Fareham Local Plan **05/08/2020**

Reference number 108696

FAREHAM LOCAL PLAN – SRTM MODELLING

Solent Transport

SYSTRA

FAREHAM LOCAL PLAN

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Capacity Hotspots

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

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

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

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

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

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

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

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

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

6.1.15 Following the initial submission of this report capacity hotspots 36, 37 and 62 have been omitted due to duplication of junctions. As a result, these junctions are not present in tables included in this revised version of the report.