



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 – Appendix 22.5 Impact Tables

The Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

Document Ref: 6.3.22.4

PINS Ref.: EN020022



AQUIND Limited

AQUIND INTERCONNECTOR

Environmental Statement – Volume 3 –
Appendix 22.5 Impact Tables

PINS REF.: EN020022

DOCUMENT: 6.3.22.54

DATE: 6 OCTOBER 2020

WSP

WSP House

70 Chancery Lane

London

WC2A 1AF

+44 20 7314 5000

www.wsp.com

DOCUMENT

Document	6.3.22.5 Environmental Statement – Volume 3 - Appendix 22.5 Impact Tables
Revision	003
Document Owner	WSP UK Limited
Prepared By	S. Gander and D Jenkins
Date	03 September 2020
Approved By	C. Williams
Date	17 September 2020

CONTENTS

APPENDIX 22.5 IMPACT TABLES	1
<hr/>	
1.1. SUMMARY OF LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT	1
1.2. SEVERANCE ASSESSMENT	25
1.3. FEAR AND INTIMIDATION ASSESSMENT	41
1.4. PEDESTRIAN AND CYCLE AMENITY ASSESSMENT	49
1.5. TRAFFIC DELAY	50

TABLES

Table 1 - Section 1: Summary of links taken forward for further assessment	1
Table 2 - Section 2: Summary of links taken forward for further assessment	3
Table 3 - Section 3: Summary of links taken forward for further assessment	5
Table 4 - Section 4: Summary of links taken forward for further assessment	1
Table 5 - Section 5: Summary of links taken forward for further assessment	12
Table 6 - Section 6: Summary of links taken forward for further assessment	14
Table 7 - Section 7: Summary of links taken forward for further assessment	16
Table 8 - Section 8: Summary of links taken forward for further assessment	18
Table 9 - Section 9: Summary of links taken forward for further assessment	22
Table 10 - Section 10: Summary of links taken forward for further assessment	23
Table 11 - Summary of Severance - Section 1	25
Table 12 - Summary of Severance - Section 2	26
Table 13 - Summary of Severance - Section 3	27
Table 14 - Summary of Severance - Section 4	28
Table 15 - Summary of Severance - Section 5	33
Table 16 - Summary of Severance - Section 6	34

Table 17 - Summary of Severance - Section 7	35
Table 18 - Summary of Severance - Section 8	36
Table 19 - Summary of Severance - Section 9	39
Table 20 - Fear and Intimidation Summary of Assessment	41
Table 21 - Pedestrian and Cycle Amenity Summary of Assessment	49
Table 22 - At Junction Summary of Assessment	50
Table 23 - On Links Summary of Assessment	53

APPENDIX 22.5 IMPACT TABLES

1.1. SUMMARY OF LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

1.1.1. SECTION 1 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 1 - Section 1: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
B2149	65022_65048	Low	HGV CHANGE OVER 10%	11412	11232	11266	-2%	-1%	350	339	340	-3%	-3%
B2149 Dell Piece West	65133_65234	Medium	HGV CHANGE OVER 10%	10745	11412	11399	6%	6%	128	144	146	13%	14%
B2149 Dell Piece West	65234_65132	Medium	HGV CHANGE OVER 10%	27343	28440	28444	4%	4%	376	517	518	37%	38%
B2149 Havant Road	65045_65022	Low	HGV CHANGE OVER 10%	15014	14982	14986	0%	0%	274	298	299	9%	9%
Broadway Lane	65631_65731	Medium	10 - 30% AADT CHANGE	4167	4901	4895	18%	17%	73	90	90	24%	24%
Broadway Lane	65631_65732	Medium	CABLE CORRIDOR	1273	1088	1088	-15%	-15%	5	7	7	33%	33%
Broadway Lane	65731_65631	Medium	10 - 30% AADT CHANGE	4167	4901	4895	18%	17%	73	90	90	24%	24%
Broadway Lane	65732_65631	Medium	CABLE CORRIDOR	1273	1088	1088	-15%	-15%	5	7	7	33%	33%
Day Lane	65631_65632	Low	OVER 30% AADT CHANGE	3532	4443	4437	26%	26%	68	225	225	233%	233%
Day Lane	65632_65631	Low	10 - 30% AADT CHANGE	3532	4443	4437	26%	26%	68	225	225	233%	233%
Five Heads Road	65434_65736	Medium	10 - 30% AADT CHANGE	987	1065	1066	8%	8%	20	21	21	2%	4%
Frogmore Lane	63137_63136	Medium	10 - 30% AADT CHANGE	4667	4854	4842	4%	4%	88	81	81	-8%	-8%
Frogmore Lane	65531_63137	Medium	10 - 30% AADT CHANGE	6259	6730	6720	8%	7%	123	119	119	-3%	-3%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Frogmore Lane	65532_65531	Medium	10 - 30% AADT CHANGE	1992	2060	2054	3%	3%	57	53	53	-6%	-6%
Hazleton Way	65211_65131	Medium	10 - 30% AADT CHANGE	4599	5005	5006	9%	9%	65	67	67	2%	2%
Lovedean Lane	63131_63133	High	10 - 30% AADT CHANGE	4932	6070	6068	23%	23%	53	202	202	282%	282%
Lovedean Lane	63131_65633	High	10 - 30% AADT CHANGE	6524	7946	7946	22%	22%	88	240	240	173%	173%
Lovedean Lane	63133_63131	High	10 - 30% AADT CHANGE	4932	6070	6068	23%	23%	53	202	202	282%	282%
Lovedean Lane	65632_65633	High	10 - 30% AADT CHANGE	5570	7039	7037	26%	26%	90	242	242	168%	168%
Lovedean Lane	65632_65634	High	10 - 30% AADT CHANGE	4687	5298	5297	13%	13%	77	73	73	-6%	-5%
Lovedean Lane	65633_63131	High	10 - 30% AADT CHANGE	6524	7946	7946	22%	22%	88	240	240	173%	173%
Lovedean Lane	65633_65632	High	OVER 30% AADT CHANGE	5570	7039	7037	26%	26%	90	242	242	168%	168%
Stonechat Road	65533_65532	Medium	10 - 30% AADT CHANGE	2007	2084	2077	4%	4%	21	20	20	-3%	-3%
Victory Avenue	65432_65531	Low	10 - 30% AADT CHANGE	4462	4884	4880	9%	9%	69	69	69	-1%	-1%
Yoells Lane	63131_63137	Medium	10 - 30% AADT CHANGE	1665	1962	1964	18%	18%	37	40	40	8%	8%
Yoells Lane	63137_63131	Medium	10 - 30% AADT CHANGE	1665	1962	1964	18%	18%	37	40	40	8%	8%

1.1.2. SECTION 2 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 2 - Section 2: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Edneys Lane	37040_37039	Medium	OVER 30% AADT CHANGE	544	876	879	61%	62%	4	5	5	20%	20%
Edneys Lane	37039_37040	Medium	OVER 30% AADT CHANGE	544	876	879	61%	62%	4	5	5	20%	20%
Longwood Avenue	63233_63031	Low	OVER 30% AADT CHANGE	4187	4732	4720	13%	13%	126	141	140	12%	11%
Lovedean Lane	63133_63134	High	10 - 30% AADT CHANGE	5955	7045	7057	18%	18%	67	208	208	209%	209%
Lovedean Lane	63134_63133	High	10 - 30% AADT CHANGE	5955	7045	7057	18%	18%	67	208	208	209%	209%
Lovedean Lane	63134_63135	High	10 - 30% AADT CHANGE	9404	10583	10597	13%	13%	146	279	279	91%	92%
Lovedean Lane	63135_63034	High	10 - 30% AADT CHANGE	5015	5593	5602	12%	12%	38	161	161	328%	328%
Lovedean Lane	63034_63135	High	10 - 30% AADT CHANGE	5015	5593	5602	12%	12%	38	161	161	328%	328%
Lovedean Lane	63135_63134	High	10 - 30% AADT CHANGE	9404	10583	10597	13%	13%	146	279	279	91%	92%
Milton Road	63121_63135	High	10 - 30% AADT CHANGE	7569	8402	8409	11%	11%	126	138	138	10%	10%
Uplands Road	37134_37132	Medium	10 - 30% AADT CHANGE	1621	1741	1734	7%	7%	27	27	27	3%	3%
Uplands Road	37137_37134	Medium	10 - 30% AADT CHANGE	1621	1741	1734	7%	7%	27	27	27	3%	3%
Eagle Avenue	63232_63132	Low	10 - 30% AADT CHANGE	3775	4311	4308	14%	14%	14	15	15	10%	10%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Eagle Avenue	63132_63232	Low	10 - 30% AADT CHANGE	3775	4311	4308	14%	14%	14	15	15	10%	10%
Longwood Avenue	63031_63033	Low	10 - 30% AADT CHANGE	9150	9749	9745	7%	7%	175	191	190	9%	8%
Woodbury Grove	63133_63102	Low	10 - 30% AADT CHANGE	2600	2848	2862	10%	10%	19	36	36	83%	84%

1.1.3. SECTION 3 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 3 - Section 3: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Anmore Road	37043_37038	Medium	OVER 30% AADT CHANGE	3102	3920	3921	26%	26%	69	84	84	21%	21%
Mead End Road	37038_37037	Medium	OVER 30% AADT CHANGE	1430	1976	1980	38%	38%	6	9	9	39%	39%
Silvester Road	63332_62732	Medium	OVER 30% AADT CHANGE	5204	7433	7430	43%	43%	53	76	76	43%	43%
Silvester Road	63435_63332	Medium	OVER 30% AADT CHANGE	6376	8376	8374	31%	31%	93	115	115	23%	23%
Anmore Lane	37043_65731	Medium	10 - 30% AADT CHANGE	3648	4063	4055	11%	11%	69	85	85	24%	24%
Anmore Road	37038_37033	Medium	10 - 30% AADT CHANGE	1672	1944	1941	16%	16%	62	74	74	20%	20%
Anmore Road	37038_37043	Medium	10 - 30% AADT CHANGE	3102	3920	3921	26%	26%	69	84	84	21%	21%
Anmore Road	37033_37038	Medium	10 - 30% AADT CHANGE	1672	1944	1941	16%	16%	62	74	74	20%	20%
Mead End Road	37037_37038	Medium	10 - 30% AADT CHANGE	1430	1976	1980	38%	38%	6	9	9	39%	39%
Milton Road	63434_63435	High	10 - 30% AADT CHANGE	14024	16229	16230	16%	16%	333	339	338	2%	1%
Milton Road	63435_63233	High	10 - 30% AADT CHANGE	10157	10590	10589	4%	4%	257	242	241	-6%	-6%
Silvester Road	62732_63332	Medium	10 - 30% AADT CHANGE	5204	7433	7430	43%	43%	53	76	76	43%	43%
Silvester Road	63332_63435	Medium	10 - 30% AADT CHANGE	6376	8376	8374	31%	31%	93	115	115	23%	23%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Uplands Road	37132_37250	Medium	10 - 30% AADT CHANGE	1541	1652	1646	7%	7%	27	27	27	3%	3%
Cherry Tree Avenue	62832_62833	Medium	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
Cherry Tree Avenue	62833_62832	Medium	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
Southwick Road	37031_37142	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
Southwick Road	37141_37121	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
Southwick Road	37142_37141	Low	10 - 30% AADT CHANGE	3779	4160	4146	10%	10%	73	85	85	17%	17%
Sunnymead Drive	63531_63432	Low	10 - 30% AADT CHANGE	9277	9885	9881	7%	7%	175	186	186	6%	6%

