



West Winch Housing Access Road

Environmental Statement Chapter 16: Traffic and Transport

Appendix 16.5: Operational Traffic Significance Effect

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1 Introduction

1.1 Operational Phase Significance Effect

1.1.1 A table showing the significance of the traffic and transport effect during the operational phase. The significance effect is a product of the receptors' sensitivity shown in Appendix 16.2 and magnitude of impact shown in Appendix 16.1. The effects are classified Substantial, Moderate, Minor or Negligible

1.1.2 Some users may not be able to access all technical details. If you require this document in a more accessible format please contact

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Severance_2027

Road Scheme Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
|------------|------------------------|---|
| High | <90% | 0 - 2500 Most suitable for cycling |
| Medium | <=60 and >90% | 2501 - 5000 Suitable for some cyclists |
| Low | <=30 and >60% | >5000 Unlikely to be suitable for cycling on carriageway |
| Negligible | <= 0 and >30% | |

| (Magnitude / Probability / Reversibility etc) | Receptor (Sensitivity / Value / Importance) | | | | |
|---|--|-------------|-------------|------------|------------|
| | High | Medium | Low | Very Low | Negligible |
| | High | Substantial | Substantial | Moderate | Minor |
| Medium | Substantial | Moderate | Minor | Minor | Negligible |
| Low | Moderate | Minor | Minor | Negligible | Negligible |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| Scenario | DS1 |
|----------|--|
| DS1 | Road Scheme Impact Assessment |
| DS2 | Road Scheme+4000 Homes Impact Assessment |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Receptor Sensitivity | Magnitude | Effect Significance DS1 | |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|----------------------|-----------|-------------------------|------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 43877 | 44390 | 44390 | 513 | 1% | Very Low | Very Low | Negligible | Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 22857 | 15233 | 15233 | -7624 | -33% | Very Low | Low | Negligible | Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 30760 | 30841 | 30841 | 82 | 0% | Very Low | Very Low | Negligible | Adverse |
| 2819-1206 | A10 West Winch Road | 25276 | 7586 | 7586 | -17690 | -70% | Medium | Medium | Moderate | Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 19442 | 39568 | 39568 | 20126 | 104% | Very Low | High | Minor | Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | 17533 | 17532904% | Low | High | Moderate | Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 19442 | 19278 | 19278 | -164 | -1% | Very Low | Very Low | Negligible | Beneficial |
| 2709-2725 | Chapel Lane | 1507 | 2000 | 2000 | 493 | 33% | Medium | Low | Minor | Adverse |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | 210 | 36% | Low | Low | Minor | Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 22250 | 3944 | 3944 | -18306 | -82% | Medium | Medium | Moderate | Beneficial |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | -371 | -17% | Medium | Very Low | Minor | Beneficial |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 20119 | 2477 | 2477 | -17643 | -88% | Medium | Medium | Moderate | Beneficial |
| 2729-2731 | Gravelhill Lane | 582 | 428 | 428 | -154 | -26% | Medium | Very Low | Minor | Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | 17529 | 17529207% | Low | High | Moderate | Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 20341 | 19907 | 19907 | -434 | -2% | Medium | Very Low | Minor | Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | 200 | 19% | Medium | Very Low | Minor | Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1745 | 1815 | 1815 | 69 | 4% | Low | Very Low | Negligible | Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 19937 | 19766 | 19766 | -172 | -1% | Medium | Very Low | Minor | Beneficial |
| 2655-2857 | School Road (Middleton) | 584 | 641 | 641 | 57 | 10% | High | Very Low | Minor | Adverse |
| 2650-2761 | A47 (East of North Runcton) | 19045 | 18893 | 18893 | -152 | -1% | Low | Very Low | Negligible | Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 19763 | 19688 | 19688 | -76 | 0% | Medium | Very Low | Minor | Beneficial |
| 1329-2858 | Setch Road | 746 | 809 | 809 | 63 | 8% | Low | Very Low | Negligible | Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | -212 | -100% | Very Low | High | Minor | Beneficial |

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Road Scheme+4000 Homes Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
|------------|------------------------|---|
| High | <90% | 0 - 2500 Most suitable for cycling |
| Medium | <=60 and >90% | 2501 - 5000 Suitable for some cyclists |
| Low | <=30 and >60% | >5000 Unlikely to be suitable for cycling on carriageway |
| Negligible | <= 0 and >30% | |

| (Magnitude / Probability / Reversibility etc) | Receptor (Sensitivity / Value / Importance) | | | | |
|---|--|-------------|-------------|------------|------------|
| | High | Medium | Low | Very Low | Negligible |
| | High | Substantial | Substantial | Moderate | Minor |
| Medium | Substantial | Moderate | Minor | Minor | Negligible |
| Low | Moderate | Minor | Minor | Negligible | Negligible |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| Scenario | DS2 |
|----------|--|
| DS1 | Road Scheme Impact Assessment |
| DS2 | Road Scheme+4000 Homes Impact Assessment |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS2-DM | DS2-DM (%) | Receptor Sensitivity | Magnitude | Effect Significance DS1 | |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|----------------------|-----------|-------------------------|------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 43877 | 44390 | 44390 | 513 | 1% | Very Low | Very Low | Negligible | Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 22857 | 15233 | 15233 | -7624 | -33% | Very Low | Low | Negligible | Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 30760 | 30841 | 30841 | 82 | 0% | Very Low | Very Low | Negligible | Adverse |
| 2819-1206 | A10 West Winch Road | 25276 | 7586 | 7586 | -17690 | -70% | Medium | Medium | Moderate | Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 19442 | 39568 | 39568 | 20126 | 104% | Very Low | High | Minor | Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | 17533 | 17532904% | Medium | High | Substantial | Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 19442 | 19278 | 19278 | -164 | -1% | Very Low | Very Low | Negligible | Beneficial |
| 2709-2725 | Chapel Lane | 1507 | 2000 | 2000 | 493 | 33% | Medium | Low | Minor | Adverse |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | 210 | 36% | Medium | Low | Minor | Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 22250 | 3944 | 3944 | -18306 | -82% | Medium | Medium | Moderate | Beneficial |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | -371 | -17% | Medium | Very Low | Minor | Beneficial |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 20119 | 2477 | 2477 | -17643 | -88% | Medium | Medium | Moderate | Beneficial |
| 2729-2731 | Gravelhill Lane | 582 | 428 | 428 | -154 | -26% | Medium | Very Low | Minor | Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | 17529 | 17529207% | Medium | High | Substantial | Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 20341 | 19907 | 19907 | -434 | -2% | Medium | Very Low | Minor | Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | 200 | 19% | Medium | Very Low | Minor | Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1745 | 1815 | 1815 | 69 | 4% | Low | Very Low | Negligible | Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 19937 | 19766 | 19766 | -172 | -1% | Medium | Very Low | Minor | Beneficial |
| 2655-2857 | School Road (Middleton) | 584 | 641 | 641 | 57 | 10% | High | Very Low | Minor | Adverse |
| 2650-2761 | A47 (East of North Runcton) | 19045 | 18893 | 18893 | -152 | -1% | Low | Very Low | Negligible | Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 19763 | 19688 | 19688 | -76 | 0% | Medium | Very Low | Minor | Beneficial |
| 1329-2858 | Setch Road | 746 | 809 | 809 | 63 | 8% | Medium | Very Low | Minor | Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | -212 | -100% | Very Low | High | Minor | Beneficial |

Severance 2042

Road Scheme Impact Assessment

| | | |
|------------|-------------------------------|--|
| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
| High | <90% | 0 - 2500 Most suitable for cycling |
| Medium | <=60 and >90% | 2501 - 5000 Suitable for some cyclists |
| Low | <=30 and >60% | >5000 Unlikely to be suitable for cycling on carriageway |
| Negligible | <= 0 and >30% | |

| | |
|-----------------|--|
| Scenario | DS1 |
| DS1 | Road Scheme Impact Assessment |
| DS2 | Road Scheme+4000 Homes Impact Assessment |

| | | | | | | |
|--|---|---------------|-------------|-----------------|-------------------|------------|
| (Magnitude / Probability / Reversibility etc) | Receptor | | | | | |
| | (Sensitivity / Value / Importance) | | | | | |
| | High | Medium | Low | Very Low | Negligible | |
| | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| Low | Moderate | Minor | Minor | Negligible | Negligible | |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible | |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible | |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Receptor Sensitivity | Magnitude | Effect Significance DS1 | |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|----------------------|-----------|-------------------------|------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 49868 | 50609 | 51147 | 741 | 1% | Very Low | Very Low | Negligible | Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 25591 | 16964 | 19543 | -8627 | -34% | Very Low | Low | Negligible | Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 34316 | 34678 | 39655 | 362 | 1% | Very Low | Very Low | Negligible | Adverse |
| 2819-1206 | A10 West Winch Road | 27772 | 9661 | 19722 | -18110 | -65% | Medium | Medium | Moderate | Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 21363 | 43881 | 48284 | 22518 | 105% | Very Low | High | Minor | Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 19135 | 25317 | 19135 | 19134854% | Low | High | Moderate | Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 21363 | 21158 | 20914 | -204 | -1% | Very Low | Very Low | Negligible | Beneficial |
| 2709-2725 | Chapel Lane | 1600 | 1648 | 1805 | 48 | 3% | Medium | Very Low | Minor | Adverse |
| 2723-2852 | Rectory Lane | 714 | 901 | 904 | 187 | 26% | Low | Very Low | Negligible | Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 24966 | 5636 | 9620 | -19330 | -77% | Medium | Medium | Moderate | Beneficial |
| 2728-2784 | Long Lane | 2255 | 2384 | 3653 | 129 | 6% | Medium | Very Low | Minor | Adverse |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 22834 | 3654 | 4427 | -19180 | -84% | Medium | Medium | Moderate | Beneficial |
| 2729-2731 | Gravelhill Lane | 624 | 439 | 1220 | -185 | -30% | Medium | Very Low | Minor | Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 19131 | 20389 | 19131 | 19131249% | Low | High | Moderate | Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 23134 | 22731 | 23621 | -403 | -2% | Medium | Very Low | Minor | Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1077 | 1290 | 1259 | 214 | 20% | Medium | Very Low | Minor | Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1886 | 1923 | 2289 | 36 | 2% | Low | Very Low | Negligible | Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 20740 | 20219 | 20136 | -521 | -3% | Medium | Very Low | Minor | Beneficial |
| 2655-2857 | School Road (Middleton) | 662 | 735 | 671 | 73 | 11% | High | Very Low | Minor | Adverse |
| 2650-2761 | A47 (East of North Runcton) | 21040 | 20842 | 20907 | -197 | -1% | Low | Very Low | Negligible | Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 20161 | 19917 | 19548 | -244 | -1% | Medium | Very Low | Minor | Beneficial |
| 1329-2858 | Setch Road | 853 | 935 | 902 | 81 | 10% | Low | Very Low | Negligible | Adverse |
| 2810-2507 | Chequers Lane | 224 | 0 | 0 | -224 | -100% | Very Low | High | Minor | Beneficial |

| | | | |
|-------------|-------------|-----|----|
| Minor | Minor | No | No |
| Moderate | Moderate | No | No |
| Negligible | Negligible | Yes | No |
| Moderate | Moderate | No | No |
| Substantial | Substantial | No | No |
| Moderate | Moderate | No | No |
| Moderate | Moderate | Yes | No |
| Negligible | Negligible | Yes | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | Yes | No |
| Moderate | Moderate | Yes | No |
| Minor | Minor | Yes | No |
| Moderate | Moderate | Yes | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | Yes | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | Yes | No |
| Negligible | Negligible | No | No |
| Negligible | Negligible | No | No |
| Negligible | Negligible | Yes | No |
| 0 | 0 | No | No |

