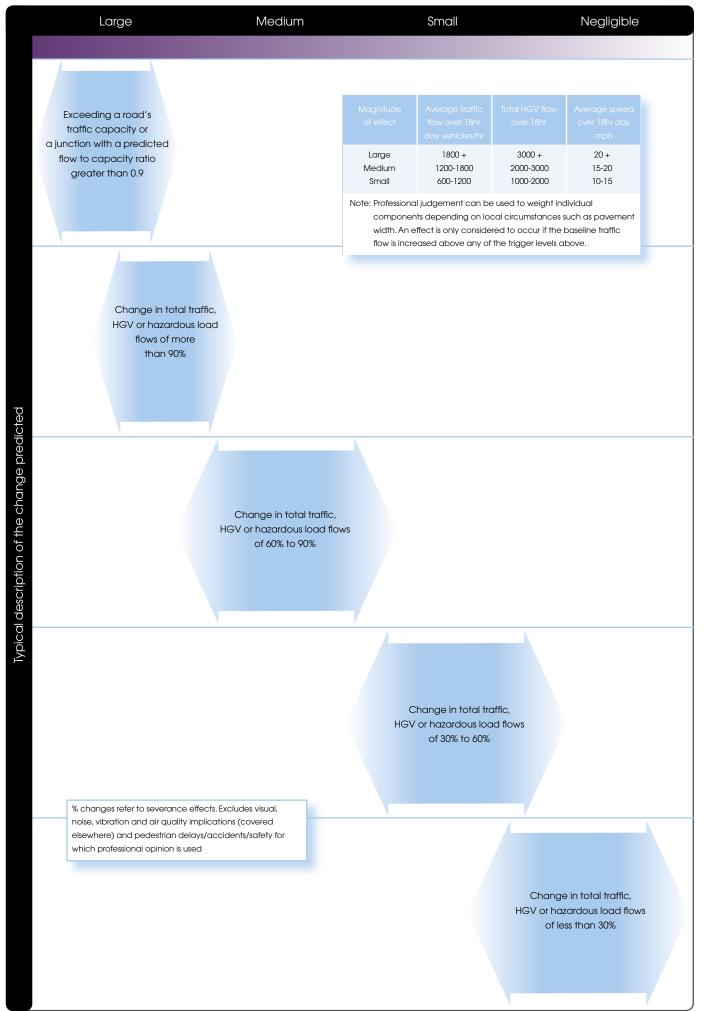
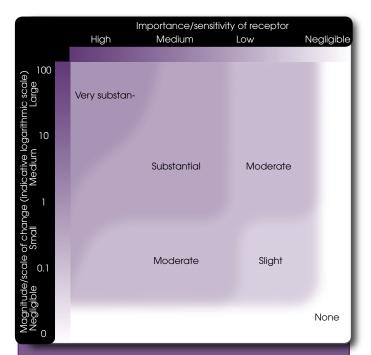


High Medium Low Negligible Receptors of greatest sensitivity to traffic flows such as schools, colleges, playgrounds, Excludes visual, noise, vibration and air quality/pollution accident blackspots, retirement effects (these are dealt with elsewere). Includes intimidation/ homes, urban/residential/ other fear, severance, delays and accidents/safety. roads used by pedestrians without pavements Traffic flow sensitive receptors such as congested junctions, surgeries/hospitals, shopping areas with roadside frontage, roads with narrow pavements used by pedestrians, unsegregated cycleways, community centres, parks and recreation facilities, conservation areas Typical description of the receptor Receptors with some sensitivity to traffic flows such as churches, public open space, nature conservation areas, listed buildings, tourist attractions, residential areas with adequate pavements Receptors of very low sensitivity to traffic flows Sensitive receptors sufficiently distant from affected roads and junctions









A change in total traffic, HGV or hazardous load flow of greater than 90% of the baseline on receptors of medium to high sensitivity; or a change in total traffic, HGV or hazardous load flow of 60 to 90%

Substantial:

A change in total traffic, HGV or hazardous load flows of greater than 90% of the baseline on receptors that are sensitive to traffic flow (e.g. hospitals, shopping centres and areas with narrow pavements); or a change in total traffic, HGV or hazardous load flows of 60 to 90% of the baseline on receptors of medium to high sensitivity to traffic; or a change in total traffic, HGV or hazardous load flows of 60% of the baseline on a receptor of high sensitivity to traffic such as schools, playgrounds and accident blackspots.

