	0.0	24	476	0	1	0	0.0	27	506	-5	1	0	0.0
42	Fleet End Road/Warsash	Fleet End Road	Priority	80	553	7	2.0	43	309	4	0.0	82	565	2	8	1	1.0	46	318	3	5	1	0.0
42	Road/Raley Road	Warsash Road [E]		10	206	1	0.0	8	171	1	0.0	11	233	1	1	0	0.0	8	178	0	1	0	0.0
42		Raley Road		16	112	5	0.0	5	43	4	0.0	19	133	3	5	0	0.0	5	45	0	4	0	0.0
42		Warsash Road [W]		24	422	2	0.0	41	702	2	0.0	20	352	-4	1	-1	0.0	44	760	3	2	0	0.0
43	Bridge Road/Swanwick Lane	Bridge Road [W]	Signalised junction	73	1189	20	7.0	94	1375	37	8.0	83	1358	10	24	4	7.0	91	1343	-3	34	-3	8.0
43		Bridge Road [E]		53	1005	11	2.0	42	776	10	2.0	40	763	-13	10	-1	2.0	41	756	-1	10	0	2.0
43		Swanwick Lane		53	315	33	2.0	52	365	31	2.0	48	278	-5	32	-1	2.0	49	316	-3	31	0	2.0
44	Redlands Lane/Henry Cort Way	Redlands Lane [W]	Signalised junction	0	0	7	0.0	0	0	7	0.0	0	0	0	7	0	0.0	0	0	0	7	0	0.0
44		Redlands Lane [E]		39	397	10	1.0	9	94	7	0.0	53	541	14	12	2	1.0	7	70	-2	7	0	0.0
44		Henry Cort Way		77	371	36	2.0	53	240	28	2.0	81	391	4	39	3	2.0	61	277	8	30	2	2.0
45	B3334 Titchfield Road/Gosport	B3334 Titchfield Road	Roundabout	52	474	9	0.0	50	517	8	0.0	57	477	5	5	-4	0.0	48	392	-2	5	-3	0.0
45	Road/Mays Lane	Gosport Road		100	1453	12	0.0	62	902	6	0.0	80	694	-20	4	-8	0.0	98	851	36 Sev	4	-2	0.0
45		Mays Lane		26	245	6	0.0	53	494	7	0.0	40	293	14	5	-1	0.0	40	305	-13	5	-2	0.0
46	A27 The Avenue/Bishopsfield	A27 The Avenue [W]	Signalised junction	48	987	17	4.0	30	628	10	2.0	47	933	-1	17	0	4.0	31	665	1	10	0	2.0
46	Road	A27 The Avenue [E]		33	511	20	5.0	57	890	16	3.0	52	807	19	24	4	4.0	60	928	3	17	1	3.0
46		Bishopsfield Road		82	469	48	3.0	55	196	42	3.0	58	332	-24	35	-13	3.0	82	299	27	60	18	3.0
47	Rowan Way/Peak Lane/Longfield	Peak Lane [S]	Roundabout	70	764	5	0.0	39	407	5	0.0	35	368	-35	5	0	0.0	46	472	7	5	0	0.0
47	Avenue	Rowan Way [W]		42	381	6	0.0	47	484	6	0.0	33	321	-9	5	-1	0.0	18	172	-29	5	-1	0.0
47		Peak Lane [N]		53	385	6	0.0	85	598	10	1.0	57	452	4	5	-1	0.0	81	643	-4	7	-3	0.0
47		Longfield Avenue [E]		23	179	5	0.0	48	280	8	0.0	31	232	8	6	1	0.0	38	247	-10	7	-1	0.0
48	A27 Bridge Road/Barnes Lane	A27 Bridge Road [W]	Signalised junction	29	876	3	4.0	41	1247	3	4.0	71	1032	42	22	19	4.0	71	1177	30	20	17	4.0
48		A27 Bridge Road [E]		39	785	1	1.0	35	698	1	3.0	45	312	6	18	17	1.0	80	461	45	34	33	2.0
48		Barnes Lane		39	447	3	3.0	26	291	2	2.0	53	451	14	23	20	2.0	47	295	21	27	25	2.0
49	A27 The Avenue/Catisfield Road	A27 The Avenue [W]	Signalised junction	64	400	29	2.0	41	322	18	2.0	49	299	-15	25	-4	2.0	40	314	-1	18	0	1.0
49		A27 The Avenue [E]		85	557	60	3.0	26	361	25	3.0	73	548	-12	48	-12	6.0	32	438	6	26	1	3.0
49		Catisfield Road		35	861	13	2.0	29	552	17	2.0	31	749	-4	15	2	2.0	29	531	0	20	3	2.0
50	Segensworth Road	Segensworth Road East [W]	Priority	83	746	10	3.0	24	347	1	0.0	56	528	-27	8	-2	3.0	33	425	9	2	1	0.0
50	East/Carwright Drive	Carwright Drive [N]		26	471	1	0.0	40	688	2	0.0	29	573	3	1	0	0.0	55	1021	15	2	0	0.0
50		Carwright Drive [S]		21	462	1	0.0	4	87	1	0.0	33	736	12	1	0	0.0	5	105	1	1	0	0.0
51	Bishopsfield Road/Longmynd	Bishopsfield Road [N]	Priority	11	173	2	0.0	23	260	3	0.0	18	351	7	1	-1	0.0	28	354	5	3	0	0.0
51	Drive	Longmynd Drive [E]		91	386	17	0.0	40	170	6	0.0	86	369	-5	14	-3	0.0	36	155	-4	7	1	0.0
51		Bishopsfield Road [S]		7	147	1	0.0	6	119	1	0.0	3	48	-4	1	0	0.0	8	176	2	1	0	0.0
52	Welborne	Welborne Approach [N]	Roundabout	0	0	2	0.0	0	0	2	0.0	56	552	56	6	4	0.0	45	465	45	5	3	0.0
52	Approach/Broadway/Zone 894	Broadway [E]		0	0	0	0.0	0	0	0	0.0	23	396	23	3	3	0.0	10	166	10	3	3	0.0
52	Access	Welborne Approach [S]		#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	0.0	68	1578	#N/A	#N/A	3	#N/A	#N/A	#N/A	77	1773	#N/A	#N/A	3	#N/A	#N/A	#N/A
52		Zone 894 Access		0	0	3	0.0	0	0	3	0.0	14	66	14	8	5	0.0	8	30	8	10	7	0.0
53	A27 Cams Hill/A27 Porchester	A27 Cams Hill [W]	Signalised junction	48	687	26	7.0	51	1088	13	10.0	65	1021	17	27	1	5.0	78	1246	27	31	18	13.0
53	Road/Down End	A27 Portchester Road [E]		64	136	76	6.0	88	139	102	5.0	34	326	-30	53	-23	4.0	35	350	-53	54	-48	6.0
53	Road/Shearwater Avenue	Down End Road [N]		37	1103	11	4.0	31	877	7	3.0	46	1286	9	13	2	4.0	34	939	3	10	3	3.0
53		Shearwater Avenue [S]		14	101	55	2.0	32	173	60	3.0	16	123	2	56	1	2.0	25	195	-7	56	-4	3.0
54	A32 Hoad's Hill / A334 Fareham	A32 Hoad's Hill	Roundabout	74	854	4	0.0	60	692	4	0.0	91	790	17 Sig	4	0	0.0	72	622	12	4	0	0.0
54	Road / A32 School Road	A334 Fareham Rd		66	717	5	0.0	56	587	5	0.0	52	544	-14	5	0	0.0	53	538	-3	5	0	0.0
54		A32 School Rd		30	240	6	0.0	21	180	5	0.0	33	298	3	5	-1	0.0	28	253	7	5	0	0.0
55	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	72	1022	5	0.0	58	826	5	0.0	26	372	-46	5	0	0.0	22	311	-36	5	0	0.0
55	Road	Zone Access		0	0	9	0.0	0	0	8	0.0	0	3	0	9	0	0.0	0	1	0	8	0	0.0
55		A32 Wickham Rd (N)		90	978	7	0.0	79	841	6	0.0	78	858	-12	6	-1	1.0	62	690	-17	5	-1	1.0
55		Knowle Rd		30	225	8	0.0	30	256	7	0.0	16	160	-14	7	-1	0.0	10	102	-20	6	-1	0.0
56	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority / Roundabout	26	1116	1	0.0	24	1026	1	0.0	50	1629	24	1	0	0.0	47	1508	23	1	0	0.0
56	M27 EB Onslip / Welborne	Pook Lane		8	39	7	#N/A	25	116	8	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	#N/A	#N/A	0.0
56	development	A32 Wickham Rd (S)		36	1452	1	0.0	38	1443	1	0.0	38	1002	2	3	2	0.0	35	903	-3	3	2	3.0