1.1.4. SECTION 4 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 4 - Section 4: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A3 London Road	56432_57036	Medium	OVER 30% AADT CHANGE	5553	5641	5634	2%	1%	125	113	113	-9%	-9%
A3 London Road	57035_57036	Medium	OVER 30% AADT CHANGE	1354	1268	1303	-6%	-4%	185	253	271	37%	46%
A3 London Road	62732_62731	Medium	10 - 30% AADT CHANGE	8865	9483	9474	7%	7%	188	156	156	-17%	-17%
A3 London Road	57011_57035	Medium	HGV CHANGE OVER 10%	23432	23824	23683	2%	1%	884	961	973	9%	10%
A3 London Road	56431_56432	Medium	CABLE CORRIDOR	19994	19177	19155	-4%	-4%	542	483	481	-11%	-11%
A3 London Road	56432_56431	Medium	CABLE CORRIDOR	19994	19177	19155	-4%	-4%	542	483	481	-11%	-11%
A3 London Road	36930_36963	Medium	CABLE CORRIDOR	22221	12363	12299	-44%	-45%	459	350	348	-24%	-24%
A3 London Road	36963_36930	Medium	CABLE CORRIDOR	22221	12363	12299	-44%	-45%	459	350	348	-24%	-24%
A3 London Road	36930_36959	Medium	CABLE CORRIDOR	15702	8659	8588	-45%	-45%	418	313	311	-25%	-26%
A3 London Road	36959_36930	Medium	CABLE CORRIDOR	15702	8659	8588	-45%	-45%	418	313	311	-25%	-26%
A3 London Road	36959_63921	Medium	CABLE CORRIDOR	20546	13200	13153	-36%	-36%	435	330	327	-24%	-25%
A3 London Road	63921_36959	Medium	CABLE CORRIDOR	20546	13200	13153	-36%	-36%	435	330	327	-24%	-25%
A3 London Road	36963_64421	Medium	CABLE CORRIDOR	22630	13173	13222	-42%	-42%	462	358	356	-23%	-23%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A3 London Road	64421_36963	Medium	CABLE CORRIDOR	22630	13173	13222	-42%	-42%	462	358	356	-23%	-23%
A3 London Road	56431_57035	Medium	CABLE CORRIDOR	24549	24563	24373	0%	-1%	781	780	770	0%	-1%
A3 London Road	57035_56431	Medium	CABLE CORRIDOR	24549	24563	24373	0%	-1%	781	780	770	0%	-1%
A3 London Road	57036_56432	Medium	CABLE CORRIDOR	5553	5641	5634	2%	1%	125	113	113	-9%	-9%
A3 London Road	56432_64531	Medium	CABLE CORRIDOR	22291	20115	20109	-10%	-10%	640	570	567	-11%	-11%
A3 London Road	64531_56432	Medium	CABLE CORRIDOR	22291	20115	20109	-10%	-10%	640	570	567	-11%	-11%
A3 London Road	57036_57035	Medium	CABLE CORRIDOR	1354	1268	1303	-6%	-4%	185	253	271	37%	46%
A3 London Road	64421_64533	Medium	CABLE CORRIDOR	21688	13403	13430	-38%	-38%	527	358	368	-32%	-30%
A3 London Road	64533_64421	Medium	CABLE CORRIDOR	21688	13403	13430	-38%	-38%	527	358	368	-32%	-30%
A3 London Road	64531_64532	Medium	CABLE CORRIDOR	22132	17131	17103	-23%	-23%	640	502	499	-22%	-22%
A3 London Road	64532_64531	Medium	CABLE CORRIDOR	22132	17131	17103	-23%	-23%	640	502	499	-22%	-22%
A3 London Road	64532_64533	Medium	CABLE CORRIDOR	20548	14444	14457	-30%	-30%	538	397	394	-26%	-27%
A3 London Road	64533_64532	Medium	CABLE CORRIDOR	20548	14444	14457	-30%	-30%	538	397	394	-26%	-27%
A3 Maurepas Way	63911_90122	Medium	CABLE CORRIDOR	35347	17019	16975	-52%	-52%	962	744	735	-23%	-24%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A3 Maurepas Way	63921_63923	Medium	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
A3 Maurepas Way	63923_90122	Medium	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
A3 Maurepas Way	90122_63911	Medium	CABLE CORRIDOR	35347	17019	16975	-52%	-52%	962	744	735	-23%	-24%
A3 Maurepas Way	63923_63921	Medium	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
A3 Maurepas Way	90122_63923	Medium	CABLE CORRIDOR	21778	13035	12995	-40%	-40%	357	224	223	-37%	-38%
Apollo Drive	64602_64634	Low	10 - 30% AADT CHANGE	3494	3748	3765	7%	8%	129	149	150	16%	16%
Apollo Drive	64634_64602	Low	HGV CHANGE OVER 10%	3494	3748	3765	7%	8%	129	149	150	16%	16%
B2150	64234_62735	Medium	10 - 30% AADT CHANGE	2627	3299	3298	26%	26%	41	49	49	19%	20%
B2150 Hambledon Road	63611_63622	Medium	CABLE CORRIDOR	30923	24226	24241	-22%	-22%	1086	991	979	-9%	-10%
B2150 Hambledon Road	63622_63611	Medium	CABLE CORRIDOR	30923	24226	24241	-22%	-22%	1086	991	979	-9%	-10%
B2150 Hambledon Road	37042_37002	Medium	CABLE CORRIDOR	19654	16209	16225	-18%	-17%	740	690	679	-7%	-8%
B2150 Hambledon Road	37002_37041	Medium	CABLE CORRIDOR	19654	16209	16225	-18%	-17%	740	690	679	-7%	-8%
B2150 Hambledon Road	63502_37042	Medium	CABLE CORRIDOR	20124	19228	19217	-4%	-5%	759	744	733	-2%	-3%
B2150 Hambledon Road	63532_63502	Medium	CABLE CORRIDOR	20124	19634	19655	-2%	-2%	759	749	738	-1%	-3%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
B2150 Hambledon Road	63532_63622	Medium	CABLE CORRIDOR	13279	11486	11508	-14%	-13%	595	571	560	-4%	-6%
B2150 Hambledon Road	63622_63532	Medium	CABLE CORRIDOR	13279	11486	11508	-14%	-13%	595	571	560	-4%	-6%
B2150 Hambledon Road	63611_90122	Medium	CABLE CORRIDOR	28639	19670	19669	-31%	-31%	947	840	829	-11%	-12%
B2150 Hambledon Road	90122_63611	Medium	CABLE CORRIDOR	28639	19670	19669	-31%	-31%	947	840	829	-11%	-12%
B2150 Hambledon Road	37021_37041	Medium	CABLE CORRIDOR	19078	16048	16074	-16%	-16%	740	680	669	-8%	-10%
B2150 Hambledon Road	37041_37021	Medium	CABLE CORRIDOR	19078	16048	16074	-16%	-16%	740	680	669	-8%	-10%
B2177	56433_56431	Medium	10 - 30% AADT CHANGE	7348	7897	7729	7%	5%	355	390	383	10%	8%
B2177	56431_56433	Medium	CABLE CORRIDOR	7348	7897	7729	7%	5%	355	390	383	10%	8%
B2177 Southwick Road	36921_36952	Medium	10 - 30% AADT CHANGE	11533	12660	12670	10%	10%	661	703	703	6%	6%
Cherry Tree Avenue	62833_62739	Medium	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
Cherry Tree Avenue	62739_62833	Medium	10 - 30% AADT CHANGE	1281	1442	1437	13%	12%	7	7	7	3%	3%
Closewood Road	37034_37042	Medium	OVER 30% AADT CHANGE	923	3127	3079	239%	234%	19	58	58	204%	204%
Closewood Road	37042_37034	Medium	OVER 30% AADT CHANGE	923	3127	3079	239%	234%	19	58	58	204%	204%
College Road	64634_64335	High	10 - 30% AADT CHANGE	5277	5502	5520	4%	5%	192	218	218	13%	13%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
College Road	64335_64634	High	HGV CHANGE OVER 10%	5277	5502	5520	4%	5%	192	218	218	13%	13%
Crooked Walk Lane	36942_36921	Medium	OVER 30% AADT CHANGE	2110	2980	2991	41%	42%	65	100	99	54%	53%
Crooked Walk Lane	36921_36942	Medium	OVER 30% AADT CHANGE	2110	2980	2991	41%	42%	65	100	99	54%	53%
Crookhorn Lane	64333_64321	High	10 - 30% AADT CHANGE	4365	4654	4609	7%	6%	78	72	74	-7%	-5%
Cunningham Road	36902_36960	Low	OVER 30% AADT CHANGE	5355	8305	8293	55%	55%	78	82	82	5%	5%
Cunningham Road	36960_36902	Low	OVER 30% AADT CHANGE	5355	8305	8293	55%	55%	78	82	82	5%	5%
Elizabeth Road	36961_64433	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
Elizabeth Road	64131_36961	High	OVER 30% AADT CHANGE	1984	3556	3524	79%	78%	69	78	80	12%	16%
Elizabeth Road	64433_36961	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
Elizabeth Road	36961_64131	High	OVER 30% AADT CHANGE	1984	3556	3524	79%	78%	69	78	80	12%	16%
Elizabeth Road	64131_64136	High	OVER 30% AADT CHANGE	4154	5689	5645	37%	36%	89	93	95	4%	7%
Elizabeth Road	64136_64131	High	10 - 30% AADT CHANGE	4154	5689	5645	37%	36%	89	93	95	4%	7%
Ferndale	63833_63831	Low	10 - 30% AADT CHANGE	1143	1158	1158	1%	1%	7	6	6	-3%	-4%
Ferndale	63832_63833	Low	10 - 30% AADT CHANGE	2174	2371	2375	9%	9%	12	13	13	5%	5%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Frendstaple Road	64232_64222	Medium	OVER 30% AADT CHANGE	6400	8538	8542	33%	33%	313	303	307	-3%	-2%
Frendstaple Road	64233_64221	Medium	10 - 30% AADT CHANGE	3945	4223	4226	7%	7%	21	27	27	30%	30%
Furzeley Corner	37145_37034	Low	OVER 30% AADT CHANGE	3305	6039	6068	83%	84%	54	117	128	116%	135%
Furzeley Corner	37034_37145	Low	OVER 30% AADT CHANGE	3305	6039	6068	83%	84%	54	117	128	116%	135%
Furzeley Road	37145_37035	Low	OVER 30% AADT CHANGE	4252	5990	6009	41%	41%	36	66	77	82%	110%
Furzeley Road	37035_37145	Low	OVER 30% AADT CHANGE	4252	5990	6009	41%	41%	36	66	77	82%	110%
Hart Plain Avenue	62731_63331	High	10 - 30% AADT CHANGE	2480	2787	2786	12%	12%	97	104	105	7%	7%
Hill Road	29133_29134	Low	HGV CHANGE OVER 10%	13097	13135	13097	0%	0%	213	233	233	10%	9%
Hurstville Drive	36962_64232	Medium	OVER 30% AADT CHANGE	2887	5393	5399	87%	87%	264	260	264	-1%	0%
Hurstville Drive	64232_36962	Medium	10 - 30% AADT CHANGE	2887	5393	5399	87%	87%	264	260	264	-1%	0%
Jubilee Road	63602_63635	Medium	10 - 30% AADT CHANGE	5400	6025	6039	12%	12%	155	157	157	1%	1%
Milk Lane	90051_36963	Medium	OVER 30% AADT CHANGE	713	1768	1768	148%	148%	5	11	11	134%	134%
Milk Lane	36963_90051	Medium	OVER 30% AADT CHANGE	713	1768	1768	148%	148%	5	11	11	134%	134%
Mill Road	36961_36960	High	OVER 30% AADT CHANGE	1455	4702	4665	223%	221%	61	66	66	8%	9%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Mill Road	36960_36961	High	OVER 30% AADT CHANGE	1455	4702	4665	223%	221%	61	66	66	8%	9%
Mill Road	36959_36960	High	CABLE CORRIDOR	4771	4474	4498	-6%	-6%	17	16	16	-7%	-7%
Mill Road	36960_36959	High	CABLE CORRIDOR	4771	4474	4498	-6%	-6%	17	16	16	-7%	-7%
Milton Road	63622_63635	High	CABLE CORRIDOR	9556	6648	6661	-30%	-30%	131	137	135	5%	4%
Milton Road	63635_63622	High	CABLE CORRIDOR	9556	6648	6661	-30%	-30%	131	137	135	5%	4%
Morelands Road	64303_64333	Low	10 - 30% AADT CHANGE	3383	3657	3648	8%	8%	106	100	100	-6%	-5%
Morelands Road	64301_64331	Low	10 - 30% AADT CHANGE	964	1104	1114	15%	16%	6	6	6	-2%	1%
Park Avenue	64531_64534	High	OVER 30% AADT CHANGE	155	2934	2955	1788%	1802%	0	67	67	-	-
Park Avenue	64534_64531	High	OVER 30% AADT CHANGE	155	2934	2955	1788%	1802%	0	67	67	-	-
Park Avenue	64432_64534	High	OVER 30% AADT CHANGE	3645	7581	7608	108%	109%	57	125	125	118%	118%
Park Avenue	64534_64432	High	OVER 30% AADT CHANGE	3645	7581	7608	108%	109%	57	125	125	118%	118%
Park Lane	62737_62739	Medium	OVER 30% AADT CHANGE	3708	4101	4125	11%	11%	39	48	48	23%	23%
Park Lane	62834_62737	Medium	10 - 30% AADT CHANGE	4332	4427	4411	2%	2%	54	59	59	9%	9%
Privett Road	64534_64502	Low	OVER 30% AADT CHANGE	3490	4647	4653	33%	33%	57	58	58	1%	1%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Privett Road	64502_64534	Low	OVER 30% AADT CHANGE	3490	4647	4653	33%	33%	57	58	58	1%	1%
Purbrook Heath Road	36958_64533	High	OVER 30% AADT CHANGE	4073	5685	5707	40%	40%	48	78	88	62%	84%
Purbrook Heath Road	36957_36958	High	OVER 30% AADT CHANGE	1503	1022	1027	-32%	-32%	13	9	9	-30%	-29%
Purbrook Heath Road	64533_36958	High	10 - 30% AADT CHANGE	4073	5685	5707	40%	40%	48	78	88	62%	84%
Purbrook Way	64335_64621	High	10 - 30% AADT CHANGE	20255	22116	22188	9%	10%	470	547	556	16%	18%
Purbrook Way	64321_64322	High	10 - 30% AADT CHANGE	14978	16615	16669	11%	11%	278	330	339	19%	22%
Purbrook Way	64322_64335	High	10 - 30% AADT CHANGE	14978	16615	16669	11%	11%	278	330	339	19%	22%
Purbrook Way	64621_60021	High	10 - 30% AADT CHANGE	18946	20777	20888	10%	10%	402	464	474	15%	18%
Purbrook Way	60021_60027	High	HGV CHANGE OVER 10%	21111	22062	22116	5%	5%	355	403	410	13%	15%
Purbrook Way	60023_60016	High	HGV CHANGE OVER 10%	8832	9491	9503	7%	8%	149	186	186	25%	24%
Purbrook Way	60027_60023	High	HGV CHANGE OVER 10%	21111	22062	22116	5%	5%	355	403	410	13%	15%
Purbrook Way	64621_64335	High	HGV CHANGE OVER 10%	20255	22116	22188	9%	10%	470	547	556	16%	18%
Rockville Drive	63913_63921	Medium	OVER 30% AADT CHANGE	5033	5784	5927	15%	18%	108	165	166	52%	53%
Rockville Drive	63921_63913	Medium	HGV CHANGE OVER 10%	5033	5784	5927	15%	18%	108	165	166	52%	53%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Shaftesbury Avenue	64231_64332	Medium	OVER 30% AADT CHANGE	117	350	299	200%	157%	3	3	3	-7%	-12%
Shaftesbury Avenue	64332_64434	Medium	OVER 30% AADT CHANGE	117	347	299	198%	157%	3	3	3	-7%	-12%
Soake Road	37041_37043	Medium	OVER 30% AADT CHANGE	572	151	141	-74%	-75%	0	2	2	12247%	12154%
Soake Road	37043_37041	Medium	CABLE CORRIDOR	572	151	141	-74%	-75%	0	2	2	12247%	12154%
Stakes Hill Road	63935_63913	High	OVER 30% AADT CHANGE	5630	6381	6525	13%	16%	108	165	166	52%	53%
Stakes Hill Road	63935_36962	High	OVER 30% AADT CHANGE	7495	10590	10580	41%	41%	222	260	262	17%	18%
Stakes Hill Road	64136_64221	High	OVER 30% AADT CHANGE	7649	10642	10692	39%	40%	50	98	98	98%	98%
Stakes Hill Road	64221_64231	High	OVER 30% AADT CHANGE	10016	12455	12502	24%	25%	67	109	110	63%	64%
Stakes Hill Road	64231_64334	High	OVER 30% AADT CHANGE	9905	12121	12215	22%	23%	64	107	107	67%	67%
Stakes Hill Road	64334_64321	High	OVER 30% AADT CHANGE	8956	11055	11149	23%	24%	64	116	116	80%	80%
Stakes Hill Road	64221_64136	High	10 - 30% AADT CHANGE	7649	10642	10692	39%	40%	50	98	98	98%	98%
Stakes Hill Road	64321_64334	High	10 - 30% AADT CHANGE	8956	11055	11149	23%	24%	64	116	116	80%	80%
Stakes Hill Road	64334_64231	High	10 - 30% AADT CHANGE	9905	12121	12215	22%	23%	64	107	107	67%	67%
Stakes Hill Road	64231_64221	High	10 - 30% AADT CHANGE	10016	12455	12502	24%	25%	67	109	110	63%	64%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Stakes Hill Road	36962_64136	High	10 - 30% AADT CHANGE	9948	11199	11186	13%	12%	123	149	152	21%	23%
Stakes Hill Road	63913_63935	High	HGV CHANGE OVER 10%	5630	6381	6525	13%	16%	108	165	166	52%	53%
Stakes Road	64320_64321	Low	10 - 30% AADT CHANGE	8969	9544	9725	6%	8%	148	159	168	8%	13%
Stakes Road	64436_64320	Low	10 - 30% AADT CHANGE	8969	9544	9725	6%	8%	148	159	168	8%	13%
Stakes Road	64431_64432	Low	HGV CHANGE OVER 10%	9984	8205	8120	-18%	-19%	115	150	161	30%	40%
Stakes Road	64432_64431	Low	HGV CHANGE OVER 10%	9984	8205	8120	-18%	-19%	115	150	161	30%	40%
Stratford Road	62721_63833	Low	10 - 30% AADT CHANGE	1036	1215	1219	17%	18%	6	6	6	15%	15%
Sunnymead Drive	63532_63531	Low	OVER 30% AADT CHANGE	6936	7884	7883	14%	14%	159	172	172	8%	8%
Sunnymead Drive	63531_63532	Low	CABLE CORRIDOR	6936	7884	7883	14%	14%	159	172	172	8%	8%
Tempest Avenue	62739_62738	Medium	10 - 30% AADT CHANGE	4933	5479	5499	11%	11%	46	55	55	20%	20%
Warfield Avenue	63903_63935	High	OVER 30% AADT CHANGE	5648	10265	10266	82%	82%	316	380	381	20%	21%
Westbrook Grove	64434_64435	High	OVER 30% AADT CHANGE	1942	3966	3871	104%	99%	59	67	70	14%	19%
Westbrook Grove	64433_64434	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%
Westbrook Grove	64434_64433	High	OVER 30% AADT CHANGE	1825	3619	3572	98%	96%	56	65	68	15%	20%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Take Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Westbrook Grove	64435_64434	High	OVER 30% AADT CHANGE	1942	3966	3871	104%	99%	59	67	70	14%	19%

