



West Winch Housing Access Road

Environmental Statement Chapter 16: Traffic and Transport

Appendix 16.7: Accident and Road Safety Significance Effect

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1 Introduction

1.1 Operational Phase Significance Effect (Accident and Road Safety)

1.1.1 A table showing the significance of the traffic and transport effect during the construction phase. The significance effect is a product of the receptors' sensitivity shown in Appendix 16.6 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 westwinchhar@norfolk.gov.uk

Road Safety Overall Link Sensitivity Assessment_2027

Key	IRAP Rating Adapted	Accident Clusters showing	SCENARIO	Receptor (Sensitivity / Value / Importance)				
High	1	2 or more killed (K) and/or 5 or more serious injuries (SI)	DS1	High	Medium	Low	Very Low	Negligible
Medium	2	1 or more killed (K) and/or 3 or more serious injuries (SI)		High	Substantial	Substantial	Minor	Negligible
Low	3	2 or more serious injuries (SI)		Medium	Substantial	Minor	Minor	Negligible
Very Low	4	1 or more serious injuries (SI)		Low	Minor	Minor	Negligible	Negligible
Negligible	5	0 or more serious injuries		Very Low	Minor	Minor	Negligible	Negligible
Change in Traffic Flow/Day (DMRB LA112)			(Magnitude / Probability / Reversibility etc)	High	Substantial	Substantial	Minor	Negligible
High	>40000			Medium	Substantial	Minor	Minor	Negligible
Medium	16,000 - 40,000			Low	Minor	Minor	Negligible	Negligible
Low	4000 - 16,000			Very Low	Minor	Minor	Negligible	Negligible
Very Low	<4000			Negligible	Negligible	Negligible	Negligible	Negligible