Severance_2042

Road Scheme+4000 Homes Impact Assessment

| | | |
|------------|-------------------------------|--|
| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
| High | <90% | 0 - 2500 Most suitable for cycling |
| Medium | <=60 and >90% | 2501 - 5000 Suitable for some cyclists |
| Low | <=30 and >60% | >5000 Unlikely to be suitable for cycling on carriageway |
| Negligible | <= 0 and >30% | |

| | |
|-----------------|--|
| Scenario | DS2 |
| DS1 | Road Scheme Impact Assessment |
| DS2 | Road Scheme+4000 Homes Impact Assessment |

| | | | | | | |
|--|---|---------------|-------------|-----------------|-------------------|------------|
| (Magnitude / Probability / Reversibility etc) | Receptor | | | | | |
| | (Sensitivity / Value / Importance) | | | | | |
| | High | Medium | Low | Very Low | Negligible | |
| | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible | |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible | |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS2-DM | DS2-DM (%) | Receptor Sensitivity | Magnitude | Effect Significance DS1 | |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|----------------------|-----------|-------------------------|------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 49868 | 50609 | 51147 | 1279 | 3% | Very Low | Very Low | Negligible | Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 25591 | 16964 | 19543 | -6048 | -24% | Very Low | Very Low | Negligible | Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 34316 | 34678 | 39655 | 5340 | 16% | Very Low | Very Low | Negligible | Adverse |
| 2819-1206 | A10 West Winch Road | 27772 | 9661 | 19722 | -8050 | -29% | Medium | Very Low | Minor | Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 21363 | 43881 | 48284 | 26921 | 126% | Very Low | High | Minor | Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 19135 | 25317 | 25317 | 25316630% | Medium | High | Substantial | Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 21363 | 21158 | 20914 | -449 | -2% | Very Low | Very Low | Negligible | Beneficial |
| 2709-2725 | Chapel Lane | 1600 | 1648 | 1805 | 205 | 13% | Medium | Very Low | Minor | Adverse |
| 2723-2852 | Rectory Lane | 714 | 901 | 904 | 190 | 27% | Medium | Very Low | Minor | Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 24966 | 5636 | 9620 | -15346 | -61% | Medium | Medium | Moderate | Beneficial |
| 2728-2784 | Long Lane | 2255 | 2384 | 3653 | 1397 | 62% | Medium | Medium | Moderate | Adverse |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 22834 | 3654 | 4427 | -18407 | -81% | Medium | Medium | Moderate | Beneficial |
| 2729-2731 | Gravelhill Lane | 624 | 439 | 1220 | 595 | 95% | Medium | High | Substantial | Adverse |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 19131 | 20389 | 20389 | 2038879% | Medium | High | Substantial | Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 23134 | 22731 | 23621 | 488 | 2% | Medium | Very Low | Minor | Adverse |
| 2604-2726 | New Road (South of Rectory Lane) | 1077 | 1290 | 1259 | 182 | 17% | Medium | Very Low | Minor | Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1886 | 1923 | 2289 | 402 | 21% | Low | Very Low | Negligible | Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 20740 | 20219 | 20136 | -604 | -3% | Medium | Very Low | Minor | Beneficial |
| 2655-2857 | School Road (Middleton) | 662 | 735 | 671 | 9 | 1% | High | Very Low | Minor | Adverse |
| 2650-2761 | A47 (East of North Runcton) | 21040 | 20842 | 20907 | -132 | -1% | Low | Very Low | Negligible | Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 20161 | 19917 | 19548 | -613 | -3% | Medium | Very Low | Minor | Beneficial |
| 1329-2858 | Setch Road | 853 | 935 | 902 | 49 | 6% | Medium | Very Low | Minor | Adverse |
| 2810-2507 | Chequers Lane | 224 | 0 | 0 | -224 | -100% | Very Low | High | Minor | Beneficial |

| | | | |
|-------------|-------------|-----|----|
| Minor | Minor | No | No |
| Moderate | Moderate | No | No |
| Negligible | Negligible | Yes | No |
| Substantial | Substantial | No | No |
| Moderate | Moderate | No | No |
| Moderate | Moderate | Yes | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | No | No |
| Moderate | Moderate | Yes | No |
| Minor | Minor | No | No |
| Moderate | Moderate | No | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | Yes | No |
| Minor | Minor | Yes | No |
| Minor | Minor | Yes | No |
| Negligible | Negligible | No | No |
| Negligible | Negligible | No | No |
| 0 | 0 | No | No |

NMU Delay 2027 **Road Scheme Impact Assessment**

| | | | | | |
|---|----------------|-------------------|----------|--|--|
| Change in Traffic Flow/day (DMRB LA12) | | Table 3.11 | | Tag Unit A4.1 Severance Sensitivity Table 5.1 | |
| High | >16000 | None | Very Low | | |
| Medium | >8000 - 16,000 | Slight | Low | | |
| Low | >4000 - 8000 | Moderate | Medium | | |
| Very Low | <4000 | Severe | High | | |

| | | | | | |
|---|-------------|-------------|------------|------------|------------|
| Receptor | | | | | |
| (Sensitivity / Value / Importance) | | | | | |
| | High | Medium | Low | Very Low | Negligible |
| High | Substantial | Substantial | Moderate | Minor | Negligible |
| Medium | Substantial | Moderate | Minor | Minor | Negligible |
| Low | Moderate | Minor | Minor | Negligible | Negligible |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| | |
|-----|--|
| 011 | Road Scheme Impact Assessment |
| 012 | Road Scheme+4000 Homes Impact Assessment |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | Traffic Flow DM | Traffic Flow DS1 | Traffic Flow DS2 | Traffic Flow DM | Magnitude Rep Change DM DS1 | Magnitude Rep Change DM DS2 | DM Severance (without Scheme) | DS1 Severance (with Road Subtotal) | DS2 Severance (Road +Home Scheme) | Change in Severance (DM-DS1) | Change in Severance (DM-DS2) | Combined Magnitude of Change (DM-DS2) | combined Magnitude of Change (DM-DS2) | Assessment of Effect | | | |
|-----------|---|-------------------|--------------------|--------------------|-----------------|------------------|------------------|-----------------|-----------------------------|-----------------------------|-------------------------------|------------------------------------|-----------------------------------|------------------------------|------------------------------|---------------------------------------|---------------------------------------|------------------------------|----------------------|---------------------|------------|
| | | | | | | | | | | | | | | | | | | Magnitude of Change (DM-DS1) | Receptor Sensitivity | Effect Significance | |
| 006-3001 | k47 (West of Harwick Roundabout) | 44877 | 44390 | 44390 | High | High | High | High | Very Low | High | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Beneficial | |
| 1234-086 | k47 Harwick Roundabout | 22857 | 15233 | 15233 | High | Medium | Medium | High | High | High | High | High | High | Very Low | Very Low | Low | Low | Very Low | Negligible | Beneficial | |
| 7110-7006 | k149 Queen Elizabeth Way | 30760 | 30841 | 30841 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Adverse | |
| 2439-2026 | k10 West Winch Road | 22776 | 7586 | 7586 | High | Low | High | High | High | High | High | High | High | Very Low | High | High | High | High | Substantial | Beneficial | |
| 1224-2885 | k47 Constitution Hill (North of New Road) | 18442 | 39568 | 39568 | High | High | High | High | High | High | High | High | High | Very Low | Very Low | Low | Low | Very Low | Negligible | Adverse | |
| 0638-2639 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | Very Low | High | High | High | Very Low | High | High | High | High | Very Low | High | High | High | High | Low | Adverse | |
| 1323-2555 | k47 Constitution Hill (South of New Road) | 18442 | 19178 | 19178 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Beneficial | |
| 2709-2725 | Chapel Lane | 1307 | 2000 | 2000 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Adverse |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Very Low | Very Low | Medium | Low | Low | Low | Low | Low | Minor | Adverse |
| 1538-2677 | k10 Lynn Road (south of Rectory Lane) | 22750 | 3944 | 3944 | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Low | Low | Medium | Medium | Medium | Medium | Moderate | Beneficial | |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Beneficial |
| 2507-2778 | k10 Lynn Road (south of Chequers Lane) | 20119 | 2477 | 2477 | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Low | Low | Medium | Medium | Medium | Medium | Moderate | Beneficial | |
| 2729-2774 | Erwinhill Lane | 582 | 428 | 428 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Beneficial |
| 2620-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | Very Low | High | High | High | High | High | High | High | High | Very Low | High | High | High | High | Low | Adverse | |
| 2711-1329 | k10 Lynn Road (North of Satch Road) | 20341 | 19907 | 19907 | High | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Beneficial |
| 0064-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Very Low | Medium | Medium | Low | Low | Low | Low | Medium | Minor | Adverse |
| 1131-2833 | New Road (North of Rectory Lane) | 1245 | 1815 | 1815 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Negligible | Adverse |
| 7010-7011 | k149 Harwick Road (East of Railway) | 19937 | 19766 | 19766 | High | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Beneficial |
| 0051-2857 | School Road (Middleton) | 584 | 441 | 441 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | High | Minor | Adverse |
| 0050-2761 | k47 (East of North Junction) | 10045 | 18893 | 18893 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Negligible | Beneficial |
| 2071-2149 | k149 Harwick Road (West of Railway) | 19763 | 19688 | 19688 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Beneficial |
| 1129-2858 | k10 Lynn Road | 766 | 807 | 807 | Very Low | Very Low | High | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Negligible | Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | Very Low | Very Low | Very Low | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | 0 | |

| | | | | | |
|--------------------------------------|-------------|----------|--------|------------|--------|
| TAG Unit A4.1 | | | | | |
| With scheme Severance Scoring | | | | | |
| Very Low | Negligible | Low | Medium | High | Severe |
| Very Low | Minor | Moderate | Minor | Severe | Severe |
| Very Low | Minor | Moderate | Minor | Negligible | Minor |
| High | Substantial | Moderate | Minor | Negligible | Minor |

Severance may be classified according to the following four broad levels.

- None** - Little or no hindrance to pedestrian movement.
- Slight** - All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement.
- Moderate** - Pedestrian journeys will be longer or less attractive; some people are likely to be dissuaded from making some journeys on foot.
- Severe** - People are likely to be deterred from making pedestrian journeys to an extent sufficient to reduce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance.