1.1.5. SECTION 5 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 5 - Section 5: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Havant Road	56212_56333	Medium	CABLE CORRIDOR	18114	18284	18488	1%	2%	286	353	360	24%	26%
A2030 Havant Road	56333_56212	Medium	10 - 30% AADT CHANGE	18114	18284	18488	1%	2%	286	353	360	24%	26%
A2030 Havant Road	56335_56333	Medium	10 - 30% AADT CHANGE	19832	20139	20292	2%	2%	298	362	370	21%	24%
A3 London Road	57421_57011	Medium	HGV CHANGE OVER 10%	25293	25900	25708	2%	2%	885	961	973	9%	10%
A397 Northern Road	57522_57421	Medium	HGV CHANGE OVER 10%	31711	32876	32648	4%	3%	1060	1172	1176	11%	11%
Eveleigh Road	56334_56338	High	OVER 30% AADT CHANGE	1044	3027	3125	190%	199%	8	66	73	692%	783%
Eveleigh Road	56338_56334	High	OVER 30% AADT CHANGE	1044	3027	3125	190%	199%	8	66	73	692%	783%
Farlington Avenue	56331_56338	High	CABLE CORRIDOR	7042	5920	5973	-16%	-15%	424	273	258	-36%	-39%
Farlington Avenue	56331_56434	High	CABLE CORRIDOR	4072	3823	3678	-6%	-10%	358	219	204	-39%	-43%
Farlington Avenue	56338_56331	High	CABLE CORRIDOR	7042	5920	5973	-16%	-15%	424	273	258	-36%	-39%
Farlington Avenue	56338_56511	High	CABLE CORRIDOR	6043	3025	2985	-50%	-51%	416	210	188	-50%	-55%
Farlington Avenue	56434_56331	High	CABLE CORRIDOR	4072	3823	3678	-6%	-10%	358	219	204	-39%	-43%
Farlington Avenue	56511_56338	High	CABLE CORRIDOR	6043	3025	2985	-50%	-51%	416	210	188	-50%	-55%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Gillman Road	56334_56335	Medium	OVER 30% AADT CHANGE	6337	8216	8311	30%	31%	53	108	115	103%	117%
Havant Road	56212_56511	High	CABLE CORRIDOR	17896	12705	12773	-29%	-29%	587	219	218	-63%	-63%
Havant Road	56436_56511	High	10 - 30% AADT CHANGE	13410	14885	14888	11%	11%	217	392	370	80%	70%
Havant Road	56436_56732	High	10 - 30% AADT CHANGE	11761	12336	12396	5%	5%	231	235	236	2%	2%
Havant Road	56511_56212	High	CABLE CORRIDOR	17896	12705	12773	-29%	-29%	587	219	218	-63%	-63%
Havant Road	56511_56436	High	CABLE CORRIDOR	13410	14885	14888	11%	11%	217	392	370	80%	70%
Lower Drayton Lane	56532_56731	Medium	10 - 30% AADT CHANGE	6438	7197	7112	12%	10%	127	126	123	0%	-3%
Lower Drayton Lane	56731_56532	Medium	10 - 30% AADT CHANGE	6438	7197	7112	12%	10%	127	126	123	0%	-3%
Lower Drayton Lane	56731_56732	Medium	10 - 30% AADT CHANGE	7408	8169	8062	10%	9%	151	152	151	0%	0%
Rectory Avenue	56337_56336	Medium	10 - 30% AADT CHANGE	1490	1701	1699	14%	14%	39	49	49	26%	28%
Station Road	56535_56436	Medium	OVER 30% AADT CHANGE	2355	4043	3984	72%	69%	47	223	201	376%	328%

1.1.6. SECTION 6 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 6 - Section 6: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Eastern Road	56115_56116	Medium	CABLE CORRIDOR	15473	11544	11680	-25%	-25%	680	385	393	-43%	-42%
A2030 Eastern Road	56116_56115	Medium	CABLE CORRIDOR	15473	11544	11680	-25%	-25%	680	385	393	-43%	-42%
A2030 Eastern Road	56116_56212	Medium	CABLE CORRIDOR	8989	4925	5058	-45%	-44%	482	122	130	-75%	-73%
A2030 Eastern Road	56212_56116	Medium	CABLE CORRIDOR	8989	4925	5058	-45%	-44%	482	122	130	-75%	-73%
A2047 London Road	58240_58235	High	HGV CHANGE OVER 10%	30669	31247	30967	2%	1%	2055	2172	2184	6%	6%
A397 Northern Road	57430_57522	Medium	HGV CHANGE OVER 10%	25480	26591	26475	4%	4%	349	459	471	31%	35%
A397 Northern Road	57430_57842	Medium	HGV CHANGE OVER 10%	24630	25739	25623	5%	4%	350	459	471	31%	35%
A397 Northern Road	57522_57430	Medium	HGV CHANGE OVER 10%	25480	26591	26475	4%	4%	349	459	471	31%	35%
A397 Northern Road	57835_57847	Medium	HGV CHANGE OVER 10%	14840	15192	15382	2%	4%	129	192	222	49%	72%
A397 Northern Road	57839_57842	Medium	HGV CHANGE OVER 10%	14740	14951	15165	1%	3%	130	200	224	54%	72%
A397 Northern Road	57840_57836	Medium	HGV CHANGE OVER 10%	18929	20085	19750	6%	4%	473	520	501	10%	6%
A397 Northern Road	57841_57840	Medium	10 - 30% AADT CHANGE	10179	11282	10955	11%	8%	228	273	255	20%	12%
A397 Northern Road	57842_57430	Medium	HGV CHANGE OVER 10%	24630	25739	25623	5%	4%	350	459	471	31%	35%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A397 Northern Road	57842_57841	Medium	HGV CHANGE OVER 10%	10259	11173	10841	9%	6%	225	266	254	18%	13%
A397 Northern Road	57847_57839	Medium	HGV CHANGE OVER 10%	21742	22036	22340	1%	3%	311	385	399	24%	28%
Fitzherbert Road	56231_56110	Medium	HGV CHANGE OVER 10%	7029	7280	7282	4%	4%	259	280	280	8%	8%
Grove Road	56115_56534	High	OVER 30% AADT CHANGE	8555	10201	10263	19%	20%	356	493	472	38%	32%
Grove Road	56536_56534	High	HGV CHANGE OVER 10%	4956	4931	5016	-1%	1%	174	210	208	21%	20%
Lower Drayton Lane	56101_56536	Medium	10 - 30% AADT CHANGE	3369	3994	4052	19%	20%	128	168	169	31%	32%
Lower Drayton Lane	56531_56532	Medium	10 - 30% AADT CHANGE	5434	6023	6044	11%	11%	215	214	212	0%	-2%
Lower Drayton Lane	56532_56531	Medium	10 - 30% AADT CHANGE	5434	6023	6044	11%	11%	215	214	212	0%	-2%
Lower Drayton Lane	56536_56101	Medium	10 - 30% AADT CHANGE	3369	3994	4052	19%	20%	128	168	169	31%	32%
Lower Farlington Road	56333_56231	Medium	HGV CHANGE OVER 10%	4603	4838	4842	5%	5%	48	68	68	41%	41%
Medina Road/Cow lane/Norharbour Road	57531_57521	Medium	OVER 30% AADT CHANGE	164	251	209	53%	28%	0	0	0	-	-
Portsbridge Roundabout	57833_57834	High	HGV CHANGE OVER 10%	20428	20445	20549	0%	1%	211	281	306	33%	45%
Station Road	56534_56535	Medium	OVER 30% AADT CHANGE	3756	5570	5546	48%	48%	182	353	334	94%	83%