Link ID	Params ID	Link Name	DM Sensitivity					DS Sensitivity										Traffic Flow DM	Traffic Flow DS1	Traffic Flow DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	Traffic Magnitude Step Change DM-DS1	Sensitivity Step Change DM-DS1	Effect Significance	
			IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP Sensitivity)											
1086-2001	1	A47 (West of Hardwick Roundabout)	1	1	High	High	High	Very Low	Low	1	1	High	High	High	Very Low	Low	49868	50609	51147	High	High	High	Very Low	Very Low	Negligible	Neutral	
1214-1066	2	A47 Hardwick Roundabout	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	25501	16564	19463	High	High	High	Very Low	Very Low	Negligible	Neutral	
7110-7006	3	A149 Queen Elizabeth Way	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Low	34316	34678	39655	High	High	High	Very Low	Very Low	Negligible	Neutral	
2819-1206	4	A10 West Winch Road	3	3	Low	Low	Low	Medium	Medium	5	3	Negligible	Low	Medium	Low	Low	27772	3661	18722	High	Low	Medium	High	Low	Very Low	Negligible	Beneficial
1214-2885	5	A47 Constitution Hill (North of New Road)	1	1	High	High	High	Very Low	Low	1	1	High	High	High	Very Low	Low	22262	42682	48284	High	High	High	Very Low	Very Low	Negligible	Neutral	
2839-2839	6	West Winch Access Road (off A47)	5	5	Negligible	Negligible	Very Low	Low	Very Low	5	5	Negligible	Negligible	Very Low	Low	Very Low	0	17533	17533	Very Low	High	High	High	Very Low	Very Low	Minor	Adverse
1323-2505	7	A47 Constitution Hill (South of New Road)	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	19442	19278	19278	High	High	High	Very Low	Very Low	Negligible	Neutral	
2309-2325	8	Chapel Lane	3	5	Low	Negligible	Very Low	Medium	Medium	3	5	Low	Negligible	Very Low	Medium	Low	1507	2000	2000	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2723-2852	9	Rectory Lane	2	5	Medium	Negligible	Very Low	Low	Very Low	2	5	Medium	Negligible	Very Low	Low	Very Low	589	800	800	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
1328-2877	10	A10 Lynn Road (south of Rectory Lane)	3	4	Low	Very Low	Very Low	Medium	Medium	4	4	Very Low	Very Low	Very Low	Medium	Low	22250	3944	3944	High	Very Low	Very Low	High	Very Low	Very Low	Minor	Beneficial
2728-2784	11	Lang Lane	2	5	Medium	Negligible	Very Low	Medium	Medium	2	5	Medium	Negligible	Very Low	Medium	Low	2244	1874	1874	Very Low	Very Low	Very Low	High	Very Low	Very Low	Negligible	Neutral
2507-2726	12	A10 Lynn Road (south of Chequers Lane)	4	4	Very Low	Very Low	Very Low	Medium	Medium	4	4	Very Low	Very Low	Medium	Low	Low	20119	2477	2477	High	Very Low	Very Low	High	Very Low	Very Low	Minor	Beneficial
2729-2731	13	Gravel Hill Lane	4	5	Very Low	Negligible	Very Low	Medium	Medium	4	5	Very Low	Negligible	Very Low	Medium	Low	582	428	428	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2840-2843	14	West Winch Access Road (off A10)	5	5	Negligible	Negligible	Very Low	Low	Very Low	5	5	Negligible	Negligible	Very Low	Low	Very Low	0	17529	17529	Very Low	High	High	High	Very Low	Very Low	Minor	Adverse
2711-1329	15	A10 Lynn Road (North of Setch Road)	3	3	Low	Low	Low	Medium	Medium	4	3	Very Low	Low	Medium	Low	Low	20341	19507	19507	High	High	High	Very Low	Very Low	Negligible	Neutral	
2604-2726	16	New Road (South of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	2	5	Medium	Negligible	Very Low	Medium	Low	1059	1259	1259	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
1323-2853	17	New Road (North of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	2	5	Medium	Negligible	Very Low	Medium	Very Low	1745	1815	1815	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2610-2011	18	A149 Hardwick Road (East of Railway)	4	3	Very Low	Low	Very Low	Medium	Low	4	3	Very Low	Low	Medium	Low	Low	19917	19766	19766	High	High	High	Very Low	Very Low	Very Low	Negligible	Neutral
2655-2857	19	School Road (Middleton)	3	4	Low	Very Low	Very Low	High	High	3	4	Low	Very Low	High	High	Low	584	641	641	Very Low	Very Low	Very Low	High	Very Low	Very Low	Negligible	Neutral
2650-2761	20	A47 (East of North Runcton)	1	5	High	Negligible	Very Low	Low	Very Low	1	5	High	Negligible	Very Low	Low	Very Low	19045	18893	18893	High	High	High	High	Very Low	Very Low	Negligible	Neutral
2671-2149	21	A149 Hardwick Road (West of Railway)	4	3	Very Low	Low	Very Low	Medium	Low	4	3	Very Low	Low	Medium	Low	Low	19763	19638	19638	High	High	High	High	Very Low	Very Low	Negligible	Neutral
1329-2858	22	Setch Road	1	5	High	Negligible	Very Low	Low	Very Low	1	5	High	Negligible	Very Low	Low	Very Low	746	809	809	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2810-2507	23	Chequers Lane	1	5	High	Negligible	Very Low	Very Low	Very Low	0	6	High	#N/A	#N/A	Very Low	Very Low	212	0	0	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral

Road Safety Overall Link Sensitivity Assessment_2027

Key	IRAP Rating Adapted	Accident Clusters showing	SCENARIO	Receptor (Sensitivity / Value / Importance)
High	1	2 or more killed (K) and/or 5 or more serious injuries (SI)	DS2	High
Medium	2	1 or more killed (K) and/or 5 or more serious injuries (SI)		Medium
Low	3	2 or more serious injuries (SI)		Low
Very Low	4	5 or more slight injuries		Very Low
Negligible	5			Negligible
Key	Change in Traffic Flow/Day (DMRB LA112)			
High	>4000			
Medium	16,000 - 20,000			
Low	4000 - 16,000			
Very Low	<4000			