Iru#Erqy1vwhtf|#zlw#vru1qj#1ru8wkh#hqv1u8vrvhvpq#wk#i#i0oz1qj#Erqyhu1vrgv#
 Rdy#E#h#h#p#h#h
 Qz#h |T#|#0z
 Vo1jkw Orz
 P#ghudwh P#hglxp
 P#ghudwh K1k

NMU Delay 2027 **Road Scheme+4000 Homes Impact Assessment**

| | | | | | |
|---|-----------------|-------------------|----------|--|----------|
| Change in Traffic Flow/day (DM-B LA12) | | Table 3.11 | | Tag Unit A4.1 Severance Sensitivity Table 5.1 | |
| High | >16000 | None | Very Low | High | High |
| Medium | >8,000 - 16,000 | Slight | Low | Medium | Medium |
| Low | >4000 - 8000 | Moderate | Medium | Low | Low |
| Very Low | <4000 | Severe | High | Very Low | Very Low |

| | | | | | |
|---|-------------|-------------|------------|------------|------------|
| Receptor | | | | | |
| (Sensitivity / Value / Importance) | | | | | |
| | High | Medium | Low | Very Low | Negligible |
| High | Substantial | Substantial | Moderate | Minor | Negligible |
| Medium | Substantial | Moderate | Minor | Minor | Negligible |
| Low | Moderate | Minor | Minor | Negligible | Negligible |
| Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

051 Road Scheme Impact Assessment
052 Road Scheme+4000 Homes Impact Assessment

Change in Traffic Flow/day (DM-B LA12) Table 3.11 **Tag Unit A4.1 Severance Sensitivity Table 5.1**

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | Traffic Flow DM | Traffic Flow DS1 | Traffic Flow DS2 | Traffic Flow DM | Magnitude Rep Change DM DS1 | Magnitude Rep Change DM DS2 | DM Severance (without Scheme) | DS1 Severance (with Road Subtotal) | DS2 Severance (Road +Home Scheme) | Change in Severance (DM-DS1) | Change in Severance (DM-DS2) | Combined Magnitude of Change (DM-DS2) | Combined Magnitude of Change (DM-DS2) | Assessment of Effect | | | |
|-----------|---|-------------------|--------------------|--------------------|-----------------|------------------|------------------|-----------------|-----------------------------|-----------------------------|-------------------------------|------------------------------------|-----------------------------------|------------------------------|------------------------------|---------------------------------------|---------------------------------------|------------------------------|----------------------|---------------------|------------|
| | | | | | | | | | | | | | | | | | | Magnitude of Change (DM-DS2) | Receptor Sensitivity | Effect Significance | |
| 006-3001 | 447 (West of Harwick Roundabout) | 43877 | 44390 | 44390 | High | High | High | Very Low | High | High | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Beneficial | |
| 1234-086 | 447 (Harwick Roundabout) | 22857 | 15233 | 15233 | High | Medium | Medium | High | High | High | High | High | High | Very Low | Very Low | Low | Low | Very Low | Negligible | Beneficial | |
| 7110-7006 | 1449 (Queen Elizabeth Way) | 30760 | 30841 | 30841 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Adverse | |
| 2439-2026 | 430 (West Winch Road) | 22776 | 7286 | 7286 | High | Low | High | High | High | High | High | High | High | Very Low | High | High | High | High | Substantial | Beneficial | |
| 1224-2885 | 447 (Constitution Hill (North of New Road)) | 18442 | 39568 | 39568 | High | High | High | High | High | High | High | High | High | Very Low | Very Low | Low | Low | Very Low | Negligible | Adverse | |
| 0638-2639 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | Very Low | High | High | High | Very Low | High | High | High | High | Very Low | High | High | High | High | Substantial | Adverse | |
| 1323-2555 | 447 (Constitution Hill (South of New Road)) | 18442 | 19178 | 19178 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | Beneficial | |
| 2709-2725 | Chapel Lane | 1307 | 2000 | 2000 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Minor | Adverse | |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Very Low | Medium | Low | Low | Low | Low | Medium | Minor | Adverse | |
| 1328-2677 | 430 (Lynn Road (south of Rectory Lane)) | 22750 | 3944 | 3944 | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Low | Medium | Medium | Medium | Medium | Medium | Moderate | Beneficial | |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Minor | Beneficial | |
| 2507-2778 | 430 (Lynn Road (south of Chequers Lane)) | 20119 | 2477 | 2477 | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Beneficial | |
| 2729-2774 | Erwinhill Lane | 582 | 428 | 428 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Minor | Beneficial | |
| 2620-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | Very Low | High | High | High | High | High | Very Low | Very Low | High | High | High | High | High | High | Substantial | Adverse | |
| 2711-1329 | 430 (Lynn Road (North of Satch Road)) | 20341 | 19907 | 19907 | High | High | High | High | Very Low | Very Low | Low | Very Low | Very Low | Low | Low | Very Low | Very Low | Very Low | Medium | Beneficial | |
| 0064-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Very Low | Medium | Medium | Low | Low | Low | Medium | Minor | Adverse | |
| 1131-2823 | New Road (North of Rectory Lane) | 1245 | 1815 | 1815 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Negligible | Adverse |
| 7010-7011 | 1449 (Harwick Road (East of Railway)) | 19937 | 19766 | 19766 | High | High | High | High | Very Low | Very Low | Very Low | Very Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Medium | Beneficial | |
| 0051-2857 | School Road (Middleton) | 584 | 441 | 441 | Very Low | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | High | Minor | Adverse |
| 0050-2761 | 447 (East of North Junction) | 10045 | 18893 | 18893 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Low | Negligible | Beneficial |
| 2071-2149 | 1449 (Harwick Road (West of Railway)) | 19763 | 19688 | 19688 | High | High | High | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Beneficial | |
| 1129-2158 | 447 (North) | 766 | 807 | 807 | Very Low | Very Low | Very Low | High | Very Low | Very Low | Low | Low | Low | Very Low | Very Low | Very Low | Very Low | Very Low | Medium | Minor | Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | Very Low | Very Low | Very Low | High | Very Low | Very Low | High | High | High | Very Low | Very Low | Very Low | Very Low | Very Low | Negligible | 0 | |

| | | | | | |
|------------------------------------|-------------|----------|------------|------------|-------------|
| TAG Unit A4.1 | | | | | |
| With scheme Severance Score | | | | | |
| Very Low | Negligible | Low | Medium | High | Substantial |
| Very Low | Minor | Minor | Minor | Minor | Substantial |
| Very Low | Minor | Minor | Negligible | Minor | Substantial |
| High | Substantial | Moderate | Minor | Negligible | Minor |

Severance may be classified according to the following four broad levels.

- None** - Little or no hindrance to pedestrian movement.
- Slight** - All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement.
- Moderate** - Pedestrian journeys will be longer or less attractive; some people are likely to be dissuaded from making some journeys on foot.
- Severe** - People are likely to be deterred from making pedestrian journeys to an extent sufficient to reduce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance.

Iru#Erqy1vwhtf|#zlw#Erulqj#IruBkwh#hqv1uH#rVhVpHq#WkH#I#oocrlqj#ErqyHv1rVq#
Rdy#E#hHg#P#H#H
Q-zh Taz|#0zr
Vo1jkw Orz
P#ghu#wh P#glxp
Vhy#uh Kl#k

Driver Delay_2027

| Key | |
|----------|----------------|
| High | <60s |
| Medium | <=30s and >60s |
| Low | <=20s and >30s |
| Very Low | <= 0s and >20s |

Scenario **DS1**

| | Receptor (Sensitivity / Value / Importance) | | | | | |
|--|--|-------------|-------------|-------------|------------|------------|
| | High | Medium | Low | Very Low | Negligible | |
| | Magnitude / Probability / Reversibility etc | High | Substantial | Substantial | Moderate | Minor |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| Junction | Approach | DM Driver Delay (seconds) | DS1 Driver Delay (seconds) | DS2 Driver Delay (seconds) | Mean Delay Increase (seconds) DM_DS1 | Receptor Sensitivity | Magnitude | Effect Significance | |
|--------------------------|--------------------|---------------------------|----------------------------|----------------------------|--------------------------------------|----------------------|-----------|---------------------|------------|
| Hardwick Roundabout | A10 Westwinch Road | 58 | 13 | 13 | -45 | Medium | Medium | Moderate | Beneficial |
| Hardwick Road/Scania Way | Scania Way SB | 68 | 72 | 72 | 4 | High | Very Low | Minor | Adverse |

Driver Delay_2027

| Key | |
|----------|----------------|
| High | <60s |
| Medium | <=30s and >60s |
| Low | <=20s and >30s |
| Very Low | <= 0s and >20s |

Scenario **DS2**

| | Receptor (Sensitivity / Value / Importance) | | | | | |
|--|--|-------------|-------------|-------------|------------|------------|
| | High | Medium | Low | Very Low | Negligible | |
| | Magnitude / Probability / Reversibility etc | High | Substantial | Substantial | Moderate | Minor |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| Junction | Approach | DM Driver Delay (seconds) | DS1 Driver Delay (seconds) | DS2 Driver Delay (seconds) | Mean Delay Increase (seconds) DM_DS2 | Receptor Sensitivity | Magnitude | Effect Significance | |
|--------------------------|--------------------|---------------------------|----------------------------|----------------------------|--------------------------------------|----------------------|-----------|---------------------|------------|
| Hardwick Roundabout | A10 Westwinch Road | 58 | 13 | 13 | -45 | Medium | Medium | Moderate | Beneficial |
| Hardwick Road/Scania Way | Scania Way SB | 68 | 72 | 72 | 4 | High | Very Low | Minor | Adverse |

Driver Delay_2042

| Key | |
|----------|----------------|
| High | <60s |
| Medium | <=30s and >60s |
| Low | <=20s and >30s |
| Very Low | <= 0s and >20s |

Scenario **DS1**

| | Receptor (Sensitivity / Value / Importance) | | | | |
|--|--|--------------------------|--------------------------|--------------------------|--------------------------|
| | High | Medium | Low | Very Low | Negligible |
| | (Magnitude / Probability / Reversibility etc) | High Substantial | Moderate Substantial | Minor Moderate | Negligible Minor |
| | Medium Substantial | Moderate Moderate | Minor Minor | Negligible Negligible | Negligible Negligible |
| | Low Moderate | Minor Minor | Minor Minor | Negligible Negligible | Negligible Negligible |
| | Very Low Minor | Minor Minor | Negligible Negligible | Negligible Negligible | Negligible Negligible |
| | Negligible Negligible | Negligible Negligible | Negligible Negligible | Negligible Negligible | Negligible Negligible |

| Junction | Approach | DM Driver Delay (seconds) | DS1 Driver Delay (seconds) | DS2 Driver Delay (seconds) | Mean Delay Increase (seconds) DM_DS1 | Receptor Sensitivity | Magnitude | Effect Significance | |
|---------------------------------|--------------------|---------------------------|----------------------------|----------------------------|--------------------------------------|----------------------|-----------|---------------------|------------|
| Hardwick Roundabout | A149 Hardwick Road | 34 | 13 | 28 | -21 | Medium | Low | Minor | Beneficial |
| Hardwick Roundabout | A10 Westwinch Road | 68 | 17 | 43 | -26 | Medium | Low | Minor | Beneficial |
| Hardwick Road / Scania Way | Cambells Meadow | 60 | 55 | 59 | -1 | High | Very Low | Minor | Beneficial |
| Hardwick Road / Scania Way | Scania Way SB | 76 | 90 | 79 | 3 | High | Very Low | Minor | Adverse |
| Hardwick Road / Scania Way | Scania Way EB | 40 | 46 | 39 | -2 | High | Very Low | Minor | Beneficial |
| A10 / Chequers Lane / Long Lane | Chequers Lane | 46 | 0 | 0 | -46 | Medium | Medium | Moderate | Beneficial |
| A10 / Chequers Lane / Long Lane | A10 S | 35 | 0 | 0 | -35 | Medium | Medium | Moderate | Beneficial |

Driver Delay_2042

| Key | |
|----------|----------------|
| High | <60s |
| Medium | <=30s and >60s |
| Low | <=20s and >30s |
| Very Low | <= 0s and >20s |