1.1.7. SECTION 7 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 7 - Section 7: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2047 London Road	58230_58240	High	HGV CHANGE OVER 10%	30832	31451	31128	2%	1%	2061	2181	2189	6%	6%
A2047 London Road	58333_58230	High	HGV CHANGE OVER 10%	17369	17231	17551	-1%	1%	876	944	970	8%	11%
A288 Copnor Road	55031_54911	High	10 - 30% AADT CHANGE	16243	17532	16673	8%	3%	274	297	334	8%	22%
A288 Copnor Road	55131_55132	High	10 - 30% AADT CHANGE	17683	18959	18125	7%	2%	338	369	397	9%	18%
A288 Copnor Road	55132_55133	High	10 - 30% AADT CHANGE	15822	17085	16266	8%	3%	305	335	364	10%	19%
A288 Copnor Road	55133_55031	High	10 - 30% AADT CHANGE	16757	18220	17166	9%	2%	316	347	376	10%	19%
A288 Copnor Road	58111_55131	High	10 - 30% AADT CHANGE	14514	15469	14860	7%	2%	322	352	381	10%	18%
A288 Copnor Road	58111_58131	High	HGV CHANGE OVER 10%	29278	29931	29651	2%	1%	1617	1735	1743	7%	8%
Anchorage Road	55311_55322	Medium	10 - 30% AADT CHANGE	12989	13421	14664	3%	13%	117	117	117	0%	0%
Anchorage Road	55321_55333	Medium	OVER 30% AADT CHANGE	11794	12539	14294	6%	21%	0	0	0	-	-
Anchorage Road	55322_55311	Medium	10 - 30% AADT CHANGE	12989	13421	14664	3%	13%	117	117	117	0%	0%
Anchorage Road	55322_55332	Medium	10 - 30% AADT CHANGE	10124	10586	11778	5%	16%	0	0	0	-	-
Anchorage Road	55332_55322	Medium	10 - 30% AADT CHANGE	10124	10586	11778	5%	16%	0	0	0	-	-

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Anchorage Road	55332_55333	Medium	10 - 30% AADT CHANGE	11563	12055	13193	4%	14%	0	0	0	-	-
Anchorage Road	55333_55321	Medium	10 - 30% AADT CHANGE	11794	12539	14294	6%	21%	0	0	0	-	-
Anchorage Road	55333_55332	Medium	10 - 30% AADT CHANGE	11563	12055	13193	4%	14%	0	0	0	-	-
Angerstein Road	54531_54520	Medium	10 - 30% AADT CHANGE	5153	5425	5125	5%	-1%	0	0	0	-	-
Battenburg Avenue	55133_54832	High	OVER 30% AADT CHANGE	921	1117	886	21%	-4%	12	12	12	0%	0%
Dundas Lane	55334_55432	High	OVER 30% AADT CHANGE	615	2558	1420	316%	131%	133	269	254	102%	91%
Dundas Lane	55432_55334	High	OVER 30% AADT CHANGE	615	2558	1420	316%	131%	133	269	254	102%	91%
Kipling Road	58433_58632	High	10 - 30% AADT CHANGE	2106	2314	2195	10%	4%	0	0	0	-	-
Meyrick Road	54203_54233	Low	10 - 30% AADT CHANGE	2782	2757	3050	-1%	10%	0	0	0	-	-
Norway Road	55321_58132	Medium	HGV CHANGE OVER 10%	14613	14774	14641	1%	0%	982	1066	1054	9%	7%
Norway Road	58132_58111	Medium	HGV CHANGE OVER 10%	18632	19434	18865	4%	1%	1246	1336	1309	7%	5%
Stubbington Avenue	54731_54732	High	OVER 30% AADT CHANGE	3548	3504	3540	-1%	0%	0	0	0	-	-
Stubbington Avenue	54732_54911	High	10 - 30% AADT CHANGE	1928	1693	1933	-12%	0%	0	0	0	-	-
Torrington Road	55131_58431	Medium	10 - 30% AADT CHANGE	3118	3433	3210	10%	3%	16	16	16	-1%	0%

1.1.8. SECTION 8 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 8 - Section 8: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Eastern Road	55311_55412	Medium	CABLE CORRIDOR	45133	39744	41130	-12%	-9%	2214	2053	2058	-7%	-7%
A2030 Eastern Road	55412_55311	Medium	CABLE CORRIDOR	45133	39744	41130	-12%	-9%	2214	2053	2058	-7%	-7%
A2030 Eastern Road	55412_56011	Medium	CABLE CORRIDOR	44580	37210	39679	-17%	-11%	2040	1734	1758	-15%	-14%
A2030 Eastern Road	55832_56034	Medium	CABLE CORRIDOR	34819	31670	33816	-9%	-3%	1309	1271	1281	-3%	-2%
A2030 Eastern Road	56011_55412	Medium	CABLE CORRIDOR	44580	37210	39679	-17%	-11%	2040	1734	1758	-15%	-14%
A2030 Eastern Road	56011_56012	Medium	CABLE CORRIDOR	41416	36820	40011	-11%	-3%	1903	1818	1839	-4%	-3%
A2030 Eastern Road	56012_56011	Medium	CABLE CORRIDOR	41416	36820	40011	-11%	-3%	1903	1818	1839	-4%	-3%
A2030 Eastern Road	56012_56034	Medium	CABLE CORRIDOR	37596	34037	36667	-9%	-2%	1569	1584	1559	1%	-1%
A2030 Eastern Road	56034_55832	Medium	CABLE CORRIDOR	34819	31670	33816	-9%	-3%	1309	1271	1281	-3%	-2%
A2030 Eastern Road	56034_56012	Medium	HGV CHANGE OVER 10%	37596	34037	36667	-9%	-2%	1569	1584	1559	1%	-1%
A2047 Kingston Crescent	54411_54432	High	HGV CHANGE OVER 10%	18656	19047	18660	2%	0%	288	362	301	26%	5%
A2047 Kingston Crescent	54431_54241	High	HGV CHANGE OVER 10%	12128	12191	12264	1%	1%	114	180	125	59%	10%
A2047 Kingston Crescent	54432_54431	High	HGV CHANGE OVER 10%	20103	20523	20224	2%	1%	235	322	248	37%	5%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A288 Baffins Road	55631_55721	High	HGV CHANGE OVER 10%	12117	13058	12301	8%	2%	188	222	217	18%	16%
A288 Boffins Road	55632_55631	High	HGV CHANGE OVER 10%	13783	14793	14024	7%	2%	201	235	229	17%	14%
A288 Copnor Road	52436_52438	High	10 - 30% AADT CHANGE	26105	27855	26660	7%	2%	519	547	559	5%	8%
A288 Copnor Road	52437_55633	High	10 - 30% AADT CHANGE	28243	28809	28495	2%	1%	602	628	585	4%	-3%
A288 Copnor Road	52438_52437	High	HGV CHANGE OVER 10%	26564	27027	26828	2%	1%	352	373	351	6%	0%
A288 Copnor Road	54911_54931	High	10 - 30% AADT CHANGE	23917	24906	24470	4%	2%	635	661	674	4%	6%
A288 Copnor Road	54931_54932	High	10 - 30% AADT CHANGE	24846	25869	25470	4%	3%	579	606	618	5%	7%
A288 Copnor Road	54932_52436	High	10 - 30% AADT CHANGE	26036	27765	26577	7%	2%	520	548	560	5%	8%
A288 Milton Road	55633_55632	High	HGV CHANGE OVER 10%	24347	25176	24741	3%	2%	387	410	403	6%	4%
Aylesbury Road/Queen's Road/Paulsgrove Road	54634_52531	Medium	10 - 30% AADT CHANGE	3912	4536	3999	16%	2%	39	47	40	22%	3%
Burrfields Road	56011_55421	High	10 - 30% AADT CHANGE	9045	6155	6841	-32%	-24%	490	333	382	-32%	-22%
Cardiff Road	54520_54522	Medium	10 - 30% AADT CHANGE	4473	4757	4484	6%	0%	0	0	0	0%	-100%
Church Street Roundabout	53341_53360	Medium	HGV CHANGE OVER 10%	41132	41752	41371	2%	1%	656	726	671	11%	2%
Dundas Lane	55421_55431	High	10 - 30% AADT CHANGE	15397	14145	14246	-8%	-7%	846	657	757	-22%	-10%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Dundas Lane	55431_55432	High	OVER 30% AADT CHANGE	7814	11542	11341	48%	45%	1047	1266	1234	21%	18%
Dundas Lane	55432_55431	High	OVER 30% AADT CHANGE	7814	11542	11341	48%	45%	1047	1266	1234	21%	18%
Ebery Grove	56002_56033	Medium	HGV CHANGE OVER 10%	4979	4851	5031	-3%	1%	249	302	267	21%	8%
Guildford Road	52332_52333	Medium	10 - 30% AADT CHANGE	2831	3237	2881	14%	2%	0	0	0	-	-
Hayling Avenue	56033_56034	Medium	HGV CHANGE OVER 10%	5968	5724	6068	-4%	2%	288	346	307	20%	7%
Hayling Avenue	56034_56033	Medium	CABLE CORRIDOR	5968	5724	6068	-4%	2%	288	346	307	20%	7%
Langley Road/Queen's Road/Pink Road	54631_52635	Medium	OVER 30% AADT CHANGE	1047	1288	1051	23%	0%	2	2	2	6%	4%
Langstone Road	55721_55732	Medium	10 - 30% AADT CHANGE	9807	9802	9876	0%	1%	148	176	177	19%	19%
Langstone Road	55732_55831	Medium	10 - 30% AADT CHANGE	7542	7457	7567	-1%	0%	173	200	202	15%	17%
Lyndhurst Road	54732_54633	High	OVER 30% AADT CHANGE	1932	2491	1909	29%	-1%	0	0	0	-	-
New Road	52531_52532	High	10 - 30% AADT CHANGE	7792	8201	7764	5%	0%	450	460	444	2%	-1%
New Road	52532_52635	High	10 - 30% AADT CHANGE	7635	8254	7649	8%	0%	394	405	388	3%	-2%
New Road	52633_52611	High	10 - 30% AADT CHANGE	4899	5260	4919	7%	0%	373	383	368	3%	-1%
New Road	52634_52633	High	10 - 30% AADT CHANGE	5761	6120	5785	6%	0%	373	383	368	3%	-1%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
New Road	52635_52634	High	10 - 30% AADT CHANGE	7606	8546	7648	12%	1%	393	404	387	3%	-2%
New Road East	52435_52438	High	10 - 30% AADT CHANGE	3997	4707	3973	18%	-1%	317	328	326	3%	3%
New Road East	52435_52534	High	10 - 30% AADT CHANGE	3452	4142	3500	20%	1%	242	254	251	5%	4%
New Road East	52438_52435	High	10 - 30% AADT CHANGE	3997	4707	3973	18%	-1%	317	328	326	3%	3%
New Road East	52534_52435	High	10 - 30% AADT CHANGE	3452	4142	3500	20%	1%	242	254	251	5%	4%
Paulsgrove Road	54633_54634	Medium	OVER 30% AADT CHANGE	3329	4214	3380	27%	2%	15	28	15	82%	1%
Powerscourt Road	54434_54631	Medium	10 - 30% AADT CHANGE	2291	2731	2303	19%	1%	26	23	27	-15%	3%
Powerscourt Road	54631_54434	Medium	10 - 30% AADT CHANGE	2291	2731	2303	19%	1%	26	23	27	-15%	3%
Powerscourt Road	54634_54631	Medium	10 - 30% AADT CHANGE	1244	1443	1252	16%	1%	25	21	26	-16%	3%
Rudmore Roundabout	54241_54240	High	HGV CHANGE OVER 10%	26701	26606	27102	0%	2%	354	421	366	19%	3%
Shearer Road	52634_52334	Medium	OVER 30% AADT CHANGE	1940	2544	1959	31%	1%	22	23	22	3%	-3%
Sultan Road	53233_52632	Medium	10 - 30% AADT CHANGE	4641	5044	4709	9%	1%	12	12	12	2%	0%
Tangier Road	56012_56032	Medium	CABLE CORRIDOR	3221	2311	2794	-28%	-13%	288	195	238	-32%	-17%
Tangier Road	56032_56012	Medium	CABLE CORRIDOR	3221	2311	2794	-28%	-13%	288	195	238	-32%	-17%