Magnitude / Probability / Reversibility etc	Receptor				
	High	Medium	Low	Very Low	Negligible
	High	Substantial	Substantial	Minor	Negligible
	Medium	Substantial	Minor	Minor	Negligible
Low	Minor	Minor	Negligible	Negligible	
Very Low	Minor	Minor	Negligible	Negligible	
Negligible	Negligible	Negligible	Negligible	Negligible	

Link ID	Params ID	Link Name	DM Sensitivity					DS Sensitivity					Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	Traffic Flow DM	Traffic Flow DS1	Traffic Flow DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	Traffic Magnitude Step Change_DM-DS2	Sensitivity Step Change (DM-DS)	Effect Significance						
			IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster											Overall Safety + Accident Sensitivity	Receptor Sensitivity				
1086-3001	1	A47 (West of Hardwick Roundabout)	1	1	High	High	High	Very Low	Low	1	1	High	High	Medium	Very Low	Low	49868	50609	51147	High	High	High	Very Low	Very Low	Negligible	Neutral		
1214-1066	2	A47 Hardwick Roundabout	1	1	High	Low	Medium	Very Low	Low	1	1	High	Low	Medium	Very Low	Low	25501	16564	19463	High	High	High	Very Low	Very Low	Negligible	Neutral		
1710-7006	3	A149 Queen Elizabeth Way	1	4	High	Very Low	Low	Very Low	Low	1	4	High	Very Low	Low	Very Low	Very Low	34316	34678	39655	High	High	High	Very Low	Very Low	Negligible	Neutral		
2819-1206	4	A10 West Winch Road	3	3	Low	Low	Low	Medium	Medium	Low	5	3	Negligible	Low	Very Low	Medium	Low	27772	3661	19722	High	Medium	High	Very Low	Very Low	Negligible	Beneficial	
1214-2885	5	A47 Construction Hill (North of New Road)	1	1	High	High	High	Very Low	Low	1	1	High	High	High	Very Low	Low	22262	42681	48284	High	High	High	Very Low	Very Low	Negligible	Neutral		
2839-2839	6	West Winch Access Road (off A47)	5	5	Negligible	Negligible	Very Low	Medium	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	17533	17533	Very Low	High	High	Very Low	Very Low	Minor	Adverse	
1323-2505	7	A47 Constitution Hill (South of New Road)	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	19442	19278	19278	High	High	High	Very Low	Very Low	Negligible	Neutral		
2309-2325	8	Chapel Lane	3	5	Low	Negligible	Very Low	Medium	Medium	Low	3	5	Low	Negligible	Very Low	Medium	Low	1507	2000	2000	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2723-2852	9	Rectory Lane	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	589	800	800	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
1328-2877	10	A10 Lynn Road (south of Rectory Lane)	3	4	Low	Very Low	Very Low	Medium	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	22250	3944	3944	High	Very Low	Very Low	High	Very Low	Very Low	Minor	Beneficial
2728-2784	11	Lang Lane	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	2244	1874	1874	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2507-2726	12	A10 Lynn Road (south of Chequers Lane)	4	4	Very Low	Very Low	Very Low	Medium	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	20119	2477	2477	High	Very Low	Very Low	High	Very Low	Very Low	Minor	Beneficial
2729-2731	13	Gravel Hill Lane	4	5	Very Low	Negligible	Very Low	Medium	Medium	Low	4	5	Very Low	Negligible	Very Low	Medium	Low	582	428	428	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2840-2844	14	West Winch Access Road (off A10)	5	5	Negligible	Negligible	Very Low	Medium	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	17529	17529	Very Low	High	High	High	Very Low	Very Low	Minor	Adverse
2711-1329	15	A10 Lynn Road (North of Setch Road)	3	3	Low	Low	Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Medium	Low	20341	19507	19507	High	High	High	Very Low	Very Low	Negligible	Neutral	
2604-2726	16	New Road (South of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	1059	1259	1259	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
1323-2853	17	New Road (North of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Very Low	1745	1815	1815	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2610-2011	18	A149 Hardwick Road (East of Railway)	4	3	Very Low	Low	Very Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Low	19917	19766	19766	High	High	High	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2655-2857	19	School Road (Middleton)	3	4	Low	Very Low	Very Low	High	High	Low	3	4	Low	Very Low	Very Low	High	Low	584	641	641	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2650-2761	20	A47 (East of North Runcton)	1	5	High	Negligible	Very Low	Medium	Medium	Low	1	5	High	Negligible	Very Low	Low	Very Low	19045	18893	18893	High	High	High	Very Low	Very Low	Negligible	Neutral	
2671-1149	21	A149 Hardwick Road (West of Railway)	4	3	Very Low	Low	Very Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Low	Very Low	19763	19638	19638	High	High	High	Very Low	Very Low	Negligible	Neutral	
1329-2858	22	Setch Road	1	5	High	Negligible	Very Low	Medium	Medium	Low	1	5	High	Negligible	Very Low	Medium	Low	746	809	809	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2810-2507	23	Chequers Lane	1	5	High	Negligible	Very Low	Very Low	Very Low	Low	0	6	High	#N/A	#N/A	Very Low	Very Low	212	0	0	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral

Road Safety Overall Link Sensitivity Assessment_2027

Key	IRAP Rating Adapted	Accident Clusters showing	SCENARIO	Receptor (Sensitivity / Value / Importance)
High	1	2 or more killed (K) and/or 5 or more serious injuries (SI)	DM	High
Medium	2	1 or more killed (K) and/or 5 or more serious injuries (SI)		Medium
Low	3	2 or more serious injuries (SI)		Low
Very Low	4	5 or more slight injuries		Very Low
Negligible	5			Negligible
Key	Change in Traffic Flow/Day (DMRB LA112)			
High	>4000			
Medium	16,000 - 40,000			
Low	4000 - 16,000			
Very Low	<4000			

(Magnitude / Probability / Reversibility etc)	Receptor				
	High	Medium	Low	Very Low	Negligible
	High	Substantial	Substantial	Minor	Negligible
	Medium	Substantial	Minor	Minor	Negligible
Low	Minor	Minor	Negligible	Negligible	
Very Low	Minor	Minor	Negligible	Negligible	
Negligible	Negligible	Negligible	Negligible	Negligible	

Link ID	Params ID	Link Name	DM Sensitivity					DS Sensitivity					Traffic Flow					ERROR	Sensitivity Step Change (DW QS)	Effect Significance							
			IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (RSAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP Sensitivity)	Traffic Flow DM				Traffic Flow DS1	Traffic Flow DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2		
1086-2001	1	A47 (West of Hardwick Roundabout)	1	1	High	High	High	Very Low	Low	1	1	High	High	Medium	Very Low	Low	49868	50609	51147	High	High	High	Very Low	Very Low	Negligible	Neutral	
1214-1396	2	A47 Hardwick Roundabout	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	25501	16264	19463	High	High	High	Very Low	Very Low	Negligible	Neutral	
1710-7006	3	A149 Queen Elizabeth Way	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	34316	34678	39655	High	High	High	Very Low	Very Low	Negligible	Neutral	
2819-1206	4	A10 West Winch Road	3	3	Low	Low	Low	Medium	Medium	Low	5	3	Negligible	Low	Medium	Low	27772	3661	19722	High	Medium	High	Very Low	Very Low	Negligible	Beneficial	
1214-2885	5	A47 Construction Hill (North of New Road)	1	1	High	High	High	Very Low	Low	1	1	High	High	High	Very Low	Low	22262	42681	48284	High	High	High	Very Low	Very Low	Negligible	Neutral	
2839-2839	6	West Winch Access Road (off A47)	5	5	Negligible	Negligible	Very Low	Medium	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	17533	17533	Very Low	High	High	High	Very Low	Minor	Adverse
1323-2505	7	A47 Constitution Hill (South of New Road)	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	19442	19278	19278	High	High	High	Very Low	Very Low	Negligible	Neutral	
2309-2725	8	Chapel Lane	3	5	Low	Negligible	Very Low	Medium	Medium	Low	3	5	Low	Negligible	Very Low	Medium	Low	1507	2000	2000	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2723-2852	9	Rectory Lane	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	589	800	800	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
1328-2877	10	A10 Lynn Road (south of Rectory Lane)	3	4	Low	Very Low	Very Low	Medium	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	22250	3944	3944	High	Very Low	Very Low	High	Very Low	Minor	Beneficial
2728-2784	11	Lang Lane	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	2244	1874	1874	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2507-2726	12	A10 Lynn Road (south of Chequers Lane)	4	4	Very Low	Very Low	Very Low	Medium	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	20119	2477	2477	High	Very Low	Very Low	High	Very Low	Minor	Beneficial
2729-2731	13	Gravel Hill Lane	4	5	Very Low	Negligible	Very Low	Medium	Medium	Low	4	5	Very Low	Negligible	Very Low	Medium	Low	582	428	428	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2840-2844	14	West Winch Access Road (off A10)	5	5	Negligible	Negligible	Very Low	Medium	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	17529	17529	Very Low	High	High	High	Very Low	Minor	Adverse