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				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)		PM Delay (s)			PM Average Q (pcus)
56		Welborne Access		0	0	4	1.0	0	0	4	1.0	64	1024	64	6	2		0.0	51	832	51	5	1		0.0
57	M27 J10 (Existing configuration)	A27 Wickham Road (S)	Motorway junction	59	877	4	0.0	39	570	2	0.0	23	1002	-36	0	-4		0.0	21	903	-18	0	-2		0.0
57		M27 WB offslip		26	574	1	#N/A	40	873	1	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	0.0
57		A27 Wickham Road (N)		23	697	0	#N/A	33	972	0	#N/A	28	1250	5	0	0		0.0	24	1052	-9	0	0		0.0
58	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	41	697	6	2.0	57	972	7	5.0	49	1250	8	9	3		0.0	45	1053	-12	27	20		0.0
58		A32 Wickham Road (S)		25	187	8	2.0	42	267	9	2.0	35	277	10	23	15		0.0	36	345	-6	17	8		0.0
58		North Hill		89	721	7	0.0	43	337	6	0.0	48	725	-41	4	-3		0.0	39	557	-4	4	-2		0.0
59	Broadcut Roundabout	A32 Wallington Way (N)	Roundabout	35	571	5	0.0	26	436	5	0.0	38	632	3	5	0		0.0	21	350	-5	5	0		0.0
59		Broadcut		25	185	5	0.0	41	316	5	0.0	21	214	-4	5	0		0.0	32	348	-9	5	0		0.0
59		A32 Wallintgon Way (S)		30	510	4	0.0	21	354	4	0.0	33	560	3	4	0		0.0	33	541	12	4	0		0.0
60	Osborn Rd / High Street /	Osborn Road	Priority junction	25	228	3	0.0	15	138	3	0.0	26	233	1	3	0		0.0	20	180	5	3	0		0.0
60	Wickham Rd	High Street		13	362	3	0.0	12	325	3	0.0	40	834	27	3	0		0.0	36	748	24	3	0		0.0
60		Wickham Road		9	192	1	0.0	16	316	1	0.0	10	213	1	1	0		0.0	11	225	-5	1	0		0.0
61	Quay Street Roundabout	Eastern Rte	Roundabout	50	881	13	3.0	32	677	10	2.0	45	803	-5	13	0		3.0	30	621	-2	10	0		1.0
61		Portland Street		18	156	4	0.0	21	192	4	0.0	23	211	5	4	0		0.0	32	329	11	4	0		0.0
61		Quay Street		10	44	36	1.0	17	85	35	1.0	13	57	3	36	0		1.0	19	95	2	35	0		1.0
61		A32 Gosport Road		72	1836	16	0.0	60	1540	15	0.0	72	1818	0	14	-2		0.0	66	1648	6	30	15		0.0
61		Gosport Road (S)		43	1757	4	1.0	50	2067	5	2.0	43	1791	0	4	0		1.0	53	2174	3	5	0		2.0
62	Peel Common Roundabout	B3335 Newgate Lane	Roundabout	34	473	5	6.0	76	1100	7	6.0	53	830	19	28	23		6.0	55	1228	-21	20	13		6.0
62		B3334 Rowner Road		68	1254	3	7.0	76	1031	6	10.0	58	1374	-10	21	18		7.0	74	1209	-2	33	27		9.0
62		Broom Way		45	483	10	3.0	35	410	7	4.0	48	480	3	30	20		4.0	50	685	15	24	17		4.0
62		B3334 Gosport Road		57	650	13	4.0	47	599	9	4.0	48	1489	-9	10	-3		4.0	44	1367	-3	10	1		3.0
63	Stubbington Bypass (Peak Lane	Stubbington Bypass (E)	Signalised junction	0	0	0	0.0	0	0	0	0.0	62	1332	62	26	26		6.0	63	1102	63	36	36		7.0
63	access)	Peak Lane (S)		35	764	0	3.0	19	407	0	2.0	50	282	15	138	138	Sev	4.0	31	257	12	42	42		2.0
63		Stubbington Bypass (W)		0	0	0	0.0	0	0	0	0.0	52	1130	52	18	18		5.0	60	1057	60	27	27		6.0
63		Peak Lane (N)		12	261	0	5.0	33	717	0	5.0	70	393	58	103	103		4.0	66	542	33	57	57		5.0
64	A27 The Avenue / Peak Lane	A27 The Avenue (E)	Signalised junction	43	545	27	3.0	50	807	18	3.0	48	616	5	23	-4		3.0	47	732	-3	18	0		3.0
64		Peak Lane		97	713	62	2.0	56	330	28	2.0	58	661	-39	16	-46		2.0	98	322	42	103	75		2.0
64		A27 The Avenue (W)		48	952	20	4.0	37	682	20	4.0	43	842	-5	20	0		5.0	41	751	4	21	1		4.0
65	M27 J9	A27	Motorway junction	46	530	45	3.0	53	708	87	14.0	48	520	2	73	28		3.0	66	486	13	167	80	Sev	12.0
65		M27 EB offslip		99	1737	46	10.0	102	1787	88	9.0	94	2313	-5	27	-19		10.0	88	2407	-14	19	-69		10.0
65		Whiteley Way		52	888	20	8.0	88	1423	49	28.0	62	1334	10	24	4		6.0	85	2032	-3	80	31		15.0
65		M27 WB offslip		86	1486	54	8.0	61	912	87	14.0	81	1839	-5	20	-34		7.0	85	1446	24	26	-61		6.0
66	A27 The Avenue / Highlands	A27 The Avenue (E)	Signalised junction	25	640	18	3.0	17	427	11	1.0	20	488	-5	17	-1		2.0	14	356	-3	11	0		1.0
66	Road	Highlands Road		68	469	39	5.0	80	409	57	3.0	69	482	1	39	0		5.0	61	313	-19	46	-11		4.0
66		A27 The Avenue (W)		27	921	21	5.0	23	763	15	4.0	20	712	-7	24	3		5.0	29	914	6	16	1		4.0
67	Highlands Road / Kiln Road	Kiln Road (E)	Priority	22	416	1	0.0	38	655	2	0.0	25	457	3	1	0		0.0	35	611	-3	2	0		0.0
67		Highlands Road		82	560	8	1.0	37	270	4	0.0	77	543	-5	7	-1		1.0	55	390	18	5	1		0.0
67		Kiln Road (W)		15	288	1	0.0	18	226	3	0.0	17	296	2	2	1		0.0	20	271	2	3	0		0.0
68	Barnes Wallis Road / Brunel Way	Barnes Wallis Road (W)	Priority	28	612	1	0.0	10	226	1	0.0	37	805	9	1	0		0.0	10	207	0	1	0		0.0
68		Brunel Way		0	0	4	0.0	0	0	4	0.0	0	0	0	5	1		0.0	0	0	0	4	0		0.0
68		Barnes Wallis Road (E)		9	208	1	0.0	20	445	1	0.0	12	251	3	1	0		0.0	24	521	4	1	0		0.0
69	Primate Road / Prelate Way	Primate Road (S)	Priority	17	376	1	0.0	26	542	1	0.0	18	381	1	1	0		0.0	25	511	-1	1	0		0.0
69		Prelate Way		17	247	1	0.0	8	111	2	0.0	19	277	2	1	0		0.0	8	110	0	2	0		0.0
69		Primate Road (N)		14	301	1	0.0	22	469	1	0.0	16	350	2	1	0		0.0	21	455	-1	1	0		0.0
70	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	8	66	4	0.0	18	145	4	0.0	5	44	-3	4	0		0.0	17	137	-1	4	0		0.0
70		Abshot Road		41	346	4	0.0	30	254	3	0.0	43	368	2	4	0		0.0	28	235	-2	3	0		0.0
70		Hunts Pond Road (N)		23	178	4	0.0	26	219	4	0.0	25	192	2	4	0		0.0	32	264	6	4	0		0.0
71	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	81	670	4	0.0	41	338	4	0.0	77	633	-4	4	0		0.0	40	326	-1	4	0		0.0
71	Road Roundabout (northern mini	Hunts Pond Road		48	280	7	0.0	87	674	7	1.0	54	329	6	7	0		0.0	91	710	4	8	1		1.0
71	roundabout)	Southern Mini Roundabout		32	271	4	0.0	51	418	4	0.0	34	287	2	4	0		0.0	45	369	-6	4	0		0.0
72	Warsash Road / Common Lane	Warsash Road (S)	Priority	6	122	1	0.0	21	424	1	0.0	5	91	-1	1	0		0.0	25	477	4	1	0		0.0
72		Common Lane		46	586	1	0.0	25	345	1	0.0	44	565	-2	1	0		0.0	31	428	6	1	0		0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline									
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)			AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)			PM Average Q (pcus)
72		Warsash Road (W)		41	608	3	0.0	44	543	3	0.0	47	683	6	3	0	0.0	47	539	3	4	1	0.0
73	Peters Road / Lockswood	Peters Road (W)	Roundabout	36	250	7	0.0	58	453	6	0.0	38	265	2	7	0	0.0	38	293	-20	6	0	0.0
73	Roundabout	Lockswood Road (N)		46	380	6	0.0	86	673	8	0.0	51	418	5	6	0	0.0	77	625	-9	7	-1	0.0