1.1.9. SECTION 9 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 9 - Section 9: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A2030 Eastern Road	51912_55832	Medium	CABLE CORRIDOR	32348	30213	31736	-7%	-2%	1074	1069	1074	0%	0%
A2030 Eastern Road	55832_51912	Medium	CABLE CORRIDOR	32348	30213	31736	-7%	-2%	1074	1069	1074	0%	0%
Furze Lane	55931_51833	High	CABLE CORRIDOR	114	113	114	-1%	0%	0	0	0	-	-
Furze Lane Bus Link	55931_51833	Medium	CABLE CORRIDOR	21	21	21	0%	0%	0	0	0	-	-
Guildford Road	52231_52332	Medium	10 - 30% AADT CHANGE	5263	5630	5311	7%	1%	22	23	22	3%	-3%
Kingsley Road	51831_51832	Medium	CABLE CORRIDOR	345	344	345	0%	0%	2	2	2	0%	0%
Locksway Road	51831_51832	Medium	CABLE CORRIDOR	345	344	345	0%	0%	2	2	2	0%	0%
Longshore Way	51831_51832	Medium	CABLE CORRIDOR	345	344	345	0%	0%	2	2	2	0%	0%
Moorings Way	51802_55931	High	CABLE CORRIDOR	4367	4346	4369	0%	0%	125	125	125	0%	0%
Moorings Way	55931_51802	High	CABLE CORRIDOR	4367	4346	4369	0%	0%	125	125	125	0%	0%
Selbourne Terrace/Claremont Road/Walmer Road/Guildford Road	52832_52231	Medium	10 - 30% AADT CHANGE	3908	4272	3946	9%	1%	45	46	45	2%	-1%

1.1.10. SECTION 10 – LINKS TAKEN FORWARD FOR FURTHER ASSESSMENT

Table 10 - Section 10: Summary of links taken forward for further assessment

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
A288 Eastern Parade	49231_49232	Low	10 - 30% AADT CHANGE	685	862	841	26%	23%	2	2	2	0%	1%
A288 Southsea Terrace	50532_50632	Low	10 - 30% AADT CHANGE	3783	4157	3878	10%	3%	114	125	115	10%	0%
Brading Avenue	49201_49231	Medium	10 - 30% AADT CHANGE	2889	3180	3178	10%	10%	15	16	16	3%	3%
Eastney Esplanade	49233_49632	Medium	10 - 30% AADT CHANGE	2645	2759	2779	4%	5%	4	5	5	16%	19%
Eastney Esplanade	49234_49233	Medium	10 - 30% AADT CHANGE	1054	1204	1219	14%	16%	3	4	4	22%	24%
Eastney Esplanade	49632_49631	Medium	10 - 30% AADT CHANGE	2721	2835	2854	4%	5%	4	5	5	16%	19%
Fort Cumberland Road	49131_49132	High	CABLE CORRIDOR	4427	4419	4427	0%	0%	36	36	36	0%	0%
Fort Cumberland Road	49132_49131	High	CABLE CORRIDOR	4427	4419	4427	0%	0%	36	36	36	0%	0%
Fort Cumberland Road	49132_49135	High	CABLE CORRIDOR	12	12	12	0%	0%	0	0	0	-	-
Fort Cumberland Road	49135_49132	High	CABLE CORRIDOR	12	12	12	0%	0%	0	0	0	-	-
Grove Road South	50111_50234	High	10 - 30% AADT CHANGE	1764	1853	1749	5%	-1%	34	38	36	12%	5%
Haslemere Road	51531_49534	Medium	OVER 30% AADT CHANGE	270	283	537	5%	99%	0	0	0	0%	-100%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Henderson Road	49131_49235	Medium	CABLE CORRIDOR	3191	3034	3027	-5%	-5%	31	30	30	-3%	-3%
Henderson Road	49235_49131	Medium	CABLE CORRIDOR	3191	3034	3027	-5%	-5%	31	30	30	-3%	-3%
Henderson Road	49421_51732	Medium	CABLE CORRIDOR	456	305	295	-33%	-35%	3	3	3	-17%	-18%
Henderson Road	51703_49235	Medium	CABLE CORRIDOR	4894	4453	4453	-9%	-9%	46	45	45	-3%	-3%
Henderson Road	51732_49421	Medium	CABLE CORRIDOR	456	305	295	-33%	-35%	3	3	3	-17%	-18%
Henderson Road	51732_51703	Medium	CABLE CORRIDOR	4894	4453	4453	-9%	-9%	46	45	45	-3%	-3%
Henderson Road/Eastney Esplanade	49131_49234	Medium	10 - 30% AADT CHANGE	1054	1204	1219	14%	16%	3	4	4	22%	24%
Kent Road	50234_50432	High	10 - 30% AADT CHANGE	4711	5096	4634	8%	-2%	97	102	96	5%	-1%
Kent Road	50431_50532	High	10 - 30% AADT CHANGE	3555	3904	3644	10%	2%	108	118	108	10%	0%
Kent Road	50432_50431	High	10 - 30% AADT CHANGE	4330	4703	4254	9%	-2%	87	93	87	6%	-1%
Middle Street	50931_50936	High	10 - 30% AADT CHANGE	4596	4680	4597	2%	0%	94	110	94	17%	0%
Norfolk Street/Eldon Street/Middle Street	50131_50931	Medium	10 - 30% AADT CHANGE	3649	3710	3655	2%	0%	72	83	72	14%	-1%
Victoria Avenue	50631_50633	Medium	10 - 30% AADT CHANGE	291	335	289	15%	-1%	7	7	7	0%	0%
Victoria Grove	51239_49933	High	OVER 30% AADT CHANGE	1522	1647	1509	8%	-1%	5	6	8	23%	85%

Road Name	SRTM Index Number	Baseline Sensitivity	Reason Taken Forward	Two-way 24hr AADT (Total Vehicles)					Two-way 24hr AADT (HGVs)				
				2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)	2026 DM	2026 DS1	2026 DS2	% Change (DS1)	% Change (DS2)
Wilson Grove/Chelsea Road	51233_51239	High	10 - 30% AADT CHANGE	1649	1751	1635	6%	-1%	5	6	9	21%	78%

1.2. SEVERANCE ASSESSMENT

1.2.1. SECTION 1 – SEVERANCE: LOVEDEAN (CONVERTER STATION AREA)

Table 11 - Summary of Severance - Section 1

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
B2149 Dell Piece West	Medium	10745	11412	11399	6%	6%	Footway provided on only one side of carriageway with controlled crossing facilities provided at junction at A3 Portsmouth Road / Catherington Lane	Low	Low
Anmore Road	Medium	1273	1088	1088	-15%	-15%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Broadway Lane	Medium	4167	4901	4895	18%	17%	Rural lane with very low pedestrian demand with few properties / land-uses. Unlikely pedestrian route in existing situation.	Low	Low
Day Lane	Low	3532	4443	4437	26%	26%	Rural lane with very low pedestrian demand with few properties / land-uses. Unlikely pedestrian route in existing situation.	Low	Low
Frogmore Lane	Medium	6259	6730	6720	8%	7%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Five Heads Roads	Medium	987	1065	1066	8%	8%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Hazleton Way	Medium	4599	5005	5006	9%	9%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Hinton Manor Lane	Negligible	1762	2334	2338	32%	33%	Rural lane with very low pedestrian demand with few properties / land-uses. Unlikely pedestrian route in existing situation.	Low	Low
Lovedean Lane	High	5570	7039	7037	26%	26%	30mph residential road with good visibility. Some impact on crossing opportunities in the vicinity of Woodcroft Lane / Milton Road where there is demand for Tesco Express / Milton parade and Woodcroft Primary School. No controlled crossings are available.	Low	Medium
Stonechat Road	Medium	2007	2084	2077	4%	4%	Partly traffic calmed 30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Victory Avenue	Low	4462	4884	4880	9%	9%	Traffic calmed 30mph residential road with good visibility.	Low	Low
Yoells Lane	Moderate	1665	1962	1964	18%	18%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible

1.2.2. SECTION 2 – SEVERANCE: ANMORE

Table 12 - Summary of Severance - Section 2

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Anmore Lane	Medium	544	876	879	61%	62%	Rural lane with very low pedestrian demand with few properties / land-uses. Footway on southern side of carriageway and traffic flows should not impact informal crossing opportunities.	Negligible	Negligible
Broadway Lane	Negligible	544	876	879	61%	62%	Rural lane with very low pedestrian demand with few properties / land-uses. Unlikely pedestrian route in existing situation.	Negligible	Negligible
Eagle Avenue	Low	3775	4311	4308	14%	14%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Longwood Avenue	Low	4187	4732	4720	13%	13%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Lovedean Lane	High	5955	7045	7057	18%	18%	30mph residential road with good visibility. Some impact on crossing opportunities in the vicinity of Woodcroft Lane / Milton Road where there is demand for Tesco Express / Milton parade and Woodcroft Primary School. No controlled crossings are available.	Low	Medium
Milton Road	High	7569	8402	8409	11%	11%	30mph residential road with good visibility. Traffic flow will not impact upon informal crossing opportunities	Low	Low
Rushmere Lane	Negligible	1624	1747	1740	8%	7%	Rural lane with very low pedestrian demand with few properties / land-uses. Unlikely pedestrian route in existing situation.	Negligible	Negligible
Uplands Road	Medium	1621	1741	1734	7%	7%	Part rural road subject to a 60mph speed limit and part residential road subject to a 30mph speed limit. Both roads incorporate good visibility. Limited pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Woodbury Grove	Low	2600	2848	2862	10%	10%	Residential cul-de-sac subject to a 30mph speed limit. Good visibility. Lack of through access means traffic flows will not impact upon informal crossing opportunities.	Negligible	Negligible

1.2.3. SECTION 3 – DENMEAD / KINGS POND MEADOWS

Table 13 - Summary of Severance - Section 3

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Anmore Road	Medium	3102	3920	3921	26%	26%	30mph residential road with semi-rural section at its eastern extent. Good visibility with low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
B1250 Hambledon Road	Medium	TBC	TBC	TBC	TBC	TBC	30mph classified road. Limited crossing demand until the edge of the WaterlooVille urban area after which controlled crossing facilities are provided and alternative quiet routes along adjacent service roads and the Berewood Strategic Development Location.	Negligible	Low
Cherry Tree Avenue	Medium	1281	1442	1437	13%	12%	30mph residential road with footways provided on both sides of the carriageway. Good visibility. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Mead End Road	Medium	1430	1976	1980	38%	38%	30mph residential road with good visibility. Intermittent footway provision although pedestrian demand is low. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Milton Road	High	14060	16265	16266	16%	16%	Local distributor road providing access between WaterlooVille Town Centre and Wecock Farm / Cowplain. Indirect access is provided to several key trip generators including a health care site, shopping parade and the three schools on Hart Plain Avenue. Continuous footway provided on both sides separated of the carriageway. Clusters of high infrequent pedestrian demand. Controlled crossing facility in place next to Hart Plain Avenue and a shared-use cycle facility provided. Traffic flows will not impact upon crossing opportunities.	Low	Low
Silvester Road	Medium	5204	7433	7430	43%	43%	30mph residential road with good visibility. Pedestrian alleyway linking into Hart Plain Avenue so potential for limited numbers of child pedestrians. Eastern end is a	Negligible	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
							cluster of commercial premises including a Lidl supermarket.		
Southwick Road	Low	3779	4160	4146	10%	10%	30mph residential road with good visibility and continuous footways on both sides of the carriageway. One of several secondary access points into Denmead recreation area. Traffic flows are unlikely to impact upon informal crossing opportunities.	Low	Low
Sunnymead Drive	Low	9277	9885	9881	7%	7%	30mph residential road with footways provided on both sides of the carriageway. Good visibility. Traffic flows are unlikely impact upon informal crossing opportunities.	Low	Low
Uplands Road	Medium	1541	1652	1646	7%	7%	Part rural road subject to a 60mph speed limit and part residential road subject to a 30mph speed limit. Both roads incorporate good visibility. Limited pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