2711-1329	15	A10 Lynn Road (North of Setch Road)	3	3	Low	Low	Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Low	20341	19507	19507	High	High	High	Very Low	Very Low	Negligible	Neutral	
2604-2726	16	New Road (South of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	1059	1259	1259	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
1323-2853	17	New Road (North of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Very Low	1745	1815	1815	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2610-2011	18	A149 Hardwick Road (East of Railway)	4	3	Very Low	Low	Very Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Low	19917	19766	19766	High	High	High	Very Low	Very Low	Negligible	Neutral	
2655-2857	19	School Road (Middleton)	3	4	Low	Very Low	Very Low	High	High	Low	3	4	Low	Very Low	High	High	Low	584	641	641	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2650-2761	20	A47 (East of North Runcton)	1	5	High	Negligible	Very Low	Medium	Medium	Low	1	5	High	Negligible	Very Low	Low	Very Low	19045	18893	18893	High	High	High	Very Low	Very Low	Negligible	Neutral
2671-1149	21	A149 Hardwick Road (West of Railway)	4	3	Very Low	Low	Very Low	Medium	Medium	Low	4	3	Very Low	Low	Medium	Low	Very Low	19763	19638	19638	High	High	High	Very Low	Very Low	Negligible	Neutral
1329-2858	22	Setch Road	1	5	High	Negligible	Very Low	Medium	Medium	Low	1	5	High	Negligible	Very Low	Medium	Low	746	809	809	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral
2810-2507	23	Chequers Lane	1	5	High	Negligible	Very Low	Very Low	Very Low	Low	0	6	High	#N/A	#N/A	Very Low	Very Low	212	0	0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral

Road Safety Overall Link Sensitivity Assessment_2042

Key	IRAP Rating Adopted	Accident Clusters showing	SCENARIO	Receptor						IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	DM	DS1	DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	Traffic Magnitude Step Change_DM-DS1	Sensitivity Step Change (DM-DS)	Effect Significance																																																	
				(Sensitivity / Value / Importance)																																																																						
High	2	2 or more killed (K) and/or 5 or more serious injuries (SI)	U23	High	Substantial	Substantial	Moderate	Minor	Negligible	3	1	High	High	High	Very Low	Low	49868	50609	51147	High	High	High	Very Low	Negligible	Neutral																																																	
Medium	2	2 or more minor (M) and/or 3 or more serious injuries (SI)		High	Substantial	Substantial	Moderate	Minor	Negligible																	3	1	High	High	High	Very Low	Low	15501	16564	16549	High	High	High	Very Low	Negligible	Neutral																																	
Low	2	2 or more serious injuries (SI)		Medium	Substantial	Moderate	Minor	Minor	Negligible																																	3	1	High	High	High	Very Low	Low	34316	34679	35655	High	High	High	Very Low	Negligible	Neutral																	
Very Low	2	2 or more serious injuries (SI)		Low	Moderate	Minor	Minor	Minor	Negligible																																																	3	1	High	High	High	Very Low	Low	27772	2661	19722	High	Medium	High	Low	Very Low	Negligible	Beneficial
Negligible	5	5 or more slight injuries		Very Low	Minor	Minor	Negligible	Negligible	Negligible																																																																	
Key	Change in Traffic Flow (DMRB LA112)																																																																									
High	>16000																																																																									
Medium	>8,000 - 16,000																																																																									
Low	>4000 - 8000																																																																									
Very Low	<4000																																																																									