73		Peters Road (E)		8	72	6	0.0	5	38	7	0.0	8	76	0	6	0	0.0	5	41	0	7	0	0.0
73		Lockswood Road (S)		73	594	6	0.0	46	379	6	0.0	68	554	-5	6	0	0.0	46	373	0	6	0	0.0
74	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised junction	66	802	16	2.0	58	707	15	2.0	46	564	-20	13	-3	1.0	61	745	3	15	0	2.0
74		Coldeast Way		0	0	77	0.0	0	0	77	0.0	0	0	0	77	0	0.0	0	0	0	77	0	0.0
74		A27 Bridge Road (W)		54	674	14	3.0	66	820	18	4.0	67	848	13	17	3	3.0	74	924	8	20	2	4.0
75	Lockswood Road / Brook Lane	Brook Lane (N)	Roundabout	54	473	6	0.0	88	762	6	9.0	68	599	14	6	0	0.0	102	882	14	Sev	42	36	8.0
75	Roundabout	Lockswood Road		63	508	8	0.0	44	343	8	0.0	53	425	-10	8	0	0.0	36	276	-8		8	0	0.0
75		Brook Lane (S)		46	312	7	0.0	37	279	6	0.0	47	332	1	7	0	0.0	36	283	-1		6	0	0.0
76	Southampton Road / Telford Way	Southampton Road (W)	Roundabout	57	1138	3	0.0	55	1104	3	0.0	64	1279	7	3	0	0.0	55	1095	0	3	0	0.0
76	Roundabout	Telford Way		9	52	5	0.0	21	122	6	0.0	11	73	2	5	0	0.0	19	112	-2	6	0	0.0
76		Southampton Road (E)		64	1250	4	0.0	64	1213	4	0.0	64	1245	0	4	0	0.0	77	1467	13	4	0	0.0
77	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	29	598	1	0.0	20	401	1	0.0	27	557	-2	1	0	0.0	24	497	4	1	0	0.0
77	Drive	Sweethils Crescent		19	109	5	0.0	18	106	5	0.0	24	141	5	5	0	0.0	19	105	1	6	1	0.0
77		Yew Tree Drive (E)		13	271	1	0.0	24	508	1	0.0	12	262	-1	1	0	0.0	23	490	-1	1	0	0.0
78	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	61	524	5	0.0	35	294	5	0.0	59	489	-2	5	0	0.0	51	415	16	5	0	0.0
78	Drive Roundabout	Sweethils Crescent		31	191	6	0.0	13	88	4	0.0	19	131	-12	5	-1	0.0	9	63	-4	5	1	0.0
78		Yew Tree Drive (E)		39	337	4	0.0	71	615	4	0.0	40	339	1	4	0	0.0	72	614	1	4	0	0.0
79	Parkway South Roundabout	Rookery Avenue	Roundabout	56	792	9	#N/A	20	388	7	#N/A	54	677	-2	30	21	3.0	55	500	35	36	29	3.0
79		Whiteley Way (N)		61	220	20	#N/A	24	190	8	#N/A	64	561	3	29	9	3.0	23	388	-1	17	9	1.0
79		Parkway		14	191	7	#N/A	32	475	6	#N/A	45	710	31	20	13	3.0	73	1869	41	17	11	6.0
79		Whiteley Way (S)		77	1231	8	#N/A	47	672	7	#N/A	57	1698	-20	15	7	7.0	46	1144	-1	17	10	5.0
80	Parkway / Leafy Lane	Parkway (W)	Priority	80	1491	5	0.0	66	681	8	1.0	95	1611	15	Sev	16	11	1.0	87	683	21	Sig	24	16	1.0
80		Parkway (E)		22	453	1	0.0	77	1606	4	0.0	36	732	14		1	0	0.0	100	2025	23	Sev	36	32	0.0
80		Leafy Lane		59	371	44	10.0	37	247	11	5.0	102	358	43	Sev	102	58	9.0	90	379	53	Sig	56	45	9.0
81	Barnes Lane / Brook Lane	Brook Lane (E)	Roundabout	16	302	1	0.0	12	228	1	0.0	23	329	7		3	2	0.0	17	244	5		3	2	0.0
81		Barnes Lane		27	220	4	0.0	48	420	4	0.0	18	197	-9		3	-1	0.0	24	265	-24		3	-1	0.0
81		Brook Lane (W)		12	181	2	0.0	14	218	2	0.0	14	160	2		3	1	0.0	22	244	8		3	1	0.0
82	A27 / Ranvilles Lane	A27 (E)	Priority junction	47	1257	4	0.0	54	1376	6	0.0	36	997	-11		3	-1	0.0	43	1202	-11		3	-3	0.0
82		Ranvilles Lane		101	456	64	1.0	66	349	9	0.0	49	240	-52		8	-56	0.0	51	295	-15		6	-3	0.0
82		A27(W)		71	1109	5	0.0	53	836	3	0.0	62	970	-9		4	-1	0.0	43	668	-10		2	-1	0.0
83	B3334 Titchfield Road / Cuckoo	B3334 Titchfield Road (S)	Priority junction	42	511	14	1.0	64	1017	13	3.0	40	499	-2		11	-3	1.0	55	827	-9		14	1	3.0
83	Lane	B3334 Titchfield Road (N)		99	985	69	2.0	61	587	14	2.0	65	647	-34		18	-51	2.0	71	682	10		17	3	2.0
83		Cuckoo Lane		42	286	30	2.0	26	137	23	1.0	37	246	-5		29	-1	2.0	34	189	8		24	1	1.0
84	B3334 Titchfield Road / May's	B3334 Titchfield Road (S)	Roundabout	52	474	9	0.0	50	517	8	0.0	57	477	5		5	-4	0.0	48	392	-2		5	-3	0.0
84	Lane	B3334 Titchfield Road (N)		100	1453	12	0.0	62	902	6	0.0	80	694	-20		4	-8	0.0	98	851	36	Sev	4	-2	0.0
84		May's Lane		26	245	6	0.0	53	494	7	0.0	40	293	14		5	-1	0.0	40	305	-13		5	-2	0.0
85	Stubbington Lane / Bells Lane	Stubbington Lane (S)	Priority junction	12	340	2	0.0	24	657	2	0.0	26	762	14		1	-1	0.0	25	655	1		2	0	0.0
85		Stubbington Lane (N)		30	651	1	0.0	15	318	1	0.0	31	655	1		1	0	0.0	38	807	23		1	0	0.0
85		Bells Lane		19	239	2	0.0	16	227	1	0.0	21	247	2		2	0	0.0	14	150	-2		3	2	0.0
86	Cuckoo Lane / Bells Lane	Cuckoo Lane (S)	Priority junction	10	85	4	0.0	32	234	4	0.0	13	107	3		4	0	0.0	30	230	-2		4	0	0.0
86		Bells Lane (W)		11	180	2	0.0	16	282	2	0.0	9	150	-2		2	0	0.0	16	279	0		2	0	0.0
86		Crofton Lane (N)		17	318	1	0.0	12	243	1	0.0	16	297	-1		1	0	0.0	12	223	0		1	0	0.0
87	Redlands Lane / Mill Road	Redlands Lane (SE)	Priority junction	22	397	1	0.0	5	94	1	0.0	30	541	8		1	0	0.0	4	70	-1		1	0	0.0
87		Mill Road		1	6	5	0.0	2	7	4	0.0	1	5	0		5	0	0.0	1	6	-1		5	1	0.0
87		Redlands Lane (NW)		20	395	1	0.0	14	267	1	0.0	22	427	2		1	0	0.0	29	461	15		2	1	0.0
88	Redlands Lane / Upper St.	Redlands Lane (SE)	Priority junction	29	473	2	0.0	13	163	3	0.0	35	630	6		2	0	0.0	18	218	5		3	0	0.0
88	Michael's Grove	Redlands Lane (NW)		17	371	1	0.0	11	240	1	0.0	18	391	1		1	0	0.0	13	277	2		1	0	0.0
88		Upper St. Michael's Grove		35	146	16	0.0	28	117	12	0.0	31	130	-4		14	-2	0.0	26	108	-2		11	-1	0.0
89	Longfield Avenue / St. Michael's	Longfield Avenue (SE)	Priority junction	30	627	1	0.0	19	381	1	0.0	32	680	2		1	0	0.0	16	340	-3		1	0	0.0
89	Grove	St. Michael's Grove		50	213	16	0.0	23	95	8	0.0	52	220	2		17	1	0.0	33	138	10		10	2	0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline									
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
89		Longfield Avenue (NW)		11	189	2	0.0	23	413	2	0.0	14	241	3	2	0	0.0	21	364	-2	2	0	0.0
90	Highlands Road / Gudge Heath	Highlands Road (NE)	Priority junction	31	581	2	0.0	28	444	2	0.0	29	516	-2	2	0	0.0	34	583	6	2	0	0.0
90	Lane	Highlands Road (SW)		20	415	1	0.0	30	650	1	0.0	20	421	0	1	0	0.0	28	596	-2	1	0	0.0
90		Gudge Heath Lane		27	192	4	0.0	46	296	6	0.0	20	146	-7	4	0	0.0	32	207	-14	5	-1	0.0
91	Highlands Road / Catisfield Road	Highlands Road (N)	Priority junction	25	367	2	0.0	37	650	2	0.0	11	194	-14	2	0	0.0	37	681	0	2	0	0.0
91		Highlands Road (S)		39	765	1	0.0	39	752	2	0.0	37	752	-2	1	0	0.0	34	649	-5	1	-1	0.0
91		Catisfied Road		16	218	2	0.0	11	139	3	0.0	18	253	2	2	0	0.0	13	173	2	3	0	0.0