1.2.4. SECTION 4 – SEVERANCE: HAMBLEDON ROAD TO FARLINGTON AVENUE

Table 14 - Summary of Severance - Section 4

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A3 London Road between Forest Roundabout and Ladybridge Roundabout	Medium	5553	5641	5634	2%	1%	Some retail and convenience areas present in link. 30mph speed limit. Wide shared use pathways on both sides of road. Informal crossings and refuges available throughout link. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
A3 London Road between Ladybridge Roundabout and Portsdown Hill Road	Medium	1354	1268	1303	-6%	-4%	Some retail and convenience areas present in link. 30mph speed limit. Wide footways on both sides of road. Formal and Informal crossings available throughout link. Traffic flow will not impact upon crossing opportunities.	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A3 Maurepas Way	Medium	35347	17019	16975	-52%	-52%	Dual carriageway 40mph speed limit. Wide shared use path on west side only. Formal signalised crossing providing access to supermarkets. Traffic flow will not impact formal crossing opportunities.	Low	Low
B2150 Hambledon Road between Soake Road and Milton Road	Medium	20124	19634	19655	-2%	-2%	Single carriageway road with 30mph speed limit. Intermittent wide shared use path on east side of road, sometimes on west side too when necessary. Road becomes more residential and retail based towards south with signalised crossings throughout. Traffic flow will not impact formal crossing opportunities.	Low	Low
B2150 Hambledon Road between Milton Road and A3 Maurepas Way	Medium	30923	24226	24241	-22%	-22%	Dual carriageway road with 40mph speed limit. Footway and cycle lane available on west side of road, with signalised crossings available to provide access to supermarkets. Traffic flow will not impact formal crossing opportunities.	Low	Low
B2150 Hulbert Road	Negligible	6619	7417	7414	12%	12%	Dual carriageway road with 40mph speed limit. Segregated footway on both sides with signalised crossings available. Traffic flow will not impact formal crossing opportunities.	Low	Low
B2177 Portsdown Hill Road	Low	14321	15348	15263	7%	7%	40mph speed limit, no pedestrian facilities towards north of road as limited pedestrian demand. Footways present on both sides at A3 London Road junction and intermittently going south. Informal crossings available and speed limited reduces to 30mph in residential area. Traffic flow will not impact informal crossing opportunities.	Low	Low
B2177 Southwick Road	Medium	2110	2980	2991	41%	42%	National speed limit road with pedestrian footway running on the south side. Limited pedestrian demand but informal crossings available. Traffic flow will not impact informal crossing opportunities.	Negligible	Negligible
Bridge Street	Negligible	1581	1705	1697	8%	7%	Rural area. National speed limited road. Footway on east side of road, limited pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Cherry Tree Avenue	Medium	1281	1442	1437	13%	12%	Residential road with on street parking. Footways on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Closewood Road	Medium	923	3127	3079	239%	234%	Rural country road subject to national speed limit. Limited pedestrian demand and no pedestrian facilities.	Negligible	Medium
College Road	High	5277	5502	5520	4%	5%	Single carriageway road with 40mph speed limit. Wide footway on east side of road with large verge segregation. Road transitions into residential area with 30mph speed limit. Footways on both sides of road with informal crossings. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
Common Lane	Negligible	1717	1847	1839	8%	7%	Narrow, rural country road subject to national speed limit. Limited pedestrian demand and no pedestrian facilities. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Crookhorn Lane	High	4365	4654	4609	7%	6%	Residential road subject to 30mph speed limit. Segregated footways on both sides. Formal signalised crossing near retail area and informal crossing opportunities. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Cunningham Road	Low	5355	8305	8293	55%	55%	Residential road with on-street parking, potentially affecting visibility. Footways on both sides of road, segregated by verge.	Low	Medium
Elizabeth Road / Woodlands Grove / Westbrook Grove	High	1942	3966	3871	104%	99%	Residential area with some on-street parking, potentially impacting visibility. Wide footways on both sides of road, sometimes segregated by verge.	Low	Medium
Ferndale	Low	2174	2371	2375	9%	9%	Wide residential road with good visibility. Wide footways on both sides, segregated by verge. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
Frendstaple Road	Medium	6400	8538	8542	33%	33%	Single carriageway road subject to 30mph speed limit. Footway on east side of road, segregated by small verge. Intermittent footway on west side of road. Informal crossing facilities.	Low	Medium
Furzeley Road	Low	3305	6039	6068	83%	84%	Narrow rural road subject to 30mph speed limit. Unlikely to be a pedestrian route, low pedestrian route to the north. Towards the south area has some facilities and residences. Footway available on west side of road only.	Low	Medium
Hart Plain Avenue	High	2480	2787	2786	12%	12%	Residential road subject to 20mph limit, with good visibility. School crossing facilities throughout road. Footway present on both sides of road. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Hurstville Drive	Medium	2887	5393	5399	87%	87%	Residential road with good visibility. Wide footways on both sides segregated by verge. Traffic calming on road (speed bumps).	Low	Medium
Jubilee Road	Medium	5400	6025	6039	12%	12%	Residential road with good visibility. Wide footways on both sides segregated by verge. No through road for motor vehicles due to modal filters. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
Mill Road	High	1825	3618	3571	98%	96%	Wide residential road with good visibility. Footways on both sides of the road with intermittent verges.	Low	Medium
Morelands Road	Low	964	1104	1114	15%	16%	Residential road with footways on both sides that have verge segregation. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Newlands Lane	Negligible	2851	5195	5200	82%	82%	Rural road with national speed limit. No pedestrian facilities but very low pedestrian demand / unlikely pedestrian route. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Park Avenue	High	155	2934	2955	1788%	1802%	Residential road with good visibility. Footways on both sides of road. Some segregation with verges.	Low	Medium
Pigeon House Lane	Negligible	369	554	593	50%	61%	Rural road with national speed limit. Unlikely pedestrian route and low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Pitymoor Lane	Negligible	2185	3226	3186	48%	46%	Rural road with national speed limit. Unlikely pedestrian route and low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Portchester Lane	Negligible	2674	3567	3563	33%	33%	Rural road with national speed limit. Unlikely pedestrian route and low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Privett Road	Low	3490	4647	4653	33%	33%	Single carriageway subject to 40 mph speed limit. Shared use path on both sides of road. Signalised crossing available and informal crossing refuges available. Traffic flow will not impact upon informal or formal crossing opportunities.	Low	Low
Purbrook Heath Road	High	4073	5685	5707	40%	40%	Rural single carriageway road subject to 40mph speed limit. Footway on south side of road. Little demand for crossing. Speed limit increased to national speed limit moving west. Footway ends at Widely Walk. Unlikely pedestrian route and low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Purbrook Way	High	14978	16615	16669	11%	11%	Wide residential road with good visibility. Footways on both sides of road, mostly segregated by verge. Signalised junction	Low	Low
Rockville Drive	Medium	5033	5784	5927	15%	18%	30mph road in retail area. Good visibility and footways on both sides of road. Informal crossings available at roundabout. Signalised crossing at Stakes Hill Road junction. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Shaftesbury Avenue	Medium	117	350	299	200%	157%	Residential road with 30mph speed limit and good visibility. Footways on both sides of the road, Intermittent segregation by verge. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Sheepwash Lane	Negligible	2387	3639	3639	52%	52%	Rural road with national speed limit. Unlikely pedestrian route and low pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Skew Road	Negligible	8446	8558	8528	1%	1%	Rural single carriageway with 30mph speed limit. Unlikely pedestrian route towards the north. At North Lane junction a footway begins on both sides going south. The road also widens, and visibility improves. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
Stakes Hill Road	High	7495	10590	10580	41%	41%	Wide road with good visibility. Wide footways on both sides of road. Signalised crossings at Rockville Drive and Frenstaple Road roundabouts. Informal crossings around school, retail area and dentist. Towards the south footways become wide shared use paths.	Low	Medium
Stakes Road	Low	8969	9544	9725	6%	8%	30mph road with good visibility. Footways on both sides of road. Informal crossing refuges at Stakes Hill Road roundabout. Signalised crossing available. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Stratford Road	Low	1036	1215	1219	17%	18%	Residential road with good visibility. Footways available on both sides of road, sometimes segregated by small verge. Low demand area. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible
Sunnymead Drive	Low	6936	7884	7883	14%	14%	Residential road with good visibility. Footway on south side of road and shared use path on the north side. Both segregated from road with a verge. Informal crossings available. Traffic flow will not impact upon informal crossing opportunities.	Low	Low
Tempest Avenue	Medium	4933	5479	5499	11%	11%	Wide road with good visibility and 30mph speed limit. Footways situated on both sides of road, south side footway segregated by	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
							verge. Informal crossings and shared use path near retail area. Shared use path continues on west side only to the south of the road. Traffic flow will not impact upon informal crossing opportunities.		
Warfield Avenue	High	5648	10265	10266	82%	82%	Residential road with good visibility. Footways on both sides of road with intermittent verge segregation. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Widley Walk	Negligible	113	255	248	125%	120%	Rural road with national speed limit. Footway on east side of road around small residential area. Footway ends after residential area, which is unlikely to be a pedestrian route. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible

1.2.5. SECTION 5 – SEVERANCE: FARLINGTON

Table 15 - Summary of Severance - Section 5

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A2030 Havant Road	Medium	19,832	20,139	20,292	2%	2%	30mph single carriageway road. Wide footways on both sides of the road, Intermittent parking around retail area may reduce pedestrian visibility. Several signalised crossings available. Road widens with regular refuges for pedestrian crossing. Road transitions to 40mph to the east with one footway to the north. Pedestrian demand on south side very low. Traffic flow will not impact upon formal or informal crossing opportunities.	Medium	Medium
A3 London Road	Medium	25,293	25,900	25,708	2%	2%	Some retail and convenience areas present in link. 30mph speed limit. Wide shared use pathways on both sides of road. Informal crossings and refuges available throughout link, as well as several signalised crossings. Traffic flow will not impact upon formal or informal crossing opportunities.	Medium	Medium
A397 Northern Road	Medium	31,711	32,876	32,648	4%	3%	30mph dual carriageway with wide footway on both sides. Zebra Crossing near Southampton Road roundabout. Footbridge near Medina Road roundabout. Footway becomes shared use path of good width and regular signalised crossings. Traffic flow will not impact upon formal crossing opportunities.	Medium	Medium
Eveleigh Road	High	1,044	3,027	3,125	190%	199%	Residential/school road with 20mph speed limit and speed calming measures. Footways on both sides of road segregated by verge. Good visibility.	Negligible	Low
Farlington Avenue	High	4,072	3,823	3,678	-6%	-10%	20mph road with footways on both sides. Chicanes and speed bumps present as traffic calming measure and good visibility throughout.	Negligible	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Gillman Road	Medium	6,337	8,216	8,311	30%	31%	20mph no through road that provides access to water facility. Narrow road with low vehicular and pedestrian demand. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Havant Road / A2030 Havant Road	High	13,410	14,885	14,888	11%	11%	30mph single carriageway road. Wide footways on both sides of the road, Intermittent parking around retail area may reduce pedestrian visibility. Several signalised crossings available. Road widens with regular refuges for pedestrian crossing. Road transitions to 40mph to the east with one footway to the north.	Medium	Medium
Lower Drayton Lane	Medium	6,438	7,197	7,112	12%	10%	20mph residential road near retail area. Footway on both sides of road, good visibility throughout. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Rectory Avenue	Medium	1,490	1,701	1,699	14%	14%	Residential road with good visibility and footways on both sides of the road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Station Road	Medium	2,355	4,043	3,984	72%	69%	20mph residential road with good visibility. Footways on both sides with verge segregation.	Negligible	Low

1.2.6. SECTION 6 – SEVERANCE: ZETLAND FIELD AND SAINSBURY’S CAR PARK

Table 16 - Summary of Severance - Section 6

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A2030 Eastern Road	Medium	8,989	4,925	5,058	-45%	-44%	40mph dual carriageway. Increasing to 50mph south of A27 roundabout. Wide shared use paths on both sides, sometimes segregated by verge. Regular signalised pedestrian crossings.	Medium	Medium
A2047 London Road / A2047	High	30,669	31,247	30,967	2%	1%	Wide 30mph road with separate bus lanes. Intermittent shared use/footways of good width on both sides of road. Signalised crossings available. Informal refuge crossings also available. Traffic flow will not impact upon formal or informal crossing opportunities.	Medium	Medium
A397 Northern Road	Medium	10,179	11,282	10,955	11%	8%	30mph dual carriageway with wide footway on both sides. Zebra Crossing near Southampton Road roundabout. Footbridge near Medina Road roundabout. Footway becomes shared use path of good width and regular signalised crossings. Traffic flow will not impact upon formal crossing opportunities.	Medium	Medium

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Grove Road	High	8,555	10,201	10,263	19%	20%	20mph residential/school road. Footways on both sides of road with good visibility. Speed bump traffic calming measure. Traffic flow will not impact upon informal crossing opportunities.	Medium	Medium
Lower Drayton Lane	Medium	3,369	3,994	4,052	19%	20%	20mph residential road near retail area. Footway on both sides of road, good visibility throughout. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Lower Farlington Road / Fitzherbert Road	Medium	4,603	4,838	4,842	5%	5%	20mph residential road near retail area. Footways on both sides of road with good visibility. Traffic calming chicanes present. Road transitions into industrial area to the south of Fitzherbert Road, speed limit increases to 30mph. Footways consistent throughout, signalised crossing at Eastern Road junction. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Medina Road / Cow Lane / Northharbour Road	High	164	251	209	53%	28%	20mph road with good visibility and wide footways on both sides. Informal crossing available near A397 roundabout. Road transitions into residential/school area with smaller road width. Single footway on east side on Cow Lane. No footway under bridge however low vehicular demand area. Speed limit increases to 30mph on North Harbour Road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