Scenario **DS2**

| | Receptor (Sensitivity / Value / Importance) | | | | |
|--|--|--------------------------|--------------------------|--------------------------|--------------------------|
| | High | Medium | Low | Very Low | Negligible |
| | (Magnitude / Probability / Reversibility etc) | High Substantial | Moderate Substantial | Minor Moderate | Negligible Minor |
| | Medium Substantial | Moderate Moderate | Minor Minor | Negligible Negligible | Negligible Negligible |
| | Low Moderate | Minor Minor | Minor Minor | Negligible Negligible | Negligible Negligible |
| | Very Low Minor | Minor Minor | Negligible Negligible | Negligible Negligible | Negligible Negligible |
| | Negligible Negligible | Negligible Negligible | Negligible Negligible | Negligible Negligible | Negligible Negligible |

| Junction | Approach | DM Driver Delay (seconds) | DS1 Driver Delay (seconds) | DS2 Driver Delay (seconds) | Mean Delay Increase (seconds) DM_DS2 | Receptor Sensitivity | Magnitude | Effect Significance | |
|---------------------------------|--------------------|---------------------------|----------------------------|----------------------------|--------------------------------------|----------------------|-----------|---------------------|------------|
| Hardwick Roundabout | A149 Hardwick Road | 34 | 13 | 28 | -6 | Medium | Very Low | Minor | Beneficial |
| Hardwick Roundabout | A10 Westwinch Road | 68 | 17 | 43 | -26 | Medium | Low | Minor | Beneficial |
| Hardwick Road / Scania Way | Cambells Meadow | 60 | 55 | 59 | -1 | High | Very Low | Minor | Beneficial |
| Hardwick Road / Scania Way | Scania Way SB | 76 | 90 | 79 | 3 | High | Very Low | Minor | Adverse |
| Hardwick Road / Scania Way | Scania Way EB | 40 | 46 | 39 | -2 | High | Very Low | Minor | Beneficial |
| A10 / Chequers Lane / Long Lane | Chequers Lane | 46 | 0 | 0 | -46 | Medium | Medium | Moderate | Beneficial |
| A10 / Chequers Lane / Long Lane | A10 S | 35 | 0 | 0 | -35 | Medium | Medium | Moderate | Beneficial |

NMU Amenity_2027

Road Scheme Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes | |
|----------|--|--|-------------------|
| High | >160% | 0 - 2500 Most suitable for cycling | |
| Medium | >130 and <=160% | 2501 - 5000 Suitable for some cyclists | |
| Low | >100% and <=130% | 5000 Unlikely to be suitable for cycling on carriageway | |
| Very Low | <100% | | |
| Scenario | DS1 | Key | Footway Width (m) |
| DS1 | Road Scheme Impact Assessment | High | 0.0-2.0m |
| DS2 | Road Scheme+4000 Homes Impact Assessment | Medium | 2.0-2.2m |
| | | Low | 2.2m-3.3m |
| | | Very Low | >3.3m |

| | | Receptor (Sensitivity / Value /) | | | | |
|---|----------|-----------------------------------|-------------|------------|------------|------------|
| | | High | Medium | Low | Very Low | Negligible |
| (Magnitude / Probability / Reversibility etc) | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | | Negligible | Negligible | Negligible | Negligible | Negligible |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Footway Width (DM) | Footway Width Sensitivity | Receptor Sensitivity | Overall Receptor Sensitivity | Magnitude | Effect Significance |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|--------------------|---------------------------|----------------------|------------------------------|-----------|---------------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 43877 | 44390 | 44390 | 513 | 1% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 22857 | 15233 | 15233 | -7624 | -33% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 30760 | 30841 | 30841 | 82 | 0% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 2819-1206 | A10 West Winch Road | 25276 | 7586 | 7586 | -17690 | -70% | 1.50 | High | Medium | High | Low | Moderate Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 19442 | 39568 | 39568 | 20126 | 104% | 0.00 | High | Very Low | Low | Medium | Minor Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | 17533 | 17532904% | 4.00 | Very Low | Low | Very Low | High | Minor Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 19442 | 19278 | 19278 | -164 | -1% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 2709-2725 | Chapel Lane | 1507 | 2000 | 2000 | 493 | 33% | 1.50 | High | Medium | High | Very Low | Minor Adverse |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | 210 | 36% | 0.50 | High | Low | Medium | Very Low | Minor Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 22250 | 3944 | 3944 | -18306 | -82% | 2.00 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | -371 | -17% | 1.50 | High | Medium | High | Very Low | Minor Beneficial |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 20119 | 2477 | 2477 | -17643 | -88% | 1.50 | High | Medium | High | Very Low | Minor Beneficial |
| 2729-2731 | Gravelhill Lane | 582 | 428 | 428 | -154 | -26% | 1.00 | High | Medium | High | Very Low | Minor Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | 17529 | 17529207% | 4.00 | Very Low | Low | Very Low | High | Minor Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 20341 | 19907 | 19907 | -434 | -2% | 1.00 | High | Medium | High | Low | Moderate Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | 200 | 19% | 1.00 | High | Medium | High | Very Low | Minor Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1745 | 1815 | 1815 | 69 | 4% | 0.00 | High | Low | Medium | Very Low | Minor Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 19937 | 19766 | 19766 | -172 | -1% | 2.25 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2655-2857 | School Road (Middleton) | 584 | 641 | 641 | 57 | 10% | 1.00 | High | High | High | Very Low | Minor Adverse |
| 2650-2761 | A47 (East of North Runcton) | 19045 | 18893 | 18893 | -152 | -1% | 0.00 | High | Low | Medium | Low | Minor Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 19763 | 19688 | 19688 | -76 | 0% | 2.80 | Low | Medium | Low | Low | Minor Beneficial |
| 1329-2858 | Setch Road | 746 | 809 | 809 | 63 | 8% | 0.00 | High | Low | Medium | Very Low | Minor Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | -212 | -100% | 0.00 | 0 | Very Low | #N/A | Low | #N/A Beneficial |

NMU Amenity_2027

Road Scheme+4000 Homes Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes | |
|----------|--|-------------------------------|--|
| High | >160% | 0 - 2500 | Most suitable for cycling |
| Medium | >130 and <=160% | 2501 - 5000 | Suitable for some cyclists |
| Low | >100% and <=130% | 5000 | Unlikely to be suitable for cycling on carriageway |
| Key | Footway Width (m) | | |
| High | 0.0-2.0m | | |
| Medium | 2.0-2.2m | | |
| Low | 2.2m-3.3m | | |
| Very Low | <100% | | |
| Scenario | DS2 | | |
| DS1 | Road Scheme Impact Assessment | Low | 2.2m-3.3m |
| DS2 | Road Scheme+4000 Homes Impact Assessment | Very Low | >3.3m |

| | | Receptor (Sensitivity / Value /) | | | | |
|---|----------|-----------------------------------|-------------|------------|------------|------------|
| | | High | Medium | Low | Very Low | Negligible |
| (Magnitude / Probability / Reversibility etc) | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | | Negligible | Negligible | Negligible | Negligible | Negligible |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Footway Width (DM) | Footway Width Sensitivity | Receptor Sensitivity | Overall Receptor Sensitivity | Magnitude | Effect Significance | |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|--------------------|---------------------------|----------------------|------------------------------|-----------|---------------------|------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 43877 | 44390 | 44390 | 513 | 1% | 0.00 | High | Very Low | Low | Low | Minor | Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 22857 | 15233 | 15233 | -7624 | -33% | 0.00 | High | Very Low | Low | Low | Minor | Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 30760 | 30841 | 30841 | 82 | 0% | 0.00 | High | Very Low | Low | Low | Minor | Adverse |
| 2819-1206 | A10 West Winch Road | 25276 | 7586 | 7586 | -17690 | -70% | 1.50 | High | Medium | High | Low | Moderate | Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 19442 | 39568 | 39568 | 20126 | 104% | 0.00 | High | Very Low | Low | Medium | Minor | Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 17533 | 17533 | 17533 | 17532904% | 4.00 | Very Low | Medium | Low | High | Moderate | Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 19442 | 19278 | 19278 | -164 | -1% | 0.00 | High | Very Low | Low | Low | Minor | Beneficial |
| 2709-2725 | Chapel Lane | 1507 | 2000 | 2000 | 493 | 33% | 1.50 | High | Medium | High | Very Low | Minor | Adverse |
| 2723-2852 | Rectory Lane | 589 | 800 | 800 | 210 | 36% | 0.50 | High | Medium | High | Very Low | Minor | Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 22250 | 3944 | 3944 | -18306 | -82% | 2.00 | Medium | Medium | Medium | Low | Minor | Beneficial |
| 2728-2784 | Long Lane | 2244 | 1874 | 1874 | -371 | -17% | 1.50 | High | Medium | High | Very Low | Minor | Beneficial |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 20119 | 2477 | 2477 | -17643 | -88% | 1.50 | High | Medium | High | Very Low | Minor | Beneficial |
| 2729-2731 | Gravelhill Lane | 582 | 428 | 428 | -154 | -26% | 1.00 | High | Medium | High | Very Low | Minor | Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 17529 | 17529 | 17529 | 17529207% | 4.00 | Very Low | Medium | Low | High | Moderate | Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 20341 | 19907 | 19907 | -434 | -2% | 1.00 | High | Medium | High | Low | Moderate | Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1059 | 1259 | 1259 | 200 | 19% | 1.00 | High | Medium | High | Very Low | Minor | Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1745 | 1815 | 1815 | 69 | 4% | 0.00 | High | Low | Medium | Very Low | Minor | Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 19937 | 19766 | 19766 | -172 | -1% | 2.25 | Medium | Medium | Medium | Low | Minor | Beneficial |
| 2655-2857 | School Road (Middleton) | 584 | 641 | 641 | 57 | 10% | 1.00 | High | High | High | Very Low | Minor | Adverse |
| 2650-2761 | A47 (East of North Runcton) | 19045 | 18893 | 18893 | -152 | -1% | 0.00 | High | Low | Medium | Low | Minor | Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 19763 | 19688 | 19688 | -76 | 0% | 2.80 | Low | Medium | Low | Low | Minor | Beneficial |
| 1329-2858 | Setch Road | 746 | 809 | 809 | 63 | 8% | 0.00 | High | Medium | High | Very Low | Minor | Adverse |
| 2810-2507 | Chequers Lane | 212 | 0 | 0 | -212 | -100% | 0.00 | 0 | Very Low | #N/A | Low | #N/A | Beneficial |

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Road Scheme Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
|----------|------------------------|--|
| High | >160% | 0 - 2500 Most suitable for cycling |
| Medium | >130 and <=160% | 2501 - 5000 Suitable for some cyclists |
| Low | >100% and <=130% | 5000 Unlikely to be suitable for cycling on carriageway |
| Very Low | <100% | |
| Key | Footway Width (m) | |
| High | 0.0-2.0m | |
| Medium | 2.0-2.2m | |
| Low | 2.2m-3.3m | |
| Very Low | >3.3m | |