Volume over Capacity (V/C)

Significant: V/C above 85%, having increased by more than 5%

Severe: V/C above 95%, having increased by more than 10%

Delay Delay above 120 seconds, having increased by more than 60 seconds

Baseline (2036) vs Do Minimum (2036)

	V/C	
Significant	85	5
Severe	95	10
DELAY	120	60

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

				2015 Base								2036 Baseline										
ID	Junction	Approach Arm	Junction Type	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
1	A32 Gosport Road / Old Gosport	A32 Gosport Road (N)	Roundabout	113	2034	253	129.0	105	2100	98	53.0	113	2019	0		255	2	129.0	105	2105	0	103	5	51.0
1	Road / Mill Road Roundabout	Zone Access		2	58	8	0.0	2	66	7	0.0	2	60	0		8	0	0.0	2	67	0	7	0	0.0
1		A32 Gosport Road (S)		101	2053	35	18.0	101	2051	34	18.0	101	2053	0		35	0	18.0	101	2051	0	34	0	18.0
2	Segensworth Rounadbout	A27 Southampton Rd (S)	Roundabout	100	2040	56	10.0	98	1467	57	9.0	100	2042	0		58	2	10.0	98	1466	0	57	0	9.0
2		Southampton Road (S)		66	737	20	3.0	43	384	25	3.0	69	771	3		20	0	3.0	45	399	2	24	-1	2.0
2		A27 Southampton Road (W)		100	854	95	8.0	81	971	30	6.0	101	858	1		105	10	11.0	82	985	1	30	0	6.0
2		Little Park Farm Rd		77	310	35	3.0	87	559	36	5.0	88	355	11	Sig	43	8	5.0	91	586	4	43	7	6.0
2		A27 (N)		107	2472	180	70.0	83	2751	17	9.0	107	2486	0		192	12	97.0	85	2794	2	17	0	11.0
2		Segensworth Rd		29	556	23	4.0	31	731	20	4.0	28	534	-1		24	1	3.0	32	734	1	20	0	3.0
3	M27 J11	A27 (S)	Motorway junction	73	2452	18	12.0	89	2804	23	80.0	74	2484	1		22	4	4.0	91	2855	2	22	-1	13.0
3		M27 EB offslip		77	1312	46	53.0	74	994	57	24.0	76	1304	-1		46	0	15.0	75	1004	1	57	0	15.0
3		To Boardhunt Rd		70	732	15	3.0	86	791	33	27.0	77	809	7		16	1	3.0	88	816	2	35	2	6.0
3		M27 WB offslip		106	1877	171	50.0	107	2125	185	82.0	107	1882	1		175	4	63.0	108	2131	1	190	5	77.0
4	Titchfield Gyratory	A27 Southampton Rd	Gyratory	47	2069	1	0.0	55	2407	1	0.0	48	2100	1		1	0	0.0	56	2431	1	1	0	0.0
4		A27 The Avenue		77	1204	3	0.0	61	946	1	0.0	86	1351	9	Sig	4	1	0.0	64	1004	3	1	0	0.0
4		B334 Titchfiled Road		104	1594	144	38.0	83	1313	29	8.0	105	1607	1		160	16	41.0	81	1267	-2	28	-1	8.0
4		Titchfield Hill		41	170	14	1.0	35	198	9	0.0	45	180	4		14	0	1.0	65	203	30	20	11	0.0
5	Botley Road / Yew Tree Drive	A3051 Botley Road (N)	Roundabout	89	627	11	1.0	101	716	38	6.0	93	655	4		14	3	1.0	101	717	0	51	13	7.0
5		Yew Tree Drive		60	402	8	0.0	101	596	60	9.0	64	421	4		8	0	0.0	102	604	1	78	18	10.0
5		A3051 Botley Road (S)		104	821	90	14.0	100	813	18	5.0	105	823	1		105	15	26.0	100	814	0	25	7	7.0
6	A27 The Avenue / Redlands Lane	A27 The Avenue (E)	Signalised junction	71	1378	25	7.0	62	1492	24	6.0	74	1417	3		26	1	8.0	66	1580	4	25	1	7.0
6	/ Gudge Heath Lane	Redlands Lane		61	557	37	5.0	99	336	131	4.0	69	578	8		40	3	5.0	101	336	2	156	25	5.0
6		A27 The Avenue (W)		84	1075	40	10.0	57	772	28	5.0	91	1170	7	Sig	47	7	11.0	62	840	5	30	2	6.0
6		Gudge Heath Lane		102	190	219	5.0	65	237	51	3.0	103	191	1		235	16	6.0	70	256	5	53	2	3.0
7	Longfield Avenue / Newgate Lane	Newgate Lane (S)	Roundabout	60	1014	6	0.0	81	1352	6	0.0	65	1081	5		6	0	0.0	86	1438	5	Sig	6	0	0.0
7		Longfield Avenue		102	781	72	15.0	60	376	11	1.0	103	768	1		87	15	16.0	70	433	10		13	2	1.0
7		B3385 Newgate Lane (N)		59	536	7	0.0	100	1039	22	4.0	62	572	3		7	0	0.0	101	1022	1		32	10	7.0
8	Stubbington Bypass (southern	B3334 Gosport Road (W)	Roundabout	41	257	9	0.0	26	177	8	0.0	45	279	4		9	0	0.0	28	185	2		8	0	0.0
8	access)	Stubbington Bypass		0	0	5	0.0	0	0	5	0.0	0	0	0		5	0	0.0	0	0	0		5	0	0.0
8		B3334 Gosport Road (E)		102	1482	45	18.0	96	1397	5	0.0	102	1481	0		44	-1	18.0	100	1453	4		5	0	0.0
9	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	23	183	4	0.0	39	304	4	0.0	24	197	1		4	0	0.0	40	313	1		4	0	0.0
9	Road Roundabout (southern mini	Hunts Pond Road		17	132	4	0.0	24	177	4	0.0	18	136	1		4	0	0.0	26	194	2		4	0	0.0
9	roundabout)	North Mini Roundabout		101	865	33	7.0	101	837	34	7.0	102	869	1		43	10	11.0	101	837	0		36	2	8.0
10	Barnes Wallis Road / Whiteley	Barnes Wallis Road	Roundabout	26	251	6	0.0	50	521	5	0.0	30	290	4		5	-1	0.0	53	541	3		5	0	0.0
10	Lane / Cartwright Drive	Whiteley Lane (N)		55	431	10	0.0	83	654	26	1.0	60	477	5		12	2	0.0	83	656	0		27	1	1.0
10		Cartwright Drive		98	1097	8	2.0	33	373	5	0.0	101	1132	3		33	25	8.0	37	422	4		5	0	0.0
10		Whiteley Lane (S)		5	9	21	0.0	27	117	13	0.0	16	10	11		67	46	0.0	27	115	0		14	1	0.0
11	Station Roundabout	A27 The Avenue	Roundabout	78	1533	6	0.0	60	1162	4	0.0	85	1660	7	Sig	7	1	0.0	63	1237	3		5	1	0.0
11		Station Access		4	169	3	0.0	4	187	3	0.0	5	188	1		4	1	0.0	5	199	1		3	0	0.0
11		West Street		100	539	43	5.0	86	554	13	1.0	101	501	1		65	22	9.0	95	592	9	Sig	23	10	3.0
11		A27 Western Way		50	690	5	0.0	63	885	6	0.0	52	720	2		5	0	0.0	67	927	4		7	1	1.0
12	A32 Gosport Road / Newgate	A32 Gosport Road (SE)	Gyratory	101	1410	72	9.0	105	1336	140	31.0	101	1407	0		73	1	7.0	105	1338	0		141	1	33.0
12	Lane	B3385 Newgate Lane		38	830	1	0.0	54	1184	2	0.0	39	849	1		1	0	0.0	55	1214	1		2	0	0.0
12		Palmerston Drive		18	92	7	0.0	14	72	7	0.0	20	103	2		7	0	0.0	15	76	1		7	0	0.0
12		A32 Gosport Road (N)		50	2170	3	0.0	46	2015	2	0.0	50	2182	0		3	0	0.0	46	2017	0		2	0	0.0
13	Barnes Wallis Road / Brabazon	Barnes Wallis Road (W)	Roundabout	100	1727	15	0.0	63	1079	5	0.0	101	1736	1		24	9	5.0	65	1109	2		5	0	0.0
13	Road / Witherbed Lane	Brabazon Road		30	254	6	0.0	33	289	6	0.0	30	256	0		6	0	0.0	36	316	3		6	0	0.0
13		Barnes Wallis Road (E)		35	369	5	0.0	55	562	5	0.0	33	347	-2		5	0	0.0	56	568	1		5	0	0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline											
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)			AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)			PM Delay (s)		PM Average Q (pcus)
14	A27 Southampton Road / Mill	A27 Southampton Rd (E)	Signalised junction	99	2504	59	11.0	79	2050	26	9.0	101	2534	2		75	16	14.0	78	2021	-1		25	-1	8.0
14	Lane	Mill Lane		84	272	79	3.0	98	317	131	4.0	86	276	2		82	3	4.0	101	326	3		160	29	4.0
14		A27 Southampton Rd (W)		73	1873	13	7.0	83	2127	16	7.0	74	1905	1		14	1	6.0	84	2141	1		17	1	8.0
15	Castle Street Roundabout	Station Road	Roundabout	88	548	20	1.0	81	532	15	2.0	95	559	7	Sig	29	9	4.0	82	541	1		16	1	2.0
15		A27 Southampton Road (W)		76	1079	8	1.0	63	944	7	0.0	78	1095	2		8	0	1.0	67	1004	4		7	0	0.0
15		Castle Street		100	658	33	4.0	100	637	33	11.0	100	657	0		42	9	7.0	102	629	2		73	40	8.0
15		A27 Southampton Road (E)		54	680	9	0.0	55	686	8	0.0	59	735	5		9	0	0.0	56	692	1		9	1	0.0
16	Warsash Road / Locks Road	Warsash Road (W)	Priority	99	796	11	2.0	67	533	4	0.0	100	806	1		19	8	5.0	72	568	5		4	0	0.0
16		Locks Road		52	227	11	1.0	54	395	5	0.0	54	228	2		12	1	1.0	60	422	6		5	0	0.0
16		Warsash Road (E)		60	519	3	0.0	91	725	6	1.0	63	546	3		3	0	0.0	97	772	6	Sig	11	5	3.0
17	Warsash Road / Abshot Road	Warsash Road (W)	Roundabout	94	816	4	0.0	63	543	3	0.0	100	868	6	Sig	12	8	4.0	69	596	6		3	0	0.0
17		Abshot Road		29	162	6	0.0	22	146	4	0.0	32	172	3		6	0	0.0	23	152	1		4	0	0.0
17		Warsash Road (E)		46	378	3	0.0	75	622	4	0.0	49	398	3		3	0	0.0	81	669	6		4	0	0.0
17		Little Abshot Road		0	0	4	0.0	0	0	6	0.0	0	0	0		4	0	0.0	0	0	0		8	2	0.0
18	Kiln Road / North Hill / Old	North Hill	Signalised junction	92	342	84	6.0	88	496	60	6.0	93	311	1		90	6	4.0	90	501	2		61	1	5.0
18	Turnpike Lane	Old Turnpike		42	209	50	1.0	55	203	62	1.0	47	235	5		52	2	3.0	62	216	7		65	3	3.0
18		Park Lane		70	259	59	2.0	71	172	71	1.0	79	292	9		65	6	4.0	72	175	1		72	1	3.0
18		Kiln Road		98	587	95	6.0	82	464	56	4.0	100	600	2		111	16	7.0	87	489	5	Sig	61	5	5.0
19	Stubbington Bypass (B3334	B3334 Titchfield Road (N)	Signalised junction	54	1619	25	7.0	56	1807	29	8.0	57	1691	3		24	-1	7.0	55	1795	-1		29	0	8.0
19	Titchfield Road)	Stubbington Bypass		52	1253	41	10.0	51	890	60	9.0	53	1279	1		43	2	10.0	52	902	1		63	3	10.0
19		B3334 Titchfield Road (S)		98	786	82	7.0	73	774	25	4.0	98	788	0		82	0	7.0	72	760	-1		24	-1	4.0
20	Botley Road / A27 / Hunts Pond	A3051 Botley Road	Roundabout	66	356	11	1.0	99	526	44	5.0	72	376	6		13	2	1.0	100	534	1		48	4	6.0
20	Road / Southampton Road	Southampton Road		65	1118	4	0.0	100	1408	32	4.0	66	1132	1		4	0	0.0	101	1425	1		43	11	13.0
20		Hunts Pond Road		77	444	13	1.0	96	484	37	4.0	87	493	10	Sig	17	4	2.0	96	484	0		40	3	4.0
20		A27 Bridge Road		96	956	19	3.0	88	876	10	1.0	97	963	1		22	3	4.0	89	888	1		10	0	2.0
21	B3334 Gosport Road / B3334 /	Stubbington Lane (N)	Roundabout	91	771	6	0.0	102	817	54	11.0	92	775	1		6	0	0.0	102	816	0		60	6	12.0
21	Stubbington Lane	Stubbington Green (SE)		2	125	4	0.0	2	128	4	0.0	2	123	0		4	0	0.0	2	130	0		4	0	0.0
21		B334 (S)		94	764	8	1.0	83	691	6	0.0	96	784	2		10	2	1.0	80	671	-3		6	0	0.0
21		B334 Gosport Road (NW)		14	85	6	0.0	29	191	6	0.0	14	88	0		6	0	0.0	31	207	2		6	0	0.0
22	A27 Bridge Road / Station Road /	A27 Bridge Road (W)	Roundabout	96	951	18	4.0	98	969	21	4.0	96	956	0		21	3	3.0	100	994	2		25	4	5.0
22	Brook Lane Roundabout	Station Road		14	283	4	0.0	34	680	4	0.0	15	301	1		4	0	0.0	36	714	2		4	0	0.0
22		A27 Bridge Road (E)		81	811	6	1.0	80	802	8	1.0	85	848	4		7	1	1.0	79	786	-1		8	0	1.0
22		Brook Lane		76	757	7	1.0	54	538	5	0.0	79	791	3		7	0	1.0	56	560	2		6	1	0.0
23	West Street / High Street	West Street	Priority	90	714	7	1.0	83	635	6	1.0	94	745	4		8	1	1.0	87	675	4		6	0	1.0
23		High Street		8	171	1	0.0	10	200	1	0.0	8	178	0		1	0	0.0	10	210	0		1	0	0.0
23		East Street		7	148	1	0.0	6	126	1	0.0	7	149	0		1	0	0.0	6	130	0		1	0	0.0
24	A32 / High Street / Wallington	A32 Wickham Road (N)	Roundabout	90	968	7	0.0	57	619	5	0.0	94	1004	4		8	1	1.0	68	747	11		5	0	0.0
24	Way	Wallington Way		39	539	5	0.0	42	618	5	0.0	44	605	5		5	0	0.0	49	698	7		5	0	0.0
24		Wickham Road (S)		42	446	5	0.0	38	396	5	0.0	48	495	6		5	0	0.0	45	462	7		5	0	0.0
25	Lower Church Road / Primate	Lower Church Road	Priority	94	691	13	2.0	82	676	4	0.0	93	688	-1		12	-1	2.0	83	680	1		4	0	0.0
25	Road / Longacres	Primate Road		35	625	2	0.0	22	443	1	0.0	35	625	0		2	0	0.0	23	458	1		1	0	0.0
26	Delme Roundabout	A32 Wallington Way	Roundabout	38	444	7	1.0	32	343	7	1.0	39	444	1		7	0	0.0	36	370	4		8	1	0.0
26		Wallington Shore Road		35	187	7	0.0	44	236	8	0.0	39	205	4		8	1	0.0	50	251	6		9	1	0.0
26		A27 Eastern Way SB offslip		49	700	17	3.0	45	476	25	2.0	53	753	4		18	1	3.0	47	498	2		26	1	2.0
26		A27 Cams Hill		86	1547	6	2.0	70	1262	4	0.0	93	1612	7	Sig	22	16	8.0	75	1354	5		5	1	0.0
26		A32 Eastern Way NB offslip		60	411	32	2.0	57	641	22	4.0	65	449	5		34	2	3.0	63	705	6		24	2	3.0
26		East Street		57	654	9	1.0	65	700	11	2.0	60	665	3		9	0	1.0	69	706	4		12	1	2.0
27	St Margarets Roundabout	Warsash Road	Roundabout	88	758	33	4.0	74	588	25	3.0	92	795	4		39	6	4.0	75	598	1		25	0	3.0
27		A27 Southampton Road (NW)		57	1082	14	4.0	50	1580	7	2.0	57	1073	0		14	0	4.0	50	1580	0		7	0	6.0
27		Cartwright Drive		78	493	31	2.0	101	649	99	3.0	81	509	3		33	2	2.0	102	659	1		127	28	6.0
27		A27 Southampton Road (SE)		70	2400	7	4.0	56	1804	7	3.0	68	2350	-2		7	0	4.0	55	1776	-1		7	0	5.0
27		St Margarets Lane		63	174	24	1.0	27	97	12	0.0	62	177	-1		23	-1	1.0	28	101	1		12	0	0.0
28	B3334 Titchfield Road / Bridge	B3334 Titchfield Road (S)	Signalised junction	89	2039	18	6.0	71	1663	13	5.0	90	2057	1		19	1	6.0	71	1662	0		13	0	5.0