1.2.7. SECTION 7 – SEVERANCE: FARLINGTON JUNCTION TO AIRPORT SERVICE ROAD

Table 17 - Summary of Severance - Section 7

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A2047 London Road / A2047 Kingston Road / A2047 Fratton Road Corridor	High	30,832	31,451	31,128	2%	1%	Wide 30mph road with separate bus lanes. Intermittent shared use/footways of good width on both sides of road. Signalised crossings and informal refuge crossings available. Particularly in retail areas. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
A288 Copnor Road / A288 Baffins Road / A288 Milton Road Corridor	High	16,757	18,220	17,166	9%	2%	30mph single carriageway with good visibility. Wide footways on both sides segregated by large verge. Informal refuge crossing opportunities. Several signalised crossings, particularly around retail areas. Zebra Crossings on Baffins Road and Milton Road. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Anchorage Road	Medium	11,794	12,539	14,294	6%	21%	30mph single carriageway with good visibility. Wide footways on both sides segregated by large verge. Zebra crossing on Robinson Way roundabout. Informal crossings also available. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible
Angerstein Road	Medium	5,153	5,425	5,125	5%	-1%	20mph residential area with good visibility. Footways on both sides of the road. Traffic calming speed bumps. One way system implemented east of Cardiff Road junction. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Battenburg Avenue	High	921	1,117	886	21%	-4%	20mph residential area with good visibility. Footways on both sides of the road. Traffic calming speed bumps. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Dundas Lane	High	615	2,558	1,420	316%	131%	30mph road in quiet industrial estate. Wide footways on both sides with good visibility. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Kipling Road	High	2,106	2,314	2,195	10%	4%	One way 20mph residential/school area with good visibility. Footways on both sides of the road. Traffic calming speed bumps. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Norway Road	Medium	18,632	19,434	18,865	4%	1%	30mph single carriageway that goes over Hilsea station. Wide footways available on both sides of road, segregated by intermittent barrier. Access to station via north side footway. Informal crossing at Merlin Drive Roundabout. Signalised crossing at Copnor Road junction.	Medium	Medium
Stubbington Avenue	High	3,548	3,504	3,540	-1%	0%	30mph residential road with good visibility. Footways available on both sides of road. Signalised crossing at Copnor Road junction. Informal crossing at A2047 roundabout. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Torrington Avenue	Medium	3,118	3,433	3,210	10%	3%	20mph residential road with good visibility. Footways available on both sides. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

1.2.8. SECTION 8 – SEVERANCE: EASTERN ROAD (ADJACENT TO GREAT SALTERNS GOLF COURSE)

Table 18 - Summary of Severance - Section 8

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A2030 Eastern Road	Medium	37596	34037	36667	-9%	-2%	40mph dual carriageway. Increasing to 50mph south of A27 roundabout. Wide shared use paths on both sides, sometimes segregated by verge. Regular signalised pedestrian crossings. Traffic flow will not impact upon formal crossing opportunities.	Medium	Medium
A2047 London Road / A2047	High	20103	20523	20224	2%	1%	Wide 30mph road with separate bus lanes. Intermittent shared use/footways of good width on both sides of road. Signalised crossings and informal refuge	Low	Low

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Kingston Road/ A2047 Fratton Road Corridor							crossings available. Particularly in retail areas. Traffic flow will not impact upon formal or informal crossing opportunities.		
A288 Copnor Road / A288 Baffins Road / A288 Milton Road Corridor	High	12117	13058	12301	8%	2%	30mph single carriageway with good visibility. Wide footways on both sides segregated by large verge. Informal refuge crossing opportunities. Several signalised crossings, particularly around retail areas. Zebra Crossings on Baffins Road and Milton Road. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
A3 Mile End Road / A3 Commercial Road / A3 Hope Street / A3 Marketway / A3 Alfred Road / A3 Anglesea Road Corridor	Medium	41132	41752	41371	2%	1%	40mph dual carriageway with some one-way systems with signalised crossings available on slip roads. Footways and shared use paths frequently available on both sides of road. Signalised crossing facilities available at Church Street roundabout and throughout route. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
A3 Northern Parade / A3 Twyford Avenue / A3 Stamshaw Road Corridor	High	26701	26606	27102	0%	2%	30mph wide road with good visibility. Shared use facilities on both sides of road. Signalised crossings and informal crossings available throughout route. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
Aylesbury Road/Queen's Road/Paulsgrove Road	Medium	3329	4214	3380	27%	2%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Burrfields Road	High	9045	6155	6841	-32%	-24%	Wide 30mph road with good visibility. Shared use path on both sides intermittently segregated by barriers. Signalised crossings at Copnor Road junction and Dundas Lane roundabout. Speed limit increases to 40 to the east and shared use path is reduced to south side only. Traffic flow will not impact upon formal crossing opportunities.	Low	Low
Cardiff Road	Medium	4473	4757	4484	6%	0%	20mph residential road with good visibility. Speed bump traffic calming present. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Dundas Lane	High	7814	11542	11341	48%	45%	30mph road in quiet industrial estate. Wide footways on both sides with good visibility. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Ebery Grove	Medium	4979	4851	5031	-3%	1%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Guildford Road	Medium	2831	3237	2881	14%	2%	20mph residential road with good visibility. Footways available on both sides of road. Modal filter near Manchester Road. Road becomes one way at Clive Road junction until Brookfield Road junction. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Hayling Avenue	Medium	5968	5724	6068	-4%	2%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Langley Road / Queen's Road / Pink Road	Medium	1047	1288	1051	23%	0%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Langstone Road	Medium	9807	9802	9876	0%	1%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Lyndhurst Road	High	1932	2491	1909	29%	-1%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Milton Road	High	24347	25176	24741	3%	2%	Wide 30mph road with good visibility. Wide footways available on both sides of road, signalised crossing facilities, informal refuge crossings and a zebra crossing near Meon Road junction. Traffic flow will not impact upon formal or informal crossing opportunities.	Low	Low
New Road	High	7606	8546	7648	12%	1%	30mph residential and retail road with good visibility and footways on both sides. Signalised, zebra and informal crossings. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible
New Road East	High	3452	4142	3500	20%	1%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Powerscourt Road	Medium	2291	2731	2303	19%	1%	20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Shearer Road	Medium	1940	2544	1959	31%	1%	One way 20mph residential road with good visibility. Traffic calming speed bumps. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Sultan Road	Medium	4641	5044	4709	9%	1%	One way 20mph residential road with good visibility. Traffic calming speed bumps. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Tangier Road	Medium	3221	2311	2794	-28%	-13%	30mph single carriageway road with footway on north side, segregated by verge. Unlikely pedestrian demand to travel via south side at east end of road. Road becomes residential towards west side with footways on both sides. Zebra crossings near Westover Road junction and near retail area.	Negligible	Negligible

1.2.9. SECTION 9 – SEVERANCE: MOORINGS WAY TO BRANSBURY ROAD

Table 19 - Summary of Severance - Section 9

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A2030 Eastern Road	Medium	32348	30213	31736	-7%	-2%	40mph dual carriageway. Increasing to 50mph south of A27 roundabout. Wide shared use paths on both sides, sometimes segregated by verge. Regular signalised pedestrian crossings.	Medium	Medium
Furze Lane	Medium	114	113	114	-1%	0%	Residential Road with footways on both sides of road and good visibility. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Guildford Road	Medium	5263	5630	5311	7%	1%	20mph residential road with good visibility. Footways available on both sides of road. Modal filter near Manchester Road. Road becomes one way at Clive Road junction until Brookfield Road junction. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Moorings Way	High	4367	4346	4369	0%	0%	20mph residential road with good visibility and footways on both sides of the road. Signalised crossing available at A2030 junction. Informal refuge crossings also available. Traffic flow will not impact upon formal or informal crossing opportunities	Negligible	Negligible
Selbourne Terrace / Claremount Road / Walmer Road	Medium	3908	4272	3946	9%	1%	20mph residential roads with good visibility. Footways available on both sides of road. Refuge crossings available. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

1.2.10. SECTION 10 – SEVERANCE: EASTNEY (LANDFALL)

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A288 Eastern Parade	Low	685	862	841	26%	23%	Wide 30mph road with footways on both sides and good visibility. 20mph residential road with good visibility. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
A288 Eastney Road	High	4438	4147	4158	-7%	-6%	30mph residential road and retail area with good visibility and footways on both sides. Signalised crossings available around retail area. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
A288 Southsea Terrace	Low	3783	4157	3878	10%	3%	Wide 30mph road with good visibility and footways on both sides. Zebra crossing and informal refuge crossings available. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible
Brading Avenue	Medium	2889	3180	3178	10%	10%	20mph residential road with good visibility and footways on both sides. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Eastney Esplanade	Medium	1054	1204	1219	14%	16%	Wide 30mph road with footways on both sides. Zebra crossing and pedestrian refuges available. Traffic flow will not impact upon formal or informal crossing opportunities.	Negligible	Negligible
Eldon Street / Norfolk Street	Medium	3649	3710	3655	2%	0%	20mph residential road with good visibility and footways on both sides. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Fort Cumberland Road	High	4427	4419	4427	0%	0%	Wide 20mph residential road with good visibility. Traffic calming speed bumps. Footways available on both sides of road. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Grove Road South	High	1764	1853	1749	5%	-1%	20mph retail / residential / school road with good visibility. Footways available on both sides of road. Signalised pedestrian crossing available. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Haselmere Road	Medium	270	283	537	5%	99%	20mph residential road with good visibility. Footways available on both sides of road. Some one-way systems. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Henderson Road	Medium	1054	1204	1219	14%	16%	20mph residential road with good visibility. Traffic calming speed bumps. Footways available on both sides of road. Pedestrian refuges available. Traffic flow will not impact upon informal crossing opportunities.	Negligible	Negligible
Kent Road	High	3555	3904	3644	10%	2%	20mph retail / residential / school road with good visibility. Footways available on both sides of road. Zebra crossing available. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Middle Street	High	4596	4680	4597	2%	0%	20mph road with good visibility and footways on both sides. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Victoria Avenue	Medium	291	335	289	15%	-1%	Wide 30mph road with good visibility and footways on both sides of the road. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible
Victoria Grove	High	1522	1647	1509	8%	-1%	20mph road with good visibility and footways on both sides. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible

Road	Base Sensitivity	DM	DS1	DS2	% Change DS1	% Change DS2	Local Factors Relevant to Assessment	DM Severance	DS Severance
Wilson Grove	High	1649	1751	1635	6%	-1%	20mph road with good visibility and footways on both sides. Traffic flow will not impact upon informal crossing opportunities	Negligible	Negligible

1.3. FEAR AND INTIMIDATION ASSESSMENT

Table 20 - Fear and Intimidation Summary of Assessment

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
Lovedean Lane (Section 2)	Lovedean	High	30mph residential road that provides access to Woodcroft Lane / Milton Road where there is demand for Tesco Express / Milton parade and Woodcroft Primary School. No controlled crossings are available. DS predicted impact based upon proximity to school and users of the local shopping facilities.	308	70	20	Large	403	124	20	Medium	404	124	20	Medium
Milton Road (Section 2)	Waterlooville	High	Local distributor road providing access between Waterlooville Town Centre and Wecock Farm / Cowplain.	546	135	18	Medium	382	141	22	Large	382	139	22	Large

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
			Indirect access is provided to several key trip generators including a health care site, shopping parade and the three schools on Hart Plain Avenue. Continuous footway provided on both sides separated from the carriageway by a verge at least 1.0m in width. However, location of schools on this link leads to a predicted increase in fear and intimidation.												
B2150 Hambledon Road (Section 4)	Waterlooville	Medium	Dual carriageway road with 40mph speed limit. Footway and cycle lane available on west side of road, with signalised crossings available to provide access to supermarkets. No verge in place to separate footways from the carriageway.	1628	970	26	Large	1119	859	17	Medium	1119	849	17	Medium

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
A3 Maurepas Way (Section 4)	Waterlooville	Medium	Dual carriageway 40mph speed limit. Wide shared use path on west side only. Formal signalised crossing providing access to supermarkets. No schools or care homes in the immediate vicinity.	1988	974	22	Large	957	753	15	Medium	955	744	15	Medium
A3 London Road (Section 4)	Waterlooville	Medium	Some retail and convenience areas present in link. 30mph speed limit. Wide footways on both sides of road. Formal and Informal crossings available throughout link. Some limited verges to separate footways from the carriageway. Wide bus lanes which span either side of the carriageway for the majority of this link, providing some separation of footways from general traffic and limit the impacts of increased general traffic flow / speeds	1260	464	22	Large	734	359	19	Medium	737	357	19	Medium

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
			on fear and intimidation.												
Stakes Hill Road (Section 4)	Waterlooville	High	Wide road with good visibility. Wide footways on both sides of road. Signalised crossings at Rockville Drive and Frenstaple Road roundabouts. Informal crossings around school, retail area and dentist. Towards the south footways become wide shared use paths. Verges of varying widths are in place intermittently on this link. The presence of a school on this link heightens its susceptibility to fear and intimidation impacts.	571	127	9	Negligible	643	153	9	Small	642	157	9	Small
Mill Road (Section 4)	Purbook, Waterlooville	High	Wide residential road with good visibility. Footways on both sides of the carriageway with intermittent verges. The presence of Mill Hill Primary School on the northern side	83	63	15	Medium	270	68	13	Small	268	68	13	Small