DS1-DS2

Road Safety Overall Link Sensitivity Assessment_2042

Key	IRAP Rating Adopted	Accident Clusters showing	SCENARIO	Receptor						IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	DM	DS1	DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	Traffic Magnitude Step Change_DM-DS2	Sensitivity Step Change (DM-DS)	Effect Significance
				(Sensitivity / Value / Importance)																					
High		2 or more killed (K) and/or 5 or more serious injuries (SI)	U22	High	Medium	Low	Very Low	Negligible																	
Medium		2 or more minor (M) and/or 3 or more serious injuries (SI)		High	Substantial	Substantial	Moderate	Minor	Negligible																
Low		2 or more serious injuries (SI)		Medium	Substantial	Moderate	Minor	Minor	Negligible																
Very Low		3 or more serious injuries (SI)		Low	Moderate	Minor	Minor	Minor	Negligible																
Negligible		5 or more slight injuries		Negligible	Negligible	Negligible	Negligible	Negligible	Negligible																
Key		Change in Traffic Flow (DMRB LA112)																							
High		>16000																							
Medium		>8,000 - 16,000																							
Low		>4000 - 8000																							
Very Low		<4000																							

DS1-DS2

Road Safety Overall Link Sensitivity Assessment_2042

Key	IRAP Rating Adopted	Accident Clusters showing		SCENARIO	U/M	Receptor										
		High	Medium			Low	Very Low	Negligible	(Sensitivity / Value / Importance)							
High	2	2 or more killed (K) and/or 5 or more serious injuries (SI)				High	Substantial	Substantial	Moderate	Minor	Negligible					
Medium	2	2 or more minor (M) and/or 3 or more serious injuries (SI)				Medium	Substantial	Moderate	Minor	Minor	Negligible					
Low	2	2 or more serious injuries (SI)				Low	Moderate	Minor	Minor	Negligible	Negligible					
Very Low	2	2 or more serious injuries (SI)				Very Low	Minor	Minor	Negligible	Negligible	Negligible					
Negligible	2	2 or more slight injuries				Negligible	Negligible	Negligible	Negligible	Negligible	Negligible					

Key	Change in Traffic Flow (by DM/DS LA112)		Overall Sensitivity	DM Sensitivity		DS Sensitivity		Overall Sensitivity (Accident + IRAP Sensitivity)		DM	DS1	DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	EBRD	Sensitivity Step Change (DM/DS)	Effect Significance
	High	Medium		Low	Very Low	Overall Sensitivity	Overall Sensitivity	Overall Sensitivity										