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ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline											
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28	Street	Bridge Street		86	249	98	3.0	87	302	100	3.0	89	256	3		105	7	3.0	90	310	3		106	6	3.0
28		B3334 Titchfield Road (N)		58	1370	10	3.0	67	1505	13	4.0	60	1435	2		11	1	3.0	66	1486	-1		13	0	4.0
29	Lower Church Road /	Lower Church Road	Priority	90	789	5	1.0	32	293	3	0.0	90	748	0		6	1	1.0	36	313	4		3	0	0.0
29	Southampton Road	Southampton Road		7	153	1	0.0	3	68	1	0.0	10	231	3		1	0	0.0	5	99	2		1	0	0.0
30	Cornaway Lane Roundabout	Dore Avenue	Roundabout	71	401	13	1.0	53	300	10	0.0	71	382	0		14	1	1.0	56	312	3		11	1	0.0
30		A27 West Street		82	524	11	1.0	76	524	9	2.0	83	537	1		12	1	1.0	81	553	5		10	1	1.0
30		Cornaway Lane		87	470	16	1.0	54	306	8	0.0	87	475	0		16	0	2.0	58	320	4		8	0	0.0
30		A27 Portchester Road		58	940	5	0.0	63	1039	5	0.0	62	1005	4		5	0	0.0	64	1055	1		5	0	0.0
31	Boarhunt Road/M27 J11 Off slip	M27 J11 Off slip	Priority	105	1054	108	0.0	102	1024	54	0.0	37	809	-68		0	-108	0.0	37	816	-65		0	-54	0.0
31		Boarhunt Road [NE]		0	0	4	0.0	0	0	5	0.0	89	7812	89	Sig	11	7	0.0	93	8160	93	Sig	27	22	0.0
31		Boarhunt Road [SW]		44	732	2	0.0	48	791	2	0.0	49	809	5		2	0	0.0	49	815	1		2	0	0.0
32	Coach Hill/South Street/Bridge	Coach Hill	Priority	42	361	4	0.0	46	398	4	0.0	44	373	2		4	0	0.0	47	408	1		4	0	0.0
32	Street	South Street		4	23	4	0.0	27	199	4	0.0	4	25	0		4	0	0.0	27	199	0		4	0	0.0
32		Bridge Street		104	445	134	12.0	81	350	43	0.0	105	450	1		155	21	10.0	92	395	11	Sig	53	10	0.0
33	A27 Eastern Way [SE]	A27 Eastern Way [SE]	Priority	104	2590	119	45.0	102	2533	78	3.0	104	2596	0		123	4	56.0	102	2549	0		89	11	25.0
34	A32 Gosport Road/Mill Road	A32 Gosport Road [N]	Priority	102	2029	82	26.0	109	2086	195	75.0	103	2037	1		91	9	22.0	110	2114	1		221	26	93.0
34		A32 Gosport Road [S]		50	2170	0	0.0	46	2015	0	0.0	50	2182	0		0	0	0.0	46	2017	0		0	0	0.0
34		Mill Road		55	70	35	1.0	102	131	105	3.0	56	71	1		36	1	1.0	103	133	1		129	24	4.0
35	A32 Gosport Road/A27 Eastern	A32 Gosport Road	Priority	41	1791	0	0.0	50	2174	0	0.0	41	1770	0		0	0	0.0	50	2179	0		0	0	0.0
35	Way	A27 Eastern Way		101	868	49	13.0	83	1619	4	0.0	102	868	1		55	6	12.0	83	1607	0		4	0	0.0
35		A32 Gosport Road - underpass		101	1185	63	0.0	87	480	21	0.0	101	1183	0		77	14	4.0	88	497	1		23	2	0.0
36	Wallington Roundabout	M27 [SE]	Roundabout	83	7342	3	0.0	81	7161	3	0.0	83	7306	0		3	0	0.0	82	7198	1		3	0	0.0
36		M27 On-slip		100	551	103	4.0	99	434	99	3.0	101	553	1		112	9	4.0	99	435	0		100	1	3.0
36		M27 [NW]		88	7769	11	0.0	93	8185	21	66.0	89	7812	1		11	0	0.0	93	8160	0		27	6	0.0
36		A27 [N]		73	2452	18	12.0	89	2804	23	80.0	74	2484	1		22	4	4.0	91	2855	2		22	-1	13.0
37	St Margarets Roundabout	Southampton Road [NW]	Roundabout	101	2418	13	20.0	75	1804	0	0.0	98	2350	-3		0	-13	0.0	74	1776	-1		0	0	0.0
37		Warsash Road		35	758	0	0.0	27	588	0	0.0	36	795	1		0	0	0.0	27	598	0		0	0	0.0
37		Southampton Road [SE]		68	1082	3	0.0	103	1629	67	23.0	68	1073	0		3	0	0.0	104	1646	1		87	20	17.0
37		Cartwright Drive		22	493	0	0.0	29	649	0	0.0	23	509	1		0	0	0.0	30	659	1		0	0	0.0
38	Peel Common Roundabout	Gosport Road	Roundabout	82	1489	0	0.0	76	1367	0	0.0	88	1592	6	Sig	0	0	0.0	77	1390	1		0	0	0.0
38		Newgate Lane East		19	830	0	0.0	28	1228	0	0.0	18	802	-1		0	0	0.0	29	1249	1		0	0	0.0
38		Rowner Road		31	1374	0	0.0	27	1209	0	0.0	31	1375	0		0	0	0.0	28	1240	1		0	0	0.0
38		Broom Way		11	1072	0	0.0	12	1181	0	0.0	11	1070	0		0	0	0.0	12	1193	0		0	0	0.0
39	Mill Road/Holbrook Road	Mill Road [NE]	Priority	91	391	67	0.0	61	260	26	0.0	93	400	2		75	8	0.0	62	267	1		27	1	0.0
39		Holbrook Road		0	5	3	0.0	0	6	3	0.0	0	5	0		3	0	0.0	0	7	0		3	0	0.0
40	Broom Way/Daedalus	Broom Way [NE]	Signalised junction	53	477	21	2.0	93	863	41	4.0	53	476	0		21	0	2.0	92	854	-1		39	-2	4.0
40	Drive/Cherque Way	Daedalus Drive		2	56	24	0.0	2	46	24	0.0	2	55	0		24	0	0.0	2	46	0		24	0	0.0
40		Broom Way [SW]		93	834	41	4.0	76	1052	21	5.0	93	837	0		41	0	4.0	78	1050	2		22	1	4.0
40		Cherque Way		65	494	50	3.0	28	474	26	3.0	65	491	0		50	0	3.0	29	479	1		26	0	3.0
41	Skew Road/Portsdown Hill	Skew Road	Priority	88	578	16	1.0	54	351	7	1.0	88	578	0		17	1	2.0	56	351	2		8	1	0.0