| | | Receptor (Sensitivity / Value /) | | | | |
|---|----------|-----------------------------------|-------------|------------|------------|------------|
| | | High | Medium | Low | Very Low | Negligible |
| (Magnitude / Probability / Reversibility etc) | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | | Negligible | Negligible | Negligible | Negligible | Negligible |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Footway Width (DM) | Footway Width Sensitivity | Receptor Sensitivity | Overall Receptor Sensitivity | Magnitude | Effect Significance |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|--------------------|---------------------------|----------------------|------------------------------|-----------|---------------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 49868 | 50609 | 51147 | 741 | 1% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 25591 | 16964 | 19543 | -8627 | -34% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 34316 | 34678 | 39655 | 362 | 1% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 2819-1206 | A10 West Winch Road | 27772 | 9661 | 19722 | -18110 | -65% | 1.50 | High | Medium | High | Low | Moderate Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 21363 | 43881 | 48284 | 22518 | 105% | 0.00 | High | Very Low | Low | Medium | Minor Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 19135 | 25317 | 19135 | 19134854% | 4.00 | Very Low | Low | Very Low | High | Minor Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 21363 | 21158 | 20914 | -204 | -1% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 2709-2725 | Chapel Lane | 1600 | 1648 | 1805 | 48 | 3% | 1.50 | High | Medium | High | Very Low | Minor Adverse |
| 2723-2852 | Rectory Lane | 714 | 901 | 904 | 187 | 26% | 0.50 | High | Low | Medium | Very Low | Minor Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 24966 | 5636 | 9620 | -19330 | -77% | 2.00 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2728-2784 | Long Lane | 2255 | 2384 | 3653 | 129 | 6% | 1.50 | High | Medium | High | Very Low | Minor Adverse |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 22834 | 3654 | 4427 | -19180 | -84% | 1.50 | High | Medium | High | Low | Moderate Beneficial |
| 2729-2731 | Gravelhill Lane | 624 | 439 | 1220 | -185 | -30% | 1.00 | High | Medium | High | Very Low | Minor Beneficial |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 19131 | 20389 | 19131 | 19131249% | 4.00 | Very Low | Low | Very Low | High | Minor Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 23134 | 22731 | 23621 | -403 | -2% | 1.00 | High | Medium | High | Low | Moderate Beneficial |
| 2604-2726 | New Road (South of Rectory Lane) | 1077 | 1290 | 1259 | 214 | 20% | 1.00 | High | Medium | High | Very Low | Minor Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1886 | 1923 | 2289 | 36 | 2% | 0.00 | High | Low | Medium | Very Low | Minor Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 20740 | 20219 | 20136 | -521 | -3% | 2.25 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2655-2857 | School Road (Middleton) | 662 | 735 | 671 | 73 | 11% | 1.00 | High | High | High | Very Low | Minor Adverse |
| 2650-2761 | A47 (East of North Runcton) | 21040 | 20842 | 20907 | -197 | -1% | 0.00 | High | Low | Medium | Low | Minor Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 20161 | 19917 | 19548 | -244 | -1% | 2.80 | Low | Medium | Low | Low | Minor Beneficial |
| 1329-2858 | Setch Road | 853 | 935 | 902 | 81 | 10% | 0.00 | High | Low | Medium | Very Low | Minor Adverse |
| 2810-2507 | Chequers Lane | 224 | 0 | 0 | -224 | -100% | 0.00 | 0 | Very Low | #N/A | Low | #N/A Beneficial |

NMU Amenity_2042

Road Scheme+4000 Homes Impact Assessment

| Key | Change in Traffic Flow | LTN 120 Cycle Friendly Routes |
|----------|------------------------|--|
| High | >160% | 0 - 2500 Most suitable for cycling |
| Medium | >130 and <=160% | 2501 - 5000 Suitable for some cyclists |
| Low | >100% and <=130% | 5000 Unlikely to be suitable for cycling on carriageway |
| Very Low | <100% | Key Footway Width (m) |
| | | High 0.0-2.0m |
| | | Medium 2.0-2.2m |
| | | Low 2.2m-3.3m |
| | | Very Low >3.3m |

| | | Receptor (Sensitivity / Value /) | | | | |
|---|------------|-----------------------------------|-------------|------------|------------|------------|
| | | High | Medium | Low | Very Low | Negligible |
| (Magnitude / Probability / Reversibility etc) | High | Substantial | Substantial | Moderate | Minor | Negligible |
| | Medium | Substantial | Moderate | Minor | Minor | Negligible |
| | Low | Moderate | Minor | Minor | Negligible | Negligible |
| | Very Low | Minor | Minor | Negligible | Negligible | Negligible |
| | Negligible | Negligible | Negligible | Negligible | Negligible | Negligible |

| Link ID | Link Name | Two-way AADT (DM) | Two-way AADT (DS1) | Two-way AADT (DS2) | DS1-DM | DS1-DM (%) | Footway Width (DM) | Footway Width Sensitivity | Receptor Sensitivity | Overall Receptor Sensitivity | Magnitude | Effect Significance |
|-----------|---|-------------------|--------------------|--------------------|--------|------------|--------------------|---------------------------|----------------------|------------------------------|-----------|---------------------|
| 1086-3001 | A47 (West of Hardwick Roundabout) | 49868 | 50609 | 51147 | 1279 | 3% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 1224-1086 | A47 (Hardwick Roundabout) | 25591 | 16964 | 19543 | -6048 | -24% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 7110-7006 | A149 Queen Elizabeth Way | 34316 | 34678 | 39655 | 5340 | 16% | 0.00 | High | Very Low | Low | Low | Minor Adverse |
| 2819-1206 | A10 West Winch Road | 27772 | 9661 | 19722 | -8050 | -29% | 1.50 | High | Medium | High | Low | Moderate Beneficial |
| 1224-2885 | A47 Constitution Hill (North of New Road) | 21363 | 43881 | 48284 | 26921 | 126% | 0.00 | High | Very Low | Low | Medium | Minor Adverse |
| 2838-2839 | West Winch Access Road (off A47) | 0 | 19135 | 25317 | 25317 | 25316630% | 4.00 | Very Low | Medium | Low | High | Moderate Adverse |
| 1323-2505 | A47 Constitution Hill (South of New Road) | 21363 | 21158 | 20914 | -449 | -2% | 0.00 | High | Very Low | Low | Low | Minor Beneficial |
| 2709-2725 | Chapel Lane | 1600 | 1648 | 1805 | 205 | 13% | 1.50 | High | Medium | High | Very Low | Minor Adverse |
| 2723-2852 | Rectory Lane | 714 | 901 | 904 | 190 | 27% | 0.50 | High | Medium | High | Very Low | Minor Adverse |
| 1328-2877 | A10 Lynn Road (south of Rectory Lane) | 24966 | 5636 | 9620 | -15346 | -61% | 2.00 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2728-2784 | Long Lane | 2255 | 2384 | 3653 | 1397 | 62% | 1.50 | High | Medium | High | Low | Moderate Adverse |
| 2507-2728 | A10 Lynn Road (south of Chequers Lane) | 22834 | 3654 | 4427 | -18407 | -81% | 1.50 | High | Medium | High | Low | Moderate Beneficial |
| 2729-2731 | Gravelhill Lane | 624 | 439 | 1220 | 595 | 95% | 1.00 | High | Medium | High | Very Low | Minor Adverse |
| 2840-2841 | West Winch Access Road (off A10) | 0 | 19131 | 20389 | 20389 | 20388879% | 4.00 | Very Low | Medium | Low | High | Moderate Adverse |
| 2711-1329 | A10 Lynn Road (North of Setch Road) | 23134 | 22731 | 23621 | 488 | 2% | 1.00 | High | Medium | High | Low | Moderate Adverse |
| 2604-2726 | New Road (South of Rectory Lane) | 1077 | 1290 | 1259 | 182 | 17% | 1.00 | High | Medium | High | Very Low | Minor Adverse |
| 1323-2853 | New Road (North of Rectory Lane) | 1886 | 1923 | 2289 | 402 | 21% | 0.00 | High | Low | Medium | Very Low | Minor Adverse |
| 7010-7011 | A149 Hardwick Road (East of Railway) | 20740 | 20219 | 20136 | -604 | -3% | 2.25 | Medium | Medium | Medium | Low | Minor Beneficial |
| 2655-2857 | School Road (Middleton) | 662 | 735 | 671 | 9 | 1% | 1.00 | High | High | High | Very Low | Minor Adverse |
| 2650-2761 | A47 (East of North Runcton) | 21040 | 20842 | 20907 | -132 | -1% | 0.00 | High | Low | Medium | Low | Minor Beneficial |
| 2071-2149 | A149 Hardwick Road (West of Railway) | 20161 | 19917 | 19548 | -613 | -3% | 2.80 | Low | Medium | Low | Low | Minor Beneficial |
| 1329-2858 | Setch Road | 853 | 935 | 902 | 49 | 6% | 0.00 | High | Medium | High | Very Low | Minor Adverse |
| 2810-2507 | Chequers Lane | 224 | 0 | 0 | -224 | -100% | 0.00 | 0 | Very Low | #N/A | Low | #N/A Beneficial |

Fear and Intimidation Degree of Hazard 2027

Road Scheme Impact Assessment

| Table 1.1. Road traffic flow and speed | | | |
|--|---|---------------------------------------|----------------------|
| Link | Average traffic flow (veh/hour) - all lanes | Total 24-hour heavy vehicle flow (HV) | Average speed (km/h) |
| High | >1000 | >1000 | >40 |
| Medium | 1000-1000 | 1000-1000 | 30-40 |
| Low | 1000-1000 | 1000-1000 | 20-30 |
| Very Low | <1000 | <1000 | <20 |

| Table 1.2. Levels of fear and intimidation | |
|--|-------------------------------------|
| Level of fear and intimidation | Estimated number of people affected |
| Extreme | 1000 |
| High | 100 |
| Medium | 10 |
| Low | 1 |

| Table 1.3. Fear and intimidation | |
|----------------------------------|-------------------------------------|
| Level of fear and intimidation | Estimated number of people affected |
| Extreme | 1000 |
| High | 100 |
| Medium | 10 |
| Low | 1 |

| | |
|-----|--|
| 001 | Road Scheme Impact Assessment |
| 002 | Road Scheme+4000 Homes Impact Assessment |

| Receptor (Sensitivity / Vulnerability) | Receptor (Sensitivity / Vulnerability) | | | | |
|--|--|---------|------|----------|------------|
| | High | Medium | Low | Very Low | Negligible |
| | High | Extreme | High | Medium | Low |
| Medium | High | Medium | Low | Very Low | Negligible |
| Low | High | Medium | Low | Very Low | Negligible |
| Very Low | High | Medium | Low | Very Low | Negligible |
| Negligible | High | Medium | Low | Very Low | Negligible |