Moderate:

A change in total traffic, HGV or hazardous load flows in excess of 60% of the baseline on receptors of some sensitivity to traffic, such as churches, public open space, tourist attractions and residential areas with adequate pavements; or a change in total traffic, HGV or hazardous load flows of 30 to 60% of the baseline on receptors of medium sensitivity (e.g. hospitals, shopping centres and areas with narrow pavements) and high sensitivity (schools, playgrounds and accident blackspots).

A change in total traffic, HGV or hazardous load flows of between 30 and 60% of the baseline on receptors of some sensitivity to traffic, such as churches, public open space, tourist attractions and residential areas with adequate pavements.

Not significant:

A change in total traffic, HGV or hazardous load flows of less than 30% of the baseline on receptors of very low sensitivity or sensitive receptors significantly distant from affected roads and junctions.



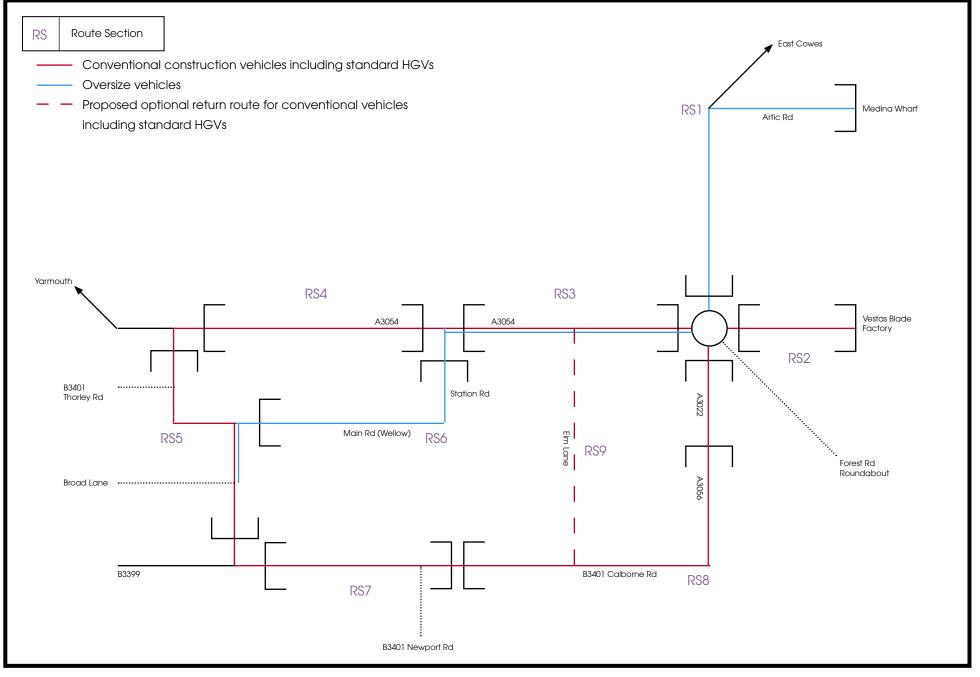






Figure 13.5: Artic Road mini roundabout junction with the Medina Wharf facility access



Figure 13.6: Forest Road Roundabout, southbound approach





Figure 13.7: Dodnor Lane roundabout adjacent to B&Q Superstore







Figure 13.9: Left hand bend from Forest Road roundabout



Figure 13.10 : Forest Road (eastern end) local traffic calming and site frontages



Figure 13.11: A3054 junction with the B3401 at Yarmouth







Figure 13.13: River Caul Bourne bridge in Newbridge



Figure 13.14: Route section 7 horizontal devations in carriageway alignment 1





Figure 13.15: Route section 7 horizontal deviations in carriagway alignment 2



Figure 13.16: Route section 8 vertical and horizontal devations





Figure 13.17: Elm Lane junction with the A3054



Figure 13.18: Elm Lane jnction with the B3401