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41	Road/Porchester Road	Portsdown Hill Road [E]		13	283	1	0.0	20	431	1	0.0	15	325	2		1	0		0.0	21	453	1		1	0	0.0
41		Portchester Road		34	221	6	0.0	33	212	6	0.0	32	207	-2		6	0		0.0	35	214	2		6	0	0.0
41		Portsdown Hill Road [W]		24	476	1	0.0	27	506	1	0.0	24	476	0		1	0		0.0	30	573	3		1	0	0.0
42	Fleet End Road/Warsash	Fleet End Road	Priority	82	565	8	1.0	46	318	5	0.0	88	607	6	Sig	10	2		2.0	48	328	2		5	0	0.0
42	Road/Raley Road	Warsash Road [E]		11	233	1	0.0	8	178	1	0.0	11	246	0		1	0		0.0	9	188	1		1	0	0.0
42		Raley Road		19	133	5	0.0	5	45	4	0.0	21	140	2		5	0		0.0	8	62	3		4	0	0.0
42		Warsash Road [W]		20	352	1	0.0	44	760	2	0.0	21	372	1		1	0		0.0	46	793	2		2	0	0.0
43	Bridge Road/Swanwick Lane	Bridge Road [W]	Signalised junction	83	1358	24	7.0	91	1343	34	8.0	84	1377	1		24	0		7.0	95	1391	4		40	6	8.0
43		Bridge Road [E]		40	763	10	2.0	41	756	10	2.0	43	837	3		11	1		2.0	42	778	1		10	0	2.0
43		Swanwick Lane		48	278	32	2.0	49	316	31	2.0	49	287	1		33	1		2.0	48	315	-1		31	0	2.0
44	Redlands Lane/Henry Cort Way	Redlands Lane [W]	Signalised junction	0	0	7	0.0	0	0	7	0.0	0	0	0		7	0		0.0	0	0	0		7	0	0.0
44		Redlands Lane [E]		53	541	12	1.0	7	70	7	0.0	55	570	2		12	0		1.0	7	71	0		7	0	0.0
44		Henry Cort Way		81	391	39	2.0	61	277	30	2.0	84	409	3		43	4		2.0	60	271	-1		30	0	2.0
45	B3334 Titchfield Road/Gosport	B3334 Titchfield Road	Roundabout	57	477	5	0.0	48	392	5	0.0	57	475	0		5	0		0.0	48	391	0		6	1	0.0
45	Road/Mays Lane	Gosport Road		80	694	4	0.0	98	851	4	0.0	79	688	-1		4	0		0.0	99	860	1		5	1	0.0
45		Mays Lane		40	293	5	0.0	40	305	5	0.0	43	316	3		5	0		0.0	38	288	-2		5	0	0.0
46	A27 The Avenue/Bishopsfield	A27 The Avenue [W]	Signalised junction	47	933	17	4.0	31	665	10	2.0	48	962	1		17	0		4.0	31	676	0		10	0	2.0
46	Road	A27 The Avenue [E]		52	807	24	4.0	60	928	17	3.0	52	803	0		24	0		5.0	64	1001	4		18	1	3.0
46		Bishopsfield Road		58	332	35	3.0	82	299	60	3.0	66	383	8		38	3		3.0	92	336	10	Sig	80	20	3.0
47	Rowan Way/Peak Lane/Longfield	Peak Lane [S]	Roundabout	35	368	5	0.0	46	472	5	0.0	36	370	1		5	0		0.0	49	489	3		6	1	0.0
47	Avenue	Rowan Way [W]		33	321	5	0.0	18	172	5	0.0	37	355	4		5	0		0.0	27	255	9		6	1	0.0
47		Peak Lane [N]		57	452	5	0.0	81	643	7	0.0	58	455	1		6	1		0.0	89	675	8	Sig	9	2	1.0
47		Longfield Avenue [E]		31	232	6	0.0	38	247	7	0.0	47	348	16		6	0		0.0	47	305	9		7	0	0.0
48	A27 Bridge Road/Barnes Lane	A27 Bridge Road [W]	Signalised junction	71	1032	22	4.0	71	1177	20	4.0	73	1040	2		23	1		4.0	76	1244	5		23	3	4.0
48		A27 Bridge Road [E]		45	312	18	1.0	80	461	34	2.0	49	342	4		19	1		1.0	83	474	3		36	2	3.0
48		Barnes Lane		53	451	23	2.0	47	295	27	2.0	57	495	4		24	1		3.0	48	304	1		27	0	2.0
49	A27 The Avenue/Catisfield Road	A27 The Avenue [W]	Signalised junction	49	299	25	2.0	40	314	18	1.0	48	297	-1		25	0		2.0	45	354	5		19	1	2.0
49		A27 The Avenue [E]		73	548	48	6.0	32	438	26	3.0	81	549	8		55	7		3.0	31	422	-1		25	-1	3.0
49		Catisfield Road		31	749	15	2.0	29	531	20	2.0	32	771	1		15	0		2.0	28	523	-1		21	1	2.0
50	Segensworth Road	Segensworth Road East [W]	Priority	56	528	8	3.0	33	425	2	0.0	84	651	28		24	16		3.0	37	467	4		2	0	0.0
50	East/Carwright Drive	Carwright Drive [N]		29	573	1	0.0	55	1021	2	0.0	32	618	3		1	0		0.0	58	1071	3		2	0	0.0
50		Carwright Drive [S]		33	736	1	0.0	5	105	1	0.0	30	651	-3		1	0		0.0	6	137	1		1	0	0.0
51	Bishopsfield Road/Longmynd	Bishopsfield Road [N]	Priority	18	351	1	0.0	28	354	3	0.0	17	326	-1		1	0		0.0	31	409	3		3	0	0.0
51	Drive	Longmynd Drive [E]		86	369	14	0.0	36	155	7	0.0	84	359	-2		14	0		0.0	35	149	-1		7	0	0.0
51		Bishopsfield Road [S]		3	48	1	0.0	8	176	1	0.0	6	113	3		1	0		0.0	12	242	4		1	0	0.0
52	Welborne	Welborne Approach [N]	Roundabout	56	552	6	0.0	45	465	5	0.0	62	555	6		7	1		0.0	52	485	7		6	1	0.0
52	Approach/Broadway/Zone 894	Broadway [E]		23	396	3	0.0	10	166	3	0.0	26	448	3		3	0		0.0	14	241	4		3	0	0.0
52	Access	Welborne Approach [S]		68	1578	3	#N/A	77	1773	3	#N/A	77	1777	9		3	0		0.0	83	1905	6		3	0	0.0
52		Zone 894 Access		14	66	8	0.0	8	30	10	0.0	22	88	8		10	2		0.0	27	83	19		14	4	0.0
53	A27 Cams Hill/A27 Porchester	A27 Cams Hill [W]	Signalised junction	65	1021	27	5.0	78	1246	31	13.0	67	1061	2		27	0		7.0	82	1313	4		33	2	10.0
53	Road/Down End	A27 Portchester Road [E]		34	326	53	4.0	35	350	54	6.0	42	400	8		55	2		6.0	47	403	12		56	2	5.0
53	Road/Shearwater Avenue	Down End Road [N]		46	1286	13	4.0	34	939	10	3.0	46	1313	0		13	0		4.0	36	991	2		11	1	3.0
53		Shearwater Avenue [S]		16	123	56	2.0	25	195	56	3.0	15	134	-1		55	-1		2.0	26	200	1		56	0	3.0
54	A32 Hoad's Hill / A334 Fareham	A32 Hoad's Hill	Roundabout	91	790	4	0.0	72	622	4	0.0	89	776	-2		4	0		0.0	75	651	3		4	0	0.0
54	Road / A32 School Road	A334 Fareham Rd		52	544	5	0.0	53	538	5	0.0	53	546	1		5	0		0.0	52	526	-1		5	0	0.0
54		A32 School Rd		33	298	5	0.0	28	253	5	0.0	33	301	0		5	0		0.0	29	264	1		5	0	0.0
55	A32 Wickham Road / Knowle	A32 Wickham Rd (S)	Roundabout	26	372	5	0.0	22	311	5	0.0	27	384	1		5	0		0.0	24	347	2		5	0	0.0
55	Road	Zone Access		0	3	9	0.0	0	1	8	0.0	0	3	0		9	0		0.0	0	1	0		8	0	0.0
55		A32 Wickham Rd (N)		78	858	6	1.0	62	690	5	1.0	79	862	1		6	0		0.0	62	692	0		5	0	0.0
55		Knowle Rd		16	160	7	0.0	10	102	6	0.0	16	160	0		7	0		0.0	10	105	0		6	0	0.0
56	A32 Wickham Road / Pook Lane /	A32 Wickham Rd (N)	Priority / Roundabout	50	1629	1	0.0	47	1508	1	0.0	52	1688	2		1	0		0.0	53	1731	6		1	0	0.0
56	M27 EB Onslip / Welborne	Pook Lane		#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
56	development	A32 Wickham Rd (S)		38	1002	3	0.0	35	903	3	3.0	43	1122	5		3	0		0.0	38	998	3		3	0	0.0