| Link ID | Link Name | DM | | | | | | | | | | DS1 | | | | | | | | | | DS2 | | | | | | | | | | Results for DS1 Road Scheme | | | | |
|-----------|---|----------------------------|---------------------------------------|--|---|--------------------------------------|---------------------------|-----------------------------------|--------------------------------|----------------------------|--------------------------------------|--|---|--------------------------------------|---------------------------|-----------------------------------|--------------------------------|----------------------------|--------------------------------------|--|---|--------------------------------------|---------------------------|-----------------------------------|--------------------------------|-------------------------------|------------------------------|--------------------------|---------------------|----------------------|---------------------|-----------------------------|------------|----------|------------|------------|
| | | Traffic Flows | | Fear and Intimidation Degree of Hazard | | | | | | Traffic Flows | | Fear and Intimidation Degree of Hazard | | | | | | Traffic Flows | | Fear and Intimidation Degree of Hazard | | | | | | DS1 Shear Change Level of F&I | Change in Total 18hr Traffic | Change in 18hr HVV Tonic | Magnitude of impact | Receptor Sensitivity | Effect Significance | | | | | |
| | | Average 24-hour Daily Flow | Total 24-hour heavy vehicle flow (HV) | Average Speed | Average traffic flow over 18-hour day - all vehicles/hour (D) | Total 18-hour heavy vehicle flow (D) | Average vehicle speed (D) | Total hazard score (D) (+B) + (C) | Level of fear and intimidation | Average 24-hour Daily Flow | Total 24-hour heavy vehicle flow (D) | Average Speed | Flow over 18-hour day - all vehicles/hour (D) | Total 18-hour heavy vehicle flow (D) | Average vehicle speed (D) | Total hazard score (D) (+B) + (C) | Level of fear and intimidation | Average 24-hour Daily Flow | Total 24-hour heavy vehicle flow (D) | Average Speed | Flow over 18-hour day - all vehicles/hour 2-way | Total 18-hour heavy vehicle flow (D) | Average vehicle speed (D) | Total hazard score (D) (+B) + (C) | Level of fear and intimidation | | | | | | | | | | | |
| 0506-0505 | A47 (West of Harwick Roundabout) | 2509 | 3705 | 65 | 30 | 30 | 190 | Extreme | 2537 | 3729 | 68 | 30 | 30 | 190 | Extreme | 2537 | 3729 | 68 | 30 | 30 | 190 | Extreme | 2537 | 3729 | 68 | 30 | 30 | 190 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse |
| 0126-0206 | A47 (Harwick Roundabout) | 1392 | 1945 | 35 | 20 | 20 | 100 | Extreme | 1476 | 2090 | 39 | 10 | 20 | 100 | Extreme | 1476 | 2090 | 39 | 10 | 20 | 100 | Extreme | 1476 | 2090 | 39 | 10 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse |
| 0126-0206 | A47 (Harwick Roundabout) | 1751 | 1542 | 40 | 20 | 20 | 100 | Extreme | 1754 | 1538 | 46 | 20 | 20 | 100 | Extreme | 1754 | 1538 | 46 | 20 | 20 | 100 | Extreme | 1754 | 1538 | 46 | 20 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse |
| 0219-2209 | A10 West Winch Road | 1441 | 2395 | 30 | 20 | 20 | 100 | Extreme | 1438 | 2392 | 30 | 0 | 20 | 100 | Extreme | 1438 | 2392 | 30 | 0 | 20 | 100 | Extreme | 1438 | 2392 | 30 | 0 | 20 | 100 | Extreme | -3 | >400 | >500 | Negligible | Medium | Negligible | Adverse |
| 0219-2205 | A47 Constitution Hill (North of New Road) | 1107 | 1344 | 35 | 10 | 10 | 20 | High | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 0 | >400 | >500 | Medium | Very Low | Negligible | Adverse |
| 0219-2205 | A47 Constitution Hill (South of New Road) | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1001 | 1571 | 33 | 10 | 10 | 20 | High | 1001 | 1571 | 33 | 10 | 10 | 20 | High | 1001 | 1571 | 33 | 10 | 10 | 20 | High | 3 | >400 | >500 | High | Low | Negligible | Adverse |
| 0219-2205 | A47 Constitution Hill (South of New Road) | 1107 | 1344 | 35 | 10 | 10 | 20 | High | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse |
| 0219-2205 | Chapel Lane | 86 | 24 | 20 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse |
| 0219-2201 | Rectory Lane | 14 | 9 | 30 | 0 | 0 | 10 | Small | 46 | 54 | 26 | 0 | 0 | 10 | Small | 46 | 54 | 26 | 0 | 0 | 10 | Small | 46 | 54 | 26 | 0 | 0 | 10 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse |
| 0219-2201 | A10 Lyns Road (south of Rectory Lane) | 1268 | 2381 | 29 | 20 | 20 | 100 | Extreme | 225 | 733 | 18 | 0 | 0 | 0 | Small | 225 | 733 | 18 | 0 | 0 | 0 | Small | 225 | 733 | 18 | 0 | 0 | 0 | Small | -3 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | Long Lane | 120 | 21 | 18 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | A10 Lyns Road (south of Chequers Lane) | 1146 | 2390 | 29 | 20 | 20 | 100 | Extreme | 141 | 738 | 22 | 0 | 0 | 10 | Small | 141 | 738 | 22 | 0 | 0 | 10 | Small | 141 | 738 | 22 | 0 | 0 | 10 | Small | -1 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | Croftwell Lane | 34 | 11 | 18 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | West Winch Access Road (off A10) | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1000 | 1570 | 31 | 10 | 20 | 100 | Extreme | 1000 | 1570 | 31 | 10 | 20 | 100 | Extreme | 1000 | 1570 | 31 | 10 | 20 | 100 | Extreme | 3 | >400 | >500 | High | Low | Negligible | Adverse |
| 0219-2201 | A10 Lyns Road (North of Rectory Lane) | 1160 | 2376 | 26 | 10 | 10 | 20 | High | 1138 | 2307 | 29 | 10 | 20 | 100 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 100 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | New Road (South of Rectory Lane) | 16 | 10 | 19 | 0 | 0 | 0 | Small | 13 | 27 | 19 | 0 | 0 | 0 | Small | 13 | 27 | 19 | 0 | 0 | 0 | Small | 13 | 27 | 19 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse |
| 0219-2201 | New Road (North of Rectory Lane) | 101 | 20 | 26 | 0 | 0 | 10 | Small | 106 | 58 | 26 | 0 | 0 | 10 | Small | 105 | 58 | 26 | 0 | 0 | 10 | Small | 105 | 58 | 26 | 0 | 0 | 10 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse |
| 0219-2201 | A10 Lyns Road (East of Railway) | 1141 | 1055 | 40 | 10 | 10 | 20 | High | 1131 | 1064 | 40 | 10 | 20 | 100 | Extreme | 1131 | 1064 | 40 | 10 | 20 | 100 | Extreme | 1131 | 1064 | 40 | 10 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | Belvoir Road (Middleton) | 14 | 13 | 29 | 0 | 0 | 10 | Small | 17 | 20 | 29 | 0 | 0 | 10 | Small | 17 | 20 | 29 | 0 | 0 | 10 | Small | 17 | 20 | 29 | 0 | 0 | 10 | Small | 0 | <400 | <500 | Negligible | High | Negligible | Adverse |
| 0219-2201 | A47 (East of North Runcton) | 1084 | 1343 | 57 | 10 | 10 | 20 | High | 1076 | 1381 | 59 | 10 | 10 | 30 | High | 1076 | 1381 | 59 | 10 | 10 | 30 | High | 1076 | 1381 | 59 | 10 | 10 | 30 | High | 0 | <400 | <500 | Negligible | Low | Negligible | Beneficial |
| 0219-2201 | A10 Harwick Road (West of Railway) | 1113 | 163 | 19 | 10 | 10 | 20 | High | 1109 | 163 | 40 | 10 | 20 | 100 | Extreme | 1109 | 163 | 40 | 10 | 20 | 100 | Extreme | 1109 | 163 | 40 | 10 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial |
| 0219-2201 | Leitch Road | 64 | 14 | 30 | 0 | 0 | 10 | Small | 47 | 52 | 30 | 0 | 0 | 10 | Small | 47 | 52 | 30 | 0 | 0 | 10 | Small | 47 | 52 | 30 | 0 | 0 | 10 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse |
| 0219-2201 | Theraps Lane | 12 | 7 | 18 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial |

Fear and Intimidation Degree of Hazard 2027

Road Scheme+4000 Homes Impact Assessment

| Table 3.1.1 Peak 15-min Heavy Vehicle Flow | | | |
|--|--|--------------------------------------|------------------------|
| Link | Average Traffic Flow (Heavy Vehicle Flow per Hour) | Total 15-min Heavy Vehicle Flow (HV) | Percentage of Total HV |
| High | >1000 | >15000 | >10 |
| Medium | 500-1000 | 7500-15000 | 5-10 |
| Low | 100-500 | 1500-7500 | 1-5 |
| Negligible | <100 | <1500 | <1 |

| Table 3.1.2 Levels of Fear | |
|----------------------------|----------------------------------|
| Level of Fear | Total Hazard score (A + B) x (C) |
| Extreme | >50 |
| High | 25-50 |
| Medium | 10-25 |
| Low | 5-10 |
| Small | <5 |

| Table 3.3.1 Fear and Intimidation | |
|-----------------------------------|--|
| Magnitude of Impact | Change in Congestion/Access (ADPT) from Baseline Conditions |
| High | Two-way changes in access Minor level of congestion Minor level of access |
| Medium | Minor level of congestion Minor level of access Minor level of access in local EBW (at Road) |
| Low | Minor level of congestion Minor level of access Minor level of access in local EBW (at Road) |

| | |
|-----|--|
| 001 | Road Scheme Impact Assessment |
| 002 | Road Scheme+4000 Homes Impact Assessment |

| Receptor (Sensitivity / Vulnerability) | Receptor (Sensitivity / Vulnerability) | | | | |
|--|--|-------------|--------|----------|------------|
| | High | Medium | Low | Very Low | Negligible |
| | High | Substantial | Medium | Minor | Minor |
| Medium | Substantial | Medium | Minor | Minor | Negligible |
| Low | Substantial | Medium | Minor | Minor | Negligible |
| Very Low | Substantial | Medium | Minor | Minor | Negligible |
| Negligible | Substantial | Medium | Minor | Minor | Negligible |