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
			of the carriageway heightens this links susceptibility to fear and intimidation impacts.												
Elizabeth Road /Woodlands Grove / Westbrook Grove (Section 4)	Purbrook, Waterlooville	High	Residential area with some on-street parking, potentially impacting visibility. Wide footways on both sides of road, sometimes segregated by intermittent verge. The presence of Purbrook Junior and Infant Schools on this link that forms part of HGV route means it has an increased susceptibility to fear and intimidation impacts	111	61	11	Small	228	70	9	Negligible	222	73	9	Negligible
Stakes Road (Section 4)	Purbrook, Waterlooville	Low	30mph road with good visibility. Footways on both sides of road. Informal crossing refuges at Stakes Hill Road roundabout. Signalised crossing available.	573	119	17	Medium	471	155	14	Small	466	166	14	Small

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
Purbrook Way (Section 4)	Purbrook, Waterlooville	High	Wide residential road with good visibility. Footways on both sides of road, mostly segregated by verge.	860	287	20	Medium	954	341	20	Large	957	350	20	Large
A397 Northern Road (Section 5)	Cosham	Medium	30mph dual carriageway with wide footway on both sides. Zebra Crossing near Southampton Road roundabout. Footbridge near Medina Road roundabout. Footway becomes shared use path of good width and regular signalised crossings.	1783	1073	16	Medium	1849	1186	16	Large	1836	1190	16	Large
Medina Road / Cow Lane / Northharbour Road (Section 6)	Cosham	Medium	20mph road with good visibility and wide footways on both sides. Informal crossing available near A397 roundabout. Road transitions into residential/school area with smaller road width. Single footway on east side on Cow Lane. No footway under bridge however low	9	0	15	Small	14	0	7	Negligible	12	0	15	Small

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	Local Factors Relevant to Assessment	Do Minimum				Do Something Scenario 1				Do Something Scenario 2			
				Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DM Highest rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS1 Highest Rank	Average Traffic Flow 18 hour (veh/hr) and Effect	Total HGV Flow 18 hour (veh/hr) and Effect	Average Speed 18 hour (mph) and Effect	DS2 Highest Rank
			vehicular demand area. Speed limit increases to 30mph on North Harbour Road.												
A2030 Eastern Road (Section 6)	Portsmouth	Medium	40mph dual carriageway. Increasing to 50mph south of A27 roundabout. Wide shared use paths on both sides, sometimes segregated by verge. Regular signalised pedestrian crossings.	506	488	21	Large	277	124	19	Medium	284	132	19	Medium
Dundas Lane (Section 8)	Copnor, Portsmouth	High	30mph road in quiet industrial estate. Wide footways on both sides with good visibility.	884	874	16	Medium	812	679	14	Small	818	783	17	Medium
Henderson Road (Section 10)	Eastney, Portsmouth	Medium	20mph residential road with good visibility. Traffic calming speed bumps. Footways available on both sides of road. Pedestrian refuges available.	280	47	21	Large	256	62	9	Negligible	256	62	9	Negligible

1.4. PEDESTRIAN AND CYCLE AMENITY ASSESSMENT

Table 21 - Pedestrian and Cycle Amenity Summary of Assessment

Road Name and Onshore Cable Corridor Section	Location	Sensitivity	DM AADT	DS1 AADT	DS2 AADT	DS1 AADT % Change	DS2 AADT % Change	DM HGVs	DS1 HGVs	DS2 HGVs	DS1 HGV % Change	DS2 HGV % Change
Soake Road (Section 4)	Denmead	Moderate	572	151	141	-74%	-75%	0	2	2	12247%	12154%
Closewood Road (Section 4)	Denmead	Moderate	923	3127	3079	239%	234%	19	58	58	204%	204%
Furzeley Road (Section 4)	Furzeley Corner, Denmead	Low	3305	6039	6068	83%	84%	54	117	128	116%	135%
Mill Road (Section 4)	Stakes, WaterlooVille	High	1455	4702	4665	223%	221%	61	66	66	8%	9%
Elizabeth Road / Woodlands Grove / Westbrook Grove (section 4)	Purbrook, WaterlooVille	High	1942	3966	3871	104%	99%	59	67	70	14%	19%
Shaftesbury Avenue (Section 4)	Purbrook, WaterlooVille	Moderate	117	350	299	200%	157%	3	3	3	-7%	-12%
Park Avenue (Section 4)	Widley, WaterlooVille	High	3645	7581	7608	108%	109%	57	125	125	118%	118%
Milk Lane (Section 4)	MDA, WaterlooVille	Moderate	713	1768	1768	148%	148%	5	11	11	134%	134%
Gillman Road (Section 5)	Cosham	Moderate	6337	8216	8311	30%	31%	53	108	115	103%	117%
Eveleigh Road (Section 5)	Cosham	High	1044	3027	3125	190%	199%	8	66	73	692%	783%
Station Road (Section 5)	Cosham	Moderate	2355	4043	3984	72%	69%	47	223	201	376%	328%
Dundas Lane (Section 7)	Copnor, Portsmouth	High	615	2558	1420	316%	131%	133	269	254	102%	91%

1.5. TRAFFIC DELAY

Table 22 - At Junction Summary of Assessment

Section Number	Junction	Summary of Impacts	Sensitivity of Receptor	Magnitude of Impact	Significance of Effect
1	A3(M) Junction 2	The junction continues to operate within capacity in the AM and PM peaks, albeit the A3(M) off-slips are approaching capacity in the DS scenarios in the AM and PM peak hours.	Medium	Medium	Moderate
1	Dell Piece West / A3 Portsmouth Road / Catherington Lane traffic signals	Results from the SRTM show that the delay times at this junction increase by less than 5% on all approaches when comparing the DM and DS scenarios.	High	Low	Moderate
2	No junctions included in scope of assessment				
3	No junctions included in scope of assessment				
4	B2150 Hambledon Road/Milton Road/Elettra Avenue	The junction will operate within capacity in the DS scenarios with a reduce in delay between the DM and DS scenarios due to redistribution of traffic away from the junction	Medium	Medium	Moderate
4	B2150 Hambledon Road/Aston Road	Results from the SRTM show that the B2150 Hambledon Road southbound experiences an increase in delay of approximately 90 seconds. This is a result of delays at the temporary traffic signals at the B2150 Hambledon Road / A3 Maurepas Way junction	Low	High	Moderate
4	B2150 Hambledon Road/A3 Maurepas Way/Houghton Avenue	This junction is modelled with temporary traffic signals in the DS scenarios and operates within capacity. Average delay per vehicle increases to 90-120 on the B2150 Hambledon Road and A3 Maurepas Way south approach and by 60 seconds on A3 Maurepas Way East.	Low	High	Moderate
4	A3 Maurepas Way/A3 London Road/Rockville Drive	This junction operates over capacity with long queues on the Rockville Drive. Delay times however are reduced in the DS scenarios due to redistribution of traffic away from the Onshore Cable Corridor	High	Low	Moderate
4	A3 London Road/Ladybridge Road	This junction is modelled with temporary traffic signals in the DS scenarios, which operate within capacity. Traffic delays on A3 London Road remain within 30-60 seconds of the DM scenario but Ladybridge Road increases by 80-90 seconds	High	High	Major
4	A3(m) Junction 3	The junction operates within capacity, albeit with the A3(M) slip-roads approaching capacity in the DS scenarios. All delay times remain with 10 seconds of the DM scenario.	High	Negligible	Negligible
4	A3 Maurepas Way/A3 London Road/B2150 Hulbert Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible

Section Number	Junction	Summary of Impacts	Sensitivity of Receptor	Magnitude of Impact	Significance of Effect
4	Hulbert Road/Frendstaple Road/Tempest Avenue	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Medium	Negligible	Negligible
4	Rockville Drive/Stakes Hill Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible
4	Stakes Hill Road/Frendstaple Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible
4	Stakes Road/Stake Hill Road/Purbrook Way/Crookhorn Lane	The junction operates over capacity in the DM and DS scenarios, with the Stakes Road approach over capacity in the Am peak. Delay times are more than doubled in the DS scenarios to approximately 240 seconds	High	High	Major
4	Purbrook Way/College Road	The junction is approaching capacity in the DS scenarios. The College Road right turn approach has an increase in delay of 30-40 seconds in the AM peak	Low	Medium	Minor-to-Moderate
5	A2030/Farlington Avenue/A2030 Eastern Road/Havant Road	The junction operates within capacity in the DS scenarios. Average delay per vehicle increases on Farlington Avenue doubles to approximately 80 seconds due to re-optimisation of signal timings to reflect traffic distribution.	Medium	Low	Minor to Moderate
5	B2177 Portsdown Hill Road/Maylands Road/B2177 Bedhampton Road/B2177 Bedhampton Hill	The junction operates over capacity in the DS scenarios, on the B2177 Portsdown Hill approach in the PM peak. As a result, average delay per vehicle increases by approximately 50 seconds to 130 seconds	Medium	Medium	Moderate
5	A3 Southampton Road/A3 London Road/Spur Road/Havant Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible
6	A2030 Eastern Road/Grove Road/A2030 Eastern Road/Fitzherbert Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible
6	A27 Western Road/A3 London Road/A397 Northern Road/M27 (Portsbridge Roundabout)	This junction approaches capacity in the DM and DS scenarios. In the DS2 scenario the M27-offslip is close to capacity, leading to an increase in delay time of approximately 30 seconds per vehicle	Medium	Medium	Moderate
7	A2030 Eastern Road/Anchorage Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Anchorage Road and Eastern Road N right-turn experience an increase in delay per vehicle of up to 70 seconds but there are decreases on other approaches	Low	Low	Minor
7	Norway Road/Copnor Road	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible

Section Number	Junction	Summary of Impacts	Sensitivity of Receptor	Magnitude of Impact	Significance of Effect
7	Stubbington Avenue / A2047 Gladys Avenue / Angerstein Road Roundabout	Very little impact.	Low	Negligible	Negligible
8	A2030 Eastern Road/Airport Service Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Increases in delay on some arms are balanced against reductions on others.	Low	Low	Minor
8	A2030 Eastern Road/Burrfields Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Increases in delay on some arms are balanced against reductions on others.	Medium	Medium	Moderate
8	A2030 Eastern Road/Tangier Road	The junction operates within capacity in the DS scenarios due to traffic redistributing away from the Eastern Road. Increases in delay on some arms are balanced against reductions on others.	Low	Medium	Minor to Moderate
8	A2030 Eastern Road/Hayling Avenue	The junction operates over capacity in the DM and DS scenarios with Hayling Avenue experiencing a significant delay. This delay is worsened in the DS2 scenario, with delay increasing by up to 47 seconds.	High	Negligible	Negligible
8	Copnor Road/Burrfields Road	The junction operates over capacity in the DM and DS scenarios. Delays per vehicle increase by up to 60 seconds on Copnor Road North in the Am peak	High	Medium	Major-to-Moderate
8	Burrfields Road/Moneyfield Avenue/Dundas Lane	The junction operates within capacity in the DS scenarios. Delay times are within 10 seconds of the DM scenario.	Low	Negligible	Negligible
8	Milton Road/St Marys Road	The junction operates over capacity in the DM and DS on Langstone Road. In the DS scenarios the average delay on this link either reduces or increases by less than 10 seconds.	High	Negligible	Negligible
8	A3 Mile End Road/Church Street/Hope Street/Commercial Road	This junction operates over capacity in the DM and DS scenarios. On Church Street, average delay per vehicle is increased by up to 65 seconds and on A3 Mile End Road it increases by up to 50 seconds due to traffic redistribution	High	Medium	Major-to-Moderate
9	A2030 Velder Avenue/Milton Road	This junction operates over capacity in the DM and DS scenarios. The average delay per vehicle is not increased significantly in either of the DS scenarios with the junction operating broadly the same between DM and DS	High	Negligible	Negligible
10	No junctions included in scope of assessment				

Table 23 - On Links Summary of Assessment

Section Number	Traffic Management Location	Summary of Impacts	Sensitivity of Receptor	Magnitude of Impact	Significance of Effect
3	B2150 Hambledon Road	The average delay per vehicle is approximately 60 seconds.	Medium	Medium	Moderate
4	A3 London Road south of Forest Road roundabout	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate
4	A3 London Road north of Ladybridge Road	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate
4	A3 London Road south of Ladybridge Road	The average delay per vehicle is approximately 45 seconds.	Medium	Medium	Moderate
4	B2177 Portsdown Hill Road	The average delay per vehicle is approximately 45-60 seconds.	Low	Medium	Minor-to-Moderate
5	Farlington Avenue north of Sea View Road	The average delay per vehicle is approximately 20 seconds for northbound vehicles and 45 seconds for southbound vehicles	High	Low	Moderate
9	Moorings Way	The average delay per vehicle is approximately 30 seconds.	High	Low	Moderate
9	Locksway Road / Longshore Road / Kinglsey Road	The average delay per vehicle is approximately 30 seconds.	Medium	Low	Minor to Moderate
10	Henderson Road	The average delay per vehicle is approximately 20-40 seconds.	Medium	Low	Minor to Moderate