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ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline											
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)		AM Delay (s)		AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)		PM Delay (s)		PM Average Q (pcus)
56		Welborne Access		64	1024	6	0.0	51	832	5	0.0	69	1065	5	6	0	1.0	69	1027	18	7	2	1.0
57	M27 J10 (Existing configuration)	A27 Wickham Road (S)	Motorway junction	23	1002	0	0.0	21	903	0	0.0	25	1122	2	0	0	0.0	23	998	2	0	0	0.0
57		M27 WB offslip		#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	0.0	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
57		A27 Wickham Road (N)		#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	29	1260	#N/A	#N/A	0	#N/A	#N/A	27	1175	#N/A	#N/A	0	#N/A	#N/A	0.0
58	A32 Wickham Road / North Hill	A32 Wickham Road (N)	Roundabout	49	1250	9	0.0	45	1053	27	0.0	50	1261	1	8	-1	2.0	50	1176	5	25	-2	5.0
58		A32 Wickham Road (S)		35	277	23	0.0	36	345	17	0.0	43	341	8	24	1	2.0	44	423	8	18	1	2.0
58		North Hill		48	725	4	0.0	39	557	4	0.0	53	781	5	5	1	0.0	41	575	2	5	1	0.0
59	Broadcut Roundabout	A32 Wallington Way (N)	Roundabout	38	632	5	0.0	21	350	5	0.0	39	641	1	5	0	0.0	24	403	3	5	0	0.0
59		Broadcut		21	214	5	0.0	32	348	5	0.0	24	242	3	5	0	0.0	35	375	3	5	0	0.0
59		A32 Wallintgon Way (S)		33	560	4	0.0	33	541	4	0.0	37	607	4	4	0	0.0	36	583	3	5	1	0.0
60	Osborn Rd / High Street /	Osborn Road	Priority junction	26	233	3	0.0	20	180	3	0.0	28	248	2	4	1	0.0	22	198	2	4	1	0.0
60	Wickham Rd	High Street		40	834	3	0.0	36	748	3	0.0	45	890	5	3	0	0.0	49	879	13	4	1	0.0
60		Wickham Road		10	213	1	0.0	11	225	1	0.0	11	246	1	1	0	0.0	13	271	2	1	0	0.0
61	Quay Street Roundabout	Eastern Rte	Roundabout	45	803	13	3.0	30	621	10	1.0	48	860	3	13	0	3.0	32	664	2	10	0	2.0
61		Portland Street		23	211	4	0.0	32	329	4	0.0	25	220	2	5	1	0.0	37	377	5	5	1	0.0
61		Quay Street		13	57	36	1.0	19	95	35	1.0	17	78	4	36	0	1.0	21	102	2	35	0	1.0
61		A32 Gosport Road		72	1818	14	0.0	66	1648	30	0.0	71	1800	-1	16	2	0.0	64	1608	-2	27	-3	0.0
61		Gosport Road (S)		43	1791	4	1.0	53	2174	5	2.0	43	1770	0	4	0	1.0	53	2179	0	5	0	2.0
62	Peel Common Roundabout	B3335 Newgate Lane	Roundabout	53	830	28	6.0	55	1228	20	6.0	51	802	-2	28	0	6.0	56	1249	1	20	0	6.0
62		B3334 Rowner Road		58	1374	21	7.0	74	1209	33	9.0	58	1375	0	21	0	7.0	76	1240	2	33	0	10.0
62		Broom Way		48	480	30	4.0	50	685	24	4.0	47	475	-1	30	0	3.0	48	658	-2	24	0	4.0
62		B3334 Gosport Road		48	1489	10	4.0	44	1367	10	3.0	51	1592	3	11	1	4.0	44	1390	0	10	0	4.0
63	Stubbington Bypass (Peak Lane	Stubbington Bypass (E)	Signalised junction	0	0	0	0.0	0	0	0	0.0	61	1328	61	26	26	6.0	64	1116	64	38	38	8.0
63	access)	Peak Lane (S)		50	282	138	4.0	31	257	42	2.0	55	308	5	145	7	3.0	34	284	3	45	3	2.0
63		Stubbington Bypass (W)		0	0	0	0.0	0	0	0	0.0	55	1203	55	18	18	5.0	59	1044	59	27	27	7.0
63		Peak Lane (N)		70	393	103	4.0	66	542	57	5.0	74	413	4	113	10	5.0	68	560	2	61	4	5.0
64	A27 The Avenue / Peak Lane	A27 The Avenue (E)	Signalised junction	48	616	23	3.0	47	732	18	3.0	49	622	1	22	-1	3.0	47	734	0	18	0	3.0
64		Peak Lane		58	661	16	2.0	98	322	103	2.0	64	713	6	17	1	2.0	100	325	2	123	20	2.0
64		A27 The Avenue (W)		43	842	20	5.0	41	751	21	4.0	43	840	0	20	0	4.0	43	775	2	21	0	4.0
65	M27 J9	A27	Motorway junction	48	520	73	3.0	66	486	167	12.0	49	524	1	76	3	3.0	67	491	1	179	12	14.0
65		M27 EB offslip		94	2313	27	10.0	88	2407	19	10.0	96	2347	2	30	3	10.0	89	2426	1	19	0	9.0
65		Whiteley Way		62	1334	24	6.0	85	2032	80	15.0	65	1401	3	24	0	8.0	86	2048	1	88	8	28.0
65		M27 WB offslip		81	1839	20	7.0	85	1446	26	6.0	82	1860	1	20	0	8.0	88	1507	3	38	12	14.0
66	A27 The Avenue / Highlands	A27 The Avenue (E)	Signalised junction	20	488	17	2.0	14	356	11	1.0	20	504	0	17	0	3.0	14	342	0	11	0	1.0
66	Road	Highlands Road		69	482	39	5.0	61	313	46	4.0	78	540	9	44	5	5.0	63	322	2	47	1	3.0
66		A27 The Avenue (W)		20	712	24	5.0	29	914	16	4.0	20	702	0	24	0	5.0	28	897	-1	16	0	4.0
67	Highlands Road / Kiln Road	Kiln Road (E)	Priority	25	457	1	0.0	35	611	2	0.0	27	485	2	1	0	0.0	37	648	2	2	0	0.0
67		Highlands Road		77	543	7	1.0	55	390	5	0.0	79	551	2	7	0	1.0	58	406	3	5	0	0.0
67		Kiln Road (W)		17	296	2	0.0	20	271	3	0.0	18	317	1	2	0	0.0	22	305	2	3	0	0.0
68	Barnes Wallis Road / Brunel Way	Barnes Wallis Road (W)	Priority	37	805	1	0.0	10	207	1	0.0	39	823	2	1	0	0.0	10	218	0	1	0	0.0
68		Brunel Way		0	0	5	0.0	0	0	4	0.0	0	0	0	5	0	0.0	0	0	0	4	0	0.0
68		Barnes Wallis Road (E)		12	251	1	0.0	24	521	1	0.0	14	290	2	1	0	0.0	25	541	1	1	0	0.0
69	Primate Road / Prelate Way	Primate Road (S)	Priority	18	381	1	0.0	25	511	1	0.0	16	350	-2	1	0	0.0	25	520	0	1	0	0.0
69		Prelate Way		19	277	1	0.0	8	110	2	0.0	20	299	1	1	0	0.0	9	118	1	2	0	0.0
69		Primate Road (N)		16	350	1	0.0	21	455	1	0.0	18	374	2	1	0	0.0	21	441	0	1	0	0.0
70	Hunts Pond Road / Abshot Road	Hunts Pond Road (S)	Roundabout	5	44	4	0.0	17	137	4	0.0	5	46	0	4	0	0.0	18	149	1	4	0	0.0
70		Abshot Road		43	368	4	0.0	28	235	3	0.0	45	389	2	4	0	0.0	29	246	1	3	0	0.0
70		Hunts Pond Road (N)		25	192	4	0.0	32	264	4	0.0	26	197	1	4	0	0.0	32	263	0	4	0	0.0
71	Lower Church Road / Hunts Pond	Lower Church Road	Roundabout	77	633	4	0.0	40	326	4	0.0	76	630	-1	4	0	0.0	41	331	1	4	0	0.0
71	Road Roundabout (northern mini	Hunts Pond Road		54	329	7	0.0	91	710	8	1.0	55	338	1	7	0	0.0	90	703	-1	7	-1	1.0
71	roundabout)	Southern Mini Roundabout		34	287	4	0.0	45	369	4	0.0	36	303	2	4	0	0.0	48	392	3	4	0	0.0
72	Warsash Road / Common Lane	Warsash Road (S)	Priority	5	91	1	0.0	25	477	1	0.0	5	92	0	1	0	0.0	25	474	0	1	0	0.0
72		Common Lane		44	565	1	0.0	31	428	1	0.0	40	534	-4	1	0	0.0	37	493	6	1	0	0.0