| Link ID | Link Name | DM | | | | | | | | | | DS1 | | | | | | | | | | DS2 | | | | | | | | | | Results for DS2 Road + Housing Scheme | | | | |
|-----------|---|---------------------------|-------------------------------------|---------------|--|-------------------------------------|---------------------------|----------------------------------|--------------------------------|---------------------------|-------------------------------------|--|----------------------|-------------------------------------|---------------------------|----------------------------------|--------------------------------|---------------------------|--|---------------|----------------------|-------------------------------------|------------------|-----------------------------------|-----------------------------|---------------------|----------------------|---------------------|---------------------------|----------------------------|--------------------------------|---------------------------------------|--|--|--|--|
| | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | DS2 Level of F&I | Change in Total 15-min HV Traffic | Change in 15-min HV Traffic | Magnitude of Impact | Receptor Sensitivity | Effect Significance | | | | | | | | |
| | | Average 15-min Daily Flow | Total 15-min heavy vehicle flow (B) | Average Speed | Average Traffic Flow over 15-min (A) | Total 15-min heavy vehicle flow (B) | Average vehicle speed (C) | Total hazard score (A + B) x (C) | Level of fear and intimidation | Average 15-min Daily Flow | Total 15-min heavy vehicle flow (B) | Average Speed | Flow over 15-min (A) | Total 15-min heavy vehicle flow (B) | Average vehicle speed (C) | Total hazard score (A + B) x (C) | Level of fear and intimidation | Average 15-min Daily Flow | Total 15-min heavy vehicle flow (B) | Average Speed | Flow over 15-min (A) | Total 15-min heavy vehicle flow (B) | | | | | | | Average vehicle speed (C) | Hazard score (A + B) x (C) | Level of fear and intimidation | | | | | |
| 0006-0005 | A47 (West of Harwick Roundabout) | 2509 | 3705 | 65 | 30 | 30 | >50 | Extreme | 2537 | 3739 | 68 | 30 | 30 | >50 | Extreme | 2537 | 3739 | 68 | 30 | 30 | >50 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | | | | |
| 0126-0206 | A47 (Harwick Roundabout) | 1392 | 2045 | 35 | 20 | 20 | >50 | Extreme | 1476 | 2090 | 39 | 10 | 20 | >50 | Extreme | 1476 | 2090 | 39 | 10 | 20 | >50 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | | | | | |
| 0126-0006 | A140 Queen Elizabeth Way | 1751 | 1542 | 40 | 20 | 10 | >40 | Extreme | 1754 | 1538 | 46 | 20 | 10 | >40 | Extreme | 1754 | 1538 | 46 | 20 | 10 | >40 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | | | | |
| 0029-0206 | A10 West Winch Road | 1441 | 2395 | 30 | 20 | 20 | >50 | Extreme | 1438 | 2392 | 30 | 0 | 20 | >50 | Extreme | 1438 | 2392 | 30 | 0 | 20 | >50 | Extreme | -3 | <400 | <500 | Negligible | Medium | Substantial | Adverse | | | | | | | |
| 0126-0005 | A47 Constitution Hill (North of New Road) | 1107 | 1344 | 35 | 10 | 10 | >40 | Extreme | 2252 | 1430 | 17 | 30 | 20 | >50 | Extreme | 2252 | 1430 | 17 | 30 | 10 | >40 | Extreme | 0 | >400 | >500 | High | Medium | Substantial | Adverse | | | | | | | |
| 0008-0009 | West Winch Access Road (off A47) | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1001 | 1571 | 33 | 10 | 10 | >40 | Extreme | 1001 | 1571 | 33 | 10 | 10 | >40 | Extreme | 3 | >400 | >500 | High | Medium | Substantial | Adverse | | | | | | | |
| 0126-0005 | A47 Constitution Hill (South of New Road) | 1307 | 1344 | 45 | 10 | 10 | >50 | Extreme | 1008 | 1343 | 49 | 10 | 10 | >50 | Extreme | 1008 | 1343 | 49 | 10 | 10 | >50 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | | | | | |
| 0209-0205 | Chapel Lane | 86 | 24 | 20 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | | | | |
| 0126-0003 | Rectory Lane | 14 | 9 | 30 | 0 | 10 | >10 | Small | 46 | 54 | 26 | 0 | 10 | >10 | Small | 46 | 54 | 26 | 0 | 10 | >10 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | | | | |
| 0126-0007 | A10 Lynn Road (south of Rectory Lane) | 1268 | 2381 | 29 | 20 | 20 | >50 | Extreme | 225 | 733 | 18 | 0 | 0 | 0 | Small | 225 | 733 | 18 | 0 | 0 | 0 | Small | -3 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0209-0004 | Long Lane | 120 | 21 | 18 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0209-0208 | A10 Lynn Road (south of Chequers Lane) | 1146 | 2390 | 23 | 10 | 10 | >40 | Extreme | 141 | 738 | 22 | 0 | 10 | >10 | Small | 141 | 738 | 22 | 0 | 10 | >10 | Small | -1 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0209-0201 | Crowhill Lane | 34 | 11 | 18 | 0 | 0 | 0 | Small | 25 | 1 | 18 | 0 | 0 | 0 | Small | 25 | 1 | 18 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0009-0001 | West Winch Access Road (off A10) | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1000 | 1570 | 31 | 10 | 10 | >40 | Extreme | 1000 | 1570 | 31 | 10 | 10 | >40 | Extreme | 3 | >400 | >500 | High | Medium | Substantial | Adverse | | | | | | | |
| 0126-1109 | A10 Lynn Road (North of Satch Road) | 1160 | 2376 | 26 | 10 | 20 | >10 | >40 | Extreme | 1138 | 2307 | 29 | 10 | 20 | >10 | >40 | Extreme | 1138 | 2307 | 29 | 10 | 20 | >10 | >40 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0029-0206 | New Road (South of Rectory Lane) | 16 | 10 | 19 | 0 | 0 | 0 | Small | 13 | 27 | 19 | 0 | 0 | 0 | Small | 13 | 27 | 19 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | | | | |
| 0126-0003 | New Road (North of Rectory Lane) | 101 | 20 | 26 | 0 | 10 | >10 | Small | 105 | 58 | 26 | 0 | 10 | >10 | Small | 105 | 58 | 26 | 0 | 10 | >10 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse | | | | | | | |
| 0029-0001 | A140 Harwick Road (East of Railway) | 1141 | 1055 | 40 | 10 | 10 | >40 | Extreme | 1131 | 1064 | 40 | 10 | 10 | >40 | Extreme | 1131 | 1064 | 40 | 10 | 10 | >40 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0029-0007 | Belvoir Road (Middleton) | 14 | 13 | 29 | 0 | 10 | >10 | Small | 17 | 20 | 29 | 0 | 10 | >10 | Small | 17 | 20 | 29 | 0 | 10 | >10 | Small | 0 | <400 | <500 | Negligible | High | Negligible | Adverse | | | | | | | |
| 0029-0201 | A47 (East of North Runcton) | 1084 | 1343 | 17 | 10 | 10 | >50 | Extreme | 1076 | 1381 | 19 | 10 | 10 | >50 | Extreme | 1076 | 1381 | 19 | 10 | 10 | >50 | Extreme | 0 | <400 | <500 | Negligible | Low | Negligible | Beneficial | | | | | | | |
| 0126-1109 | A140 Harwick Road (West of Railway) | 1113 | 163 | 12 | 0 | 20 | >10 | Small | 1109 | 163 | 40 | 10 | 20 | >10 | Small | 1109 | 163 | 40 | 10 | 20 | >10 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | | | | |
| 0126-0008 | Satch Road | 64 | 14 | 30 | 0 | 10 | >10 | Small | 47 | 52 | 30 | 0 | 10 | >10 | Small | 47 | 52 | 30 | 0 | 10 | >10 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | | | | |
| 0126-0002 | Thorpys Lane | 12 | 7 | 18 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | | | | | |

Fear and Intimidation Degree of Hazard 2042

Road Scheme Impact Assessment

| Table 1.1. Road Scheme Impact Assessment | | | |
|--|---------------------------------|--------------------------------------|----------------------|
| Scenario | Average Traffic Flow (veh/hour) | Total 18-hour heavy vehicle flow (h) | Average Speed (km/h) |
| High | 1500 | 1500 | 40 |
| Medium | 1000 | 1000 | 30 |
| Low | 500 | 500 | 20 |
| Very Low | 250 | 250 | 10 |

| Table 1.2. Levels of Fear and Intimidation | |
|--|--------------------|
| Level of Fear | Intimidation Score |
| Extreme | 10 |
| High | 20 |
| Medium | 30 |
| Low | 40 |
| Very Low | 50 |

| Table 1.3. Fear and Intimidation | |
|----------------------------------|---------------------------|
| Scenario | Change in Impacts (Score) |
| High | 10 |
| Medium | 20 |
| Low | 30 |
| Very Low | 40 |

| | |
|-----|--|
| 001 | Road Scheme Impact Assessment |
| 002 | Road Scheme+4000 Homes Impact Assessment |

| Receptor (Sensitivity / Value / Importance) | Receptor (Sensitivity / Value / Importance) | | | | |
|---|---|---------|--------|----------|------------|
| | High | Medium | Low | Very Low | Beneficial |
| | High | Extreme | High | Medium | Low |
| Medium | Extreme | High | Medium | Low | Negative |
| Low | Extreme | High | Medium | Low | Negative |
| Very Low | Extreme | High | Medium | Low | Negative |
| Beneficial | Extreme | High | Medium | Low | Negative |

| Link ID | Link Name | DM | | | | | | | | | | DS1 | | | | | | | | | | DS2 | | | | | | | | | | Results for DS1 Road Scheme | | | | |
|-----------|---|----------------------------|--------------------------------------|---------------|--|--------------------------------------|---------------|----------------------------|--------------------------------------|---------------|----------------------------|--|---------------|----------------------------|--------------------------------------|---------------|--------------------------------|--------------------------------|--|--------------------------------|--------------------------------|--------------------------------|-----|---------|---------|------|------|------------|------------|------------|------------|-----------------------------|--|--|--|--|
| | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | DS1 | DS2 | DS3 | DS4 | DS5 | | | | | | | | | |
| | | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (h) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (h) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (h) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (h) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (h) | Average Speed | Level of Fear and Intimidation | Level of Fear and Intimidation | Level of Fear and Intimidation | Level of Fear and Intimidation | Level of Fear and Intimidation | Level of Fear and Intimidation | | | | | | | | | | | | | | |
| 0506-0505 | A47 (West of Harwick Roundabout) | 2509 | 1705 | 65 | 30 | 30 | 190 | Extreme | 2537 | 1719 | 68 | 30 | 30 | 30 | 190 | Extreme | 2537 | 1719 | 68 | 30 | 30 | 30 | 190 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | | |
| 0516-0506 | A47 (Harwick Roundabout) | 1592 | 1045 | 35 | 20 | 20 | 190 | Extreme | 1676 | 1090 | 39 | 10 | 20 | 20 | 190 | Extreme | 1676 | 1090 | 39 | 10 | 20 | 20 | 190 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | | |
| 0710-0706 | A140 Queen Elizabeth Way | 1751 | 1542 | 40 | 20 | 10 | 140 | Extreme | 1754 | 1538 | 46 | 20 | 10 | 10 | 140 | Extreme | 1754 | 1538 | 46 | 20 | 10 | 10 | 140 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | | |
| 0819-1209 | A10 West Winch Road | 1441 | 2395 | 30 | 20 | 20 | 190 | Extreme | 1438 | 2392 | 30 | 0 | 20 | 20 | 190 | Extreme | 1438 | 2392 | 30 | 0 | 20 | 20 | 190 | Extreme | -3 | >400 | >500 | Negligible | Medium | Negligible | Adverse | | | | | |
| 1124-2825 | A47 Constitution Hill (North of New Road) | 1107 | 1344 | 35 | 10 | 10 | 20 | 140 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 20 | 190 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 20 | 190 | Extreme | 0 | >400 | >500 | Medium | Very Low | Adverse | | | | | |
| 0818-2819 | West Winch Access Road (off A47) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1001 | 1571 | 33 | 10 | 10 | 20 | 140 | Extreme | 1001 | 1571 | 33 | 10 | 10 | 20 | 140 | Extreme | 3 | >400 | >500 | High | Low | Negligible | Adverse | | | | |
| 1123-2505 | A47 Constitution Hill (South of New Road) | 1107 | 1344 | 35 | 10 | 10 | 20 | 140 | Extreme | 2088 | 1343 | 49 | 10 | 30 | 30 | 190 | Extreme | 2088 | 1343 | 49 | 10 | 30 | 30 | 190 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | |
| 0709-2725 | Chapel Lane | 86 | 24 | 20 | 0 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | |
| 0712-2821 | Rectory Lane | 14 | 9 | 30 | 0 | 0 | 10 | 110 | Small | 46 | 14 | 26 | 0 | 0 | 10 | 110 | Small | 46 | 14 | 26 | 0 | 0 | 10 | 110 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse | | | | |
| 1218-2817 | A10 Lynn Road (south of Rectory Lane) | 1268 | 2381 | 29 | 20 | 20 | 20 | 140 | Extreme | 225 | 733 | 18 | 0 | 0 | 0 | 0 | Small | 225 | 733 | 18 | 0 | 0 | 0 | 0 | Small | -3 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0728-2781 | Long Lane | 120 | 21 | 18 | 0 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0623-2728 | A10 Lynn Road (south of Chequers Lane) | 1146 | 2390 | 19 | 10 | 10 | 140 | Extreme | 141 | 738 | 22 | 0 | 0 | 0 | 0 | 0 | Small | 141 | 738 | 22 | 0 | 0 | 0 | 0 | Small | -1 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0729-2781 | Croftwell Lane | 34 | 11 | 18 | 0 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0605-2811 | West Winch Access Road (off A10) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 2000 | 1570 | 31 | 10 | 10 | 20 | 140 | Extreme | 2000 | 1570 | 31 | 10 | 10 | 20 | 140 | Extreme | 3 | >400 | >500 | High | Low | Negligible | Adverse | | | | |
| 0711-1139 | A10 Lynn Road (North of Satch Road) | 1160 | 2376 | 26 | 10 | 10 | 20 | 140 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 10 | 140 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 10 | 140 | Extreme | 0 | <400 | <500 | Negligible | Low | Negligible | Beneficial | | | | |
| 0624-2728 | New Road (South of Rectory Lane) | 16 | 10 | 19 | 0 | 0 | 0 | 0 | Small | 13 | 17 | 19 | 0 | 0 | 0 | 0 | Small | 13 | 17 | 19 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | |
| 1123-2823 | New Road (North of Rectory Lane) | 101 | 20 | 26 | 0 | 0 | 10 | 110 | Small | 105 | 58 | 26 | 0 | 0 | 10 | 110 | Small | 105 | 58 | 26 | 0 | 0 | 10 | 110 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse | | | | |
| 0622-7011 | A140 Harwick Road (East of Railway) | 1141 | 1055 | 40 | 10 | 10 | 20 | 140 | Extreme | 1131 | 1064 | 40 | 10 | 10 | 20 | 140 | Extreme | 1131 | 1064 | 40 | 10 | 10 | 20 | 140 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 0623-2807 | Salway Road (Middleton) | 14 | 18 | 19 | 0 | 0 | 10 | 110 | Small | 17 | 20 | 29 | 0 | 0 | 10 | 110 | Small | 17 | 20 | 29 | 0 | 0 | 10 | 110 | Small | 0 | <400 | <500 | Negligible | High | Negligible | Adverse | | | | |
| 0620-2761 | A47 (East of North Runcton) | 1084 | 1343 | 17 | 10 | 10 | 10 | 140 | Extreme | 1076 | 1381 | 19 | 10 | 10 | 30 | 190 | Extreme | 1076 | 1381 | 19 | 10 | 10 | 30 | 190 | Extreme | 0 | <400 | <500 | Negligible | Low | Negligible | Beneficial | | | | |
| 0712-2709 | A140 Harwick Road (West of Railway) | 1113 | 817 | 19 | 10 | 10 | 20 | 190 | Small | 1109 | 813 | 40 | 10 | 20 | 20 | 190 | Small | 1109 | 813 | 40 | 10 | 20 | 20 | 190 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | | |
| 1123-2818 | Satch Road | 64 | 14 | 30 | 0 | 0 | 10 | 110 | Small | 47 | 52 | 30 | 0 | 0 | 10 | 110 | Small | 47 | 52 | 30 | 0 | 0 | 10 | 110 | Small | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse | | | | |
| 0110-2502 | Thorpys Lane | 12 | 7 | 18 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | | |

Fear and Intimidation Degree of Hazard 2042

Road Scheme+4000 Homes Impact Assessment

| Category | Average Traffic Flow (veh/hour) | Total 18-hour heavy vehicle flow (B) | Average Speed (km/h) | Significance of Impact |
|------------|---------------------------------|--------------------------------------|----------------------|------------------------|
| High | >3000 | >1000 | <40 | High |
| Medium | 1500-3000 | 500-1000 | 40-60 | Medium |
| Low | 500-1500 | 100-500 | 60-80 | Low |
| Negligible | <500 | <100 | >80 | Low |

| Level of Intimidation | Total Hazard score (A + B) x (C) |
|-----------------------|----------------------------------|
| Extreme | >50 |
| High | 25-50 |
| Medium | 10-25 |
| Low | 5-10 |
| Small | 0-5 |

| Magnitude of Impact | Change in category traffic flow (ADVI) from baseline conditions |
|---------------------|--|
| High | Two-way change in flow +10000 vehicles per hour +10000 vehicles per hour |
| Medium | Two-way change in flow +5000 vehicles per hour +5000 vehicles per hour |
| Low | Two-way change in flow +2500 vehicles per hour +2500 vehicles per hour |
| Small | Two-way change in flow +1250 vehicles per hour +1250 vehicles per hour |

| | |
|-----|--|
| 001 | Road Scheme Impact Assessment |
| 002 | Road Scheme+4000 Homes Impact Assessment |

| Receptor (Sensitivity / Vulnerability) | Receptor (Sensitivity / Vulnerability) | | | | |
|--|--|-------------|--------|----------|------------|
| | High | Medium | Low | Very Low | Negligible |
| | High | Substantial | Medium | Minor | Minor |
| Medium | Substantial | Medium | Minor | Minor | Negligible |
| Low | Substantial | Medium | Minor | Minor | Negligible |
| Very Low | Substantial | Medium | Minor | Minor | Negligible |
| Negligible | Substantial | Medium | Minor | Minor | Negligible |

| Link ID | Link Name | DM | | | | | | | | | | DS1 | | | | | | | | | | DS2 | | | | | | | | | | Results for DS2 Road + Housing Scheme | | | | |
|-----------|---|----------------------------|--------------------------------------|---------------|--|--------------------------------------|---------------|----------------------------|--------------------------------------|---------------|----------------------------|--|---------------|----------------------------|--------------------------------------|---------------|----------------------------|--------------------------------------|--|------|----|-----|------------------|----------------------------------|----------------------------|---------------------|----------------------|---------------------|------------|------------|-------------|---------------------------------------|------------|--|--|--|
| | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | Traffic Flows | | | Fear and Intimidation Degree of Hazard | | | | DS2 Level of F&I | DS2 Shep Change in Total Traffic | Change in 18hr HVF Traffic | Magnitude of impact | Receptor Sensitivity | Effect Significance | | | | | | | | |
| | | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | Average 18-hour Daily Flow | Total 18-hour heavy vehicle flow (B) | Average Speed | | | | | | | | | | | | | | | | | |
| 0506-0505 | A47 (West of Harwick Roundabout) | 2509 | 1705 | 65 | 30 | 10 | 30 | 100 | Extreme | 2537 | 1719 | 68 | 30 | 30 | 30 | 100 | Extreme | 2537 | 1719 | 68 | 30 | 30 | 30 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | |
| 0516-0506 | A47 (Harwick Roundabout) | 1592 | 1045 | 35 | 20 | 10 | 20 | 100 | Extreme | 1676 | 1090 | 39 | 10 | 20 | 20 | 100 | Extreme | 1676 | 1090 | 39 | 10 | 20 | 20 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | | |
| 0710-0706 | A140 Queen Elizabeth Way | 1751 | 1542 | 40 | 20 | 10 | 10 | 140 | Extreme | 1754 | 1538 | 46 | 20 | 10 | 10 | 140 | Extreme | 1754 | 1538 | 46 | 20 | 10 | 10 | 140 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Adverse | | | | |
| 0819-1206 | A10 West Winch Road | 1441 | 2395 | 30 | 20 | 10 | 10 | 100 | Extreme | 1438 | 2392 | 30 | 0 | 10 | 10 | 100 | Extreme | 1438 | 2392 | 30 | 0 | 10 | 10 | 100 | Extreme | -3 | >400 | >500 | Negligible | Medium | Substantial | Beneficial | | | | |
| 0819-2005 | A47 Constitution Hill (North of New Road) | 1107 | 1344 | 35 | 10 | 10 | 10 | 20 | 140 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 20 | 100 | Extreme | 2252 | 1430 | 17 | 30 | 30 | 20 | 100 | Extreme | 0 | >400 | >500 | Medium | Very Low | Minor | Adverse | | | |
| 0819-2009 | West Winch Access Road (off A47) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1001 | 1571 | 33 | 10 | 10 | 20 | 140 | Extreme | 1001 | 1571 | 33 | 10 | 10 | 20 | 140 | Extreme | 3 | >400 | >500 | High | Medium | Substantial | Adverse | | | | |
| 0913-2205 | A47 Constitution Hill (South of New Road) | 1307 | 1344 | 40 | 10 | 10 | 10 | 30 | 100 | Extreme | 1006 | 1343 | 49 | 10 | 10 | 30 | 100 | Extreme | 1006 | 1343 | 49 | 10 | 10 | 30 | 100 | Extreme | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | |
| 0909-2205 | Chapel Lane | 86 | 24 | 20 | 0 | 0 | 0 | 0 | 0 | 117 | 37 | 20 | 0 | 0 | 0 | 0 | 0 | Small | 117 | 37 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | |
| 0913-2003 | Rectory Lane | 14 | 9 | 30 | 0 | 0 | 0 | 10 | 100 | 46 | 54 | 26 | 0 | 0 | 10 | 100 | Small | 46 | 54 | 26 | 0 | 0 | 10 | 100 | Small | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | | |
| 1208-2007 | A10 Lynn Road (south of Rectory Lane) | 1268 | 2381 | 29 | 20 | 10 | 20 | 0 | 0 | 225 | 733 | 18 | 0 | 0 | 0 | 0 | 0 | Small | 225 | 733 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0720-2204 | Long Lane | 120 | 21 | 18 | 0 | 0 | 0 | 0 | 0 | 106 | 19 | 18 | 0 | 0 | 0 | 0 | 0 | Small | 106 | 19 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0620-2203 | A10 Lynn Road (south of Chequers Lane) | 1146 | 2390 | 19 | 10 | 10 | 10 | 10 | 140 | Extreme | 141 | 738 | 22 | 0 | 0 | 0 | 0 | Small | 141 | 738 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0720-2201 | Crowhill Lane | 34 | 11 | 18 | 0 | 0 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | 0 | Small | 25 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0600-2001 | West Winch Access Road (off A10) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 1000 | 1570 | 31 | 10 | 10 | 20 | 140 | Extreme | 1000 | 1570 | 31 | 10 | 10 | 20 | 140 | Extreme | 3 | >400 | >500 | High | Medium | Substantial | Adverse | | | |
| 0711-1109 | A10 Lynn Road (North of Satch Road) | 1160 | 2376 | 26 | 10 | 10 | 20 | 10 | 140 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 10 | 140 | Extreme | 1138 | 2307 | 29 | 10 | 20 | 10 | 140 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0600-2206 | New Road (South of Rectory Lane) | 16 | 10 | 19 | 0 | 0 | 0 | 0 | 0 | Small | 17 | 17 | 19 | 0 | 0 | 0 | 0 | Small | 17 | 17 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | |
| 0610-2003 | New Road (North of Rectory Lane) | 101 | 20 | 26 | 0 | 0 | 0 | 10 | 100 | Small | 105 | 58 | 26 | 0 | 0 | 0 | 0 | Small | 105 | 58 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Low | Negligible | Adverse | | | |
| 0600-2001 | A140 Harwick Road (East of Railway) | 1141 | 1055 | 40 | 10 | 10 | 20 | 10 | 140 | Extreme | 1131 | 1064 | 40 | 10 | 10 | 20 | 140 | Extreme | 1131 | 1064 | 40 | 10 | 10 | 20 | 140 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0600-2007 | Belvoir Road (Middleton) | 14 | 13 | 19 | 0 | 0 | 0 | 10 | 100 | Small | 17 | 20 | 29 | 0 | 0 | 0 | 0 | Small | 17 | 20 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | High | Negligible | Adverse | | | |
| 0600-2001 | A47 (East of North Runcton) | 1084 | 1343 | 17 | 10 | 10 | 10 | 30 | 100 | Extreme | 1076 | 1381 | 19 | 10 | 10 | 30 | 100 | Extreme | 1076 | 1381 | 19 | 10 | 10 | 30 | 100 | Extreme | 0 | <400 | <500 | Negligible | Low | Negligible | Beneficial | | | |
| 0711-2109 | A140 Harwick Road (West of Railway) | 1113 | 1073 | 39 | 10 | 10 | 20 | 10 | 140 | Extreme | 1109 | 1023 | 40 | 10 | 20 | 10 | 140 | Extreme | 1109 | 1023 | 40 | 10 | 20 | 10 | 140 | Extreme | 0 | <400 | <500 | Negligible | Medium | Negligible | Beneficial | | | |
| 0711-2203 | Satch Road | 64 | 14 | 30 | 0 | 0 | 0 | 10 | 100 | Small | 47 | 52 | 30 | 0 | 0 | 0 | 0 | Small | 47 | 52 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Medium | Negligible | Adverse | | | |
| 0110-2502 | Thorpys Lane | 12 | 7 | 18 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | 0 | Small | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | <400 | <500 | Negligible | Very Low | Negligible | Beneficial | | | |