Link ID	Params ID	Link Name	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP-Receptor Sensitivity)	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP Sensitivity)	DM	DS1	DS2	Traffic Flow Magnitude DM	Traffic Flow Magnitude DS1	Traffic Flow Magnitude DS2	EBRD	Sensitivity Step Change (DM/DS)	Effect Significance		
1086-3001	1	A47 (West of Hardwick Roundabout)	1	1	High	High	High	Very Low	Low	3	1	High	High	High	Very Low	Low	49868	50609	51147	High	High	High	Very Low	Very Low	Negligible	Neutral	
1214-1466	3	A47 (Barnack Roundabout)	1	3	High	Low	Medium	Very Low	Low	1	8	High	Low	Medium	Very Low	Low	15521	16564	19549	High	High	High	Very Low	Very Low	Negligible	Neutral	
7110-7906	3	A149 Queen Elizabeth Way	1	4	High	Very Low	Low	Very Low	Low	3	4	High	Very Low	Low	Very Low	Very Low	34316	34679	38655	High	High	High	Very Low	Very Low	Negligible	Neutral	
2819-1206	4	A10 West Winch Road	3	3	Low	Low	Medium	Low	Low	5	3	Negligible	Low	Very Low	Medium	Low	27772	9661	19722	High	Medium	High	Very Low	Very Low	Negligible	Beneficial	
1214-3885	5	A47 Constitution Hill (North of New Road)	1	1	High	High	High	Very Low	Low	1	1	High	High	High	Very Low	Low	21369	43881	48288	High	High	High	Very Low	Very Low	Negligible	Neutral	
2839-2839	6	West Winch Access Road (off A47)	5	5	Negligible	Negligible	Very Low	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	19135	25317	Very Low	High	High	High	Very Low	Minor	Adverse	
1323-2505	7	A47 Constitution Hill (South of New Road)	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	21363	21158	20914	High	High	High	Very Low	Very Low	Negligible	Neutral	
2709-2725	8	Chapel Lane	3	5	Low	Negligible	Very Low	Medium	Low	3	5	Low	Negligible	Very Low	Medium	Low	1600	1648	1805	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2723-2852	9	Rectory Lane	2	5	Medium	Negligible	Very Low	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	745	901	904	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
1328-2877	10	A10 Lynn Road (south of Rectory Lane)	3	4	Low	Very Low	Very Low	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	24966	5636	8620	High	Low	Medium	Low	Very Low	Negligible	Beneficial	
2728-2784	11	Sing Lane	2	5	Medium	Negligible	Very Low	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	2255	2384	3633	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2627-2726	12	A10 Lynn Road (south of Chequers Lane)	4	4	Very Low	Very Low	Very Low	Medium	Low	4	4	Very Low	Very Low	Very Low	Medium	Low	22834	3654	4427	High	Very Low	Low	Medium	Very Low	Very Low	Negligible	Beneficial
2729-2731	13	Gravel Hill Lane	4	5	Very Low	Negligible	Very Low	Medium	Low	4	5	Very Low	Negligible	Very Low	Medium	Low	624	439	1220	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2840-2843	14	West Winch Access Road (off A10)	5	5	Negligible	Negligible	Very Low	Medium	Low	5	5	Negligible	Negligible	Very Low	Medium	Low	0	19111	20489	Very Low	High	High	High	Very Low	Minor	Adverse	
2711-1129	15	A10 Lynn Road (North of Satch Road)	3	3	Low	Low	Medium	Low	Low	4	3	Very Low	Low	Very Low	Medium	Low	21134	22731	25821	High	High	High	Very Low	Very Low	Negligible	Neutral	
1624-2726	16	New Road (South of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Low	2	5	Medium	Negligible	Very Low	Medium	Low	1077	1290	1259	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
1323-2853	17	New Road (North of Rectory Lane)	2	5	Medium	Negligible	Very Low	Medium	Low	2	5	Medium	Negligible	Very Low	Low	Very Low	1886	1923	2289	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2010-2011	18	A149 Hardwick Road (East of Railway)	4	3	Very Low	Low	Very Low	Medium	Low	4	3	Very Low	Low	Very Low	Medium	Low	30740	20219	20136	High	High	High	Very Low	Very Low	Negligible	Neutral	
2655-2857	19	Schoor Road (Middleton)	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Very Low	662	735	671	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2650-2761	20	A47 (East of North Runcton)	1	5	Negligible	Very Low	Low	Low	Very Low	1	5	High	Negligible	Very Low	Low	Very Low	21040	20842	20907	High	High	High	Very Low	Very Low	Negligible	Neutral	
2011-1349	21	A149 Hardwick Road (West of Railway)	4	3	Very Low	Low	Very Low	Medium	Low	4	3	Very Low	Low	Very Low	Medium	Low	32063	19917	19548	High	High	High	Very Low	Very Low	Negligible	Neutral	
1329-2858	22	Satch Road	1	5	High	Negligible	Very Low	Medium	Low	1	5	High	Negligible	Very Low	Medium	Low	853	935	802	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	
2810-2507	23	Chequers Lane	1	5	High	Negligible	Very Low	Very Low	Very Low	0	6	High	#N/A	#N/A	Very Low	#N/A	224	0	0	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Neutral	

DS1-DS2