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72		Warsash Road (W)		47	683	3	0.0	47	539	4	0.0	49	718	2	3	0	0.0	49	579	2	4	0	0.0
73	Peters Road / Lockswood	Peters Road (W)	Roundabout	38	265	7	0.0	38	293	6	0.0	40	282	2	7	0	0.0	42	323	4	7	1	0.0
73	Roundabout	Lockswood Road (N)		51	418	6	0.0	77	625	7	0.0	52	433	1	6	0	0.0	79	635	2	7	0	0.0
73		Peters Road (E)		8	76	6	0.0	5	41	7	0.0	9	80	1	6	0	0.0	10	75	5	7	0	0.0
73		Lockswood Road (S)		68	554	6	0.0	46	373	6	0.0	71	574	3	6	0	0.0	49	394	3	6	0	0.0
74	A27 Bridge Road / Coldeast Way	A27 Bridge Road (E)	Signalised junction	46	564	13	1.0	61	745	15	2.0	49	599	3	13	0	2.0	63	762	2	16	1	2.0
74		Coldeast Way		0	0	77	0.0	0	0	77	0.0	0	0	0	77	0	0.0	0	0	0	77	0	0.0
74		A27 Bridge Road (W)		67	848	17	3.0	74	924	20	4.0	67	852	0	17	0	3.0	77	955	3	22	2	4.0
75	Lockswood Road / Brook Lane	Brook Lane (N)	Roundabout	68	599	6	0.0	102	882	42	8.0	71	619	3	6	0	0.0	102	880	0	43	1	9.0
75	Roundabout	Lockswood Road		53	425	8	0.0	36	276	8	0.0	55	436	2	8	0	0.0	38	289	2	8	0	0.0
75		Brook Lane (S)		47	332	7	0.0	36	283	6	0.0	50	355	3	7	0	0.0	39	300	3	6	0	0.0
76	Southampton Road / Telford Way	Southampton Road (W)	Roundabout	64	1279	3	0.0	55	1095	3	0.0	67	1342	3	3	0	0.0	56	1113	1	3	0	0.0
76	Roundabout	Telford Way		11	73	5	0.0	19	112	6	0.0	13	87	2	5	0	0.0	21	121	2	6	0	0.0
76		Southampton Road (E)		64	1245	4	0.0	77	1467	4	0.0	65	1261	1	4	0	0.0	78	1480	1	4	0	0.0
77	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Priority	27	557	1	0.0	24	497	1	0.0	28	579	1	1	0	0.0	25	504	1	1	0	0.0
77	Drive	Sweethils Crescent		24	141	5	0.0	19	105	6	0.0	25	143	1	6	1	0.0	17	89	-2	6	0	0.0
77		Yew Tree Drive (E)		12	262	1	0.0	23	490	1	0.0	13	278	1	1	0	0.0	24	515	1	1	0	0.0
78	Sweethills Crescent / Yew Tree	Yew Tree Drive (W)	Roundabout	59	489	5	0.0	51	415	5	0.0	61	510	2	5	0	0.0	53	425	2	5	0	0.0
78	Drive Roundabout	Sweethils Crescent		19	131	5	0.0	9	63	5	0.0	21	139	2	5	0	0.0	11	76	2	5	0	0.0
78		Yew Tree Drive (E)		40	339	4	0.0	72	614	4	0.0	42	357	2	4	0	0.0	75	648	3	4	0	0.0
79	Parkway South Roundabout	Rookery Avenue	Roundabout	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	58	734	#N/A	#N/A	34	#N/A	#N/A	5.0	58	535	#N/A	#N/A	40	#N/A	#N/A	4.0
79		Whiteley Way (N)		#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	59	520	#N/A	#N/A	28	#N/A	#N/A	4.0	23	379	#N/A	#N/A	16	#N/A	#N/A	1.0
79		Parkway		#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	48	760	#N/A	#N/A	21	#N/A	#N/A	3.0	73	1879	#N/A	#N/A	17	#N/A	#N/A	6.0
79		Whiteley Way (S)		#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	58	1736	#N/A	#N/A	15	#N/A	#N/A	6.0	47	1161	#N/A	#N/A	17	#N/A	#N/A	5.0
80	Parkway / Leafy Lane	Parkway (W)	Priority	95	1611	16	1.0	87	683	24	1.0	97	1620	2	23	7	0.0	90	676	3	28	4	1.0
80		Parkway (E)		36	732	1	0.0	100	2025	36	0.0	38	773	2	1	0	0.0	100	2030	0	37	1	0.0
80		Leafy Lane		102	358	102	9.0	90	379	56	9.0	102	398	0	102	0	10.0	100	380	10	Sev	64	8	5.0
81	Barnes Lane / Brook Lane	Brook Lane (E)	Roundabout	23	329	3	0.0	17	244	3	0.0	25	355	2	3	0	0.0	18	252	1	3	0	0.0
81		Barnes Lane		18	197	3	0.0	24	265	3	0.0	19	202	1	3	0	0.0	27	291	3	3	0	0.0
81		Brook Lane (W)		14	160	3	0.0	22	244	3	0.0	16	178	2	3	0	0.0	23	254	1	3	0	0.0
82	A27 / Ranvilles Lane	A27 (E)	Priority junction	36	997	3	0.0	43	1202	3	0.0	37	1020	1	3	0	0.0	46	1257	3	3	0	0.0
82		Ranvilles Lane		49	240	8	0.0	51	295	6	0.0	66	312	17	11	3	1.0	62	357	11	7	1	0.0
82		A27(W)		62	970	4	0.0	43	668	2	0.0	67	1044	5	5	1	0.0	43	664	0	2	0	0.0
83	B3334 Titchfield Road / Cuckoo	B3334 Titchfield Road (S)	Priority junction	40	499	11	1.0	55	827	14	3.0	39	499	-1	11	0	1.0	54	829	-1	13	-1	3.0
83	Lane	B3334 Titchfield Road (N)		65	647	18	2.0	71	682	17	2.0	65	647	0	18	0	2.0	68	657	-3	16	-1	2.0
83		Cuckoo Lane		37	246	29	2.0	34	189	24	1.0	37	247	0	29	0	2.0	36	204	2	24	0	1.0
84	B3334 Titchfield Road / May's	B3334 Titchfield Road (S)	Roundabout	57	477	5	0.0	48	392	5	0.0	57	475	0	5	0	0.0	48	391	0	6	1	0.0
84	Lane	B3334 Titchfield Road (N)		80	694	4	0.0	98	851	4	0.0	79	688	-1	4	0	0.0	99	860	1	5	1	0.0
84		May's Lane		40	293	5	0.0	40	305	5	0.0	43	316	3	5	0	0.0	38	288	-2	5	0	0.0
85	Stubbington Lane / Bells Lane	Stubbington Lane (S)	Priority junction	26	762	1	0.0	25	655	2	0.0	27	773	1	1	0	0.0	24	636	-1	2	0	0.0
85		Stubbington Lane (N)		31	655	1	0.0	38	807	1	0.0	31	657	0	1	0	0.0	38	817	0	1	0	0.0
85		Bells Lane		21	247	2	0.0	14	150	3	0.0	22	250	1	2	0	0.0	14	153	0	3	0	0.0
86	Cuckoo Lane / Bells Lane	Cuckoo Lane (S)	Priority junction	13	107	4	0.0	30	230	4	0.0	13	111	0	4	0	0.0	31	239	1	4	0	0.0
86		Bells Lane (W)		9	150	2	0.0	16	279	2	0.0	9	152	0	2	0	0.0	17	287	1	2	0	0.0
86		Crofton Lane (N)		16	297	1	0.0	12	223	1	0.0	16	299	0	1	0	0.0	13	228	1	1	0	0.0
87	Redlands Lane / Mill Road	Redlands Lane (SE)	Priority junction	30	541	1	0.0	4	70	1	0.0	31	570	1	1	0	0.0	4	71	0	1	0	0.0
87		Mill Road		1	5	5	0.0	1	6	5	0.0	1	5	0	5	0	0.0	2	7	1	5	0	0.0
87		Redlands Lane (NW)		22	427	1	0.0	29	461	2	0.0	23	448	1	1	0	0.0	29	461	0	2	0	0.0
88	Redlands Lane / Upper St.	Redlands Lane (SE)	Priority junction	35	630	2	0.0	18	218	3	0.0	37	654	2	2	0	0.0	18	223	0	3	0	0.0
88	Michael's Grove	Redlands Lane (NW)		18	391	1	0.0	13	277	1	0.0	19	409	1	1	0	0.0	13	271	0	1	0	0.0
88		Upper St. Michael's Grove		31	130	14	0.0	26	108	11	0.0	33	137	2	15	1	0.0	24	99	-2	10	-1	0.0
89	Longfield Avenue / St. Michael's	Longfield Avenue (SE)	Priority junction	32	680	1	0.0	16	340	1	0.0	31	674	-1	1	0	0.0	19	393	3	1	0	0.0
89	Grove	St. Michael's Grove		52	220	17	0.0	33	138	10	0.0	52	220	0	17	0	0.0	33	140	0	10	0	0.0

FAREHAM LOCAL PLAN: Junction approach arm statistics for identified locations (Summary Sheet)

ID	Junction	Approach Arm	Junction Type	2015 Base								2036 Baseline									
				AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)	PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)	PM Average Q (pcus)	AM RFC (%)	AM Actual Flow (pcus)	AM Delay (s)	AM Average Q (pcus)		PM RFC (%)	AM Actual Flow (pcus)	PM Delay (s)		PM Average Q (pcus)
89		Longfield Avenue (NW)		14	241	2	0.0	21	364	2	0.0	17	295	3	2	0	0.0	24	434	3	2	0	0.0
90	Highlands Road / Gudge Heath	Highlands Road (NE)	Priority junction	29	516	2	0.0	34	583	2	0.0	31	530	2	2	0	0.0	36	606	2	2	0	0.0
90	Lane	Highlands Road (SW)		20	421	1	0.0	28	596	1	0.0	21	446	1	1	0	0.0	30	635	2	1	0	0.0
90		Gudge Heath Lane		20	146	4	0.0	32	207	5	0.0	21	150	1	5	1	0.0	34	217	2	6	1	0.0
91	Highlands Road / Catisfield Road	Highlands Road (N)	Priority junction	11	194	2	0.0	37	681	2	0.0	12	204	1	2	0	0.0	40	714	3	2	0	0.0
91		Highlands Road (S)		37	752	1	0.0	34	649	1	0.0	40	808	3	1	0	0.0	35	680	1	1	0	0.0
91		Catisfied Road		18	253	2	0.0	13	173	3	0.0	19	260	1	2	0	0.0	14	181	1	3	0	0.0

Volume over Capacity (V/C)

Significant: V/C above 85%, having increased by more than 5%

Severe: V/C above 95%, having increased by more than 10%

Delay Delay above 120 seconds, having increased by more than 60 seconds