

Very substantial:
 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% of the baseline on receptors of high sensitivity to traffic; or a change in total traffic, HGV or hazardous load flow of 30 to 60% of the baseline on receptors of the highest sensitivity to traffic.

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.

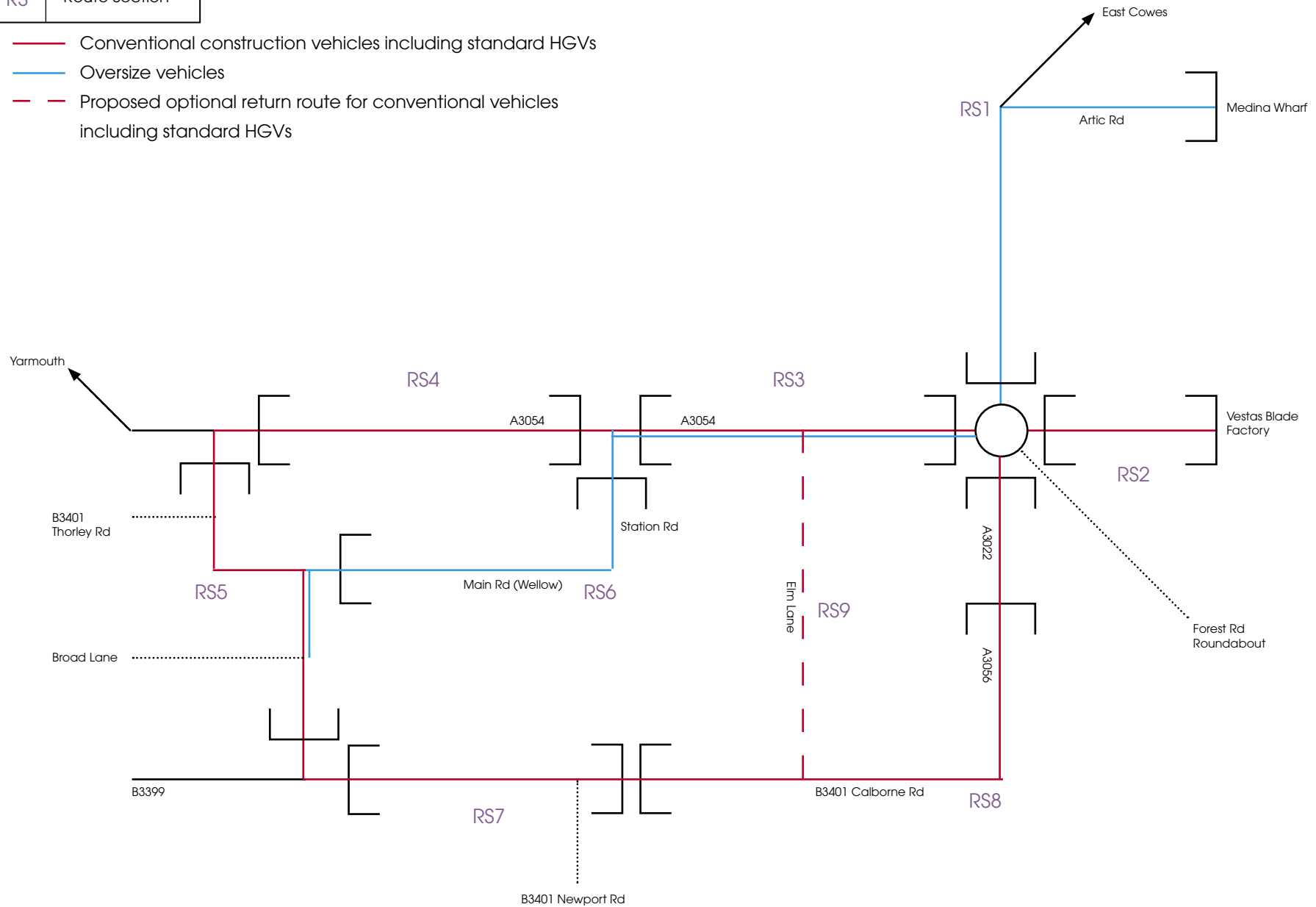
Moderate:
 A change in total traffic, HGV or hazardous load flows in excess of 60% of the baseline on receptors of some sensitivity to traffic, such as churches, public open space, tourist attractions and residential areas with adequate pavements; or a change in total traffic, HGV or hazardous load flows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

Slight:
 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.

RS	Route Section
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- Conventional construction vehicles including standard HGVs
- Oversize vehicles
- Proposed optional return route for conventional vehicles including standard HGVs





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



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Figure 13.6 : Forest Road Roundabout, southbound approach



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Figure 13.9 : Left hand bend from Forest Road roundabout



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



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Figure 13.11 : A3054 junction with the B3401 at Yarmouth



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Figure 13.12 : Main Road junction with Broad Lane



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Figure 13.13 : River Caul Bourne bridge in Newbridge



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



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



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Figure 13.16 : Route section 8 vertical and horizontal deviations



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Figure 13.17 : Elm Lane junction with the A3054



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Figure 13.18 : Elm Lane junction with the B3401

