



Norwich Western Link

Environmental Statement Chapter 19: Traffic and Transport

Appendix 7: Operational Traffic Significance of Effects

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1 Introduction

1.1 Operational Phase Significance Effect

1.1.1 A series of tables showing the significance of the traffic and transport effects during the operational phase. The significance of an effect is a product of the receptors' sensitivity shown in Appendix 2 and magnitude of impact shown in Appendix 1. The effects are classified Substantial, Moderate, Minor or Negligible.

Table 1-1- Severance Effects in 2029 - DS1 Do Something Scenario

Severance_2029										Do Something					
Key		Change in Traffic Flow		LTN 120 Cycle Friendly Routes						Receptor (Sensitivity / Value / Importance)					
High	<90%	0 - 2500	Most suitable for cycling							High	Substantial	Substantial	Moderate	Minor	Negligible
Medium	<=60 and >90%	2501 - 5000	Suitable for some cyclists							Medium	Substantial	Moderate	Minor	Minor	Negligible
Low	<=30 and >60%	>5000	Unlikely to be suitable for cycling on carriageway							Low	Moderate	Minor	Minor	Negligible	Negligible
Negligible	<= 0 and >30%								Very Low	Minor	Minor	Negligible	Negligible	Negligible	
									Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	

Without Mitigation	Scenario	DS1
	DS1	Do Something
	DS2	Do Something + Mitigation

OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS1-DM	DS1-DM (%)	Receptor Sensitivity	Magnitude	Effect Significance	
14	3122-1142	Brick Kiln Road	B1149	1030	1480	1280	430	42%	Low	Low	Minor	Adverse
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3360	5580	1220	2220	66%	Medium	Medium	Moderate	Adverse
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	330	33%	High	Low	Moderate	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1690	2230	2340	540	32%	Medium	Low	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	1980	2380	2570	380	19%	High	Very Low	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4540	4410	4440	-130	-3%	High	Very Low	Minor	Beneficial
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	660	47%	Very Low	Low	Negligible	Adverse
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1660	2810	1120	1150	69%	High	Medium	Substantial	Adverse
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	3800	117%	High	High	Substantial	Adverse
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	3900	7240	3010	3340	86%	High	Medium	Substantial	Adverse
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11990	29900	29570	17910	149%	Very Low	High	Minor	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21950	29230	32110	7280	33%	very Low	Low	Negligible	Adverse

Table 1-2 - Severance Effects in 2044 - DS1 Do Something Scenario

Severance_2044										Do Something					
Key		Change in Traffic Flow		LTN 120 Cycle Friendly Routes						Receptor (Sensitivity / Value / Importance)					
High	<90%	0 - 2500	Most suitable for cycling							High	Substantial	Substantial	Moderate	Minor	Negligible
Medium	<=60 and >90%	2501 - 5000	Suitable for some cyclists							Medium	Substantial	Moderate	Minor	Minor	Negligible
Low	<=30 and >60%	>5000	Unlikely to be suitable for cycling on carriageway							Low	Moderate	Minor	Minor	Negligible	Negligible
Negligible	<= 0 and >30%								Very Low	Minor	Minor	Negligible	Negligible	Negligible	
									Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	

Without Mitigation	Scenario	DS1
	DS1	Do Something
	DS2	Do Something + Mitigation

OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS1-DM	DS1-DM (%)	Receptor Sensitivity	Magnitude	Effect Significance	
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	2280	59%	Medium	Low	Minor	Adverse
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	790	70%	High	Medium	Substantial	Adverse
24	2048-1642	Low Road	Hospital Lane	7710	8200	8000	490	6%	Medium	Very Low	Minor	Adverse
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	2840	2190	920	48%	Low	Low	Minor	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	2460	2580	570	30%	Medium	Low	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	340	14%	High	Very Low	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	-90	-2%	High	Very Low	Minor	Beneficial
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	-90	-2%	Medium	Very Low	Minor	Beneficial
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1510	3040	1120	1530	101%	High	High	Substantial	Adverse
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	3630	80%	High	Medium	Substantial	Adverse
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	5120	8340	4160	3220	63%	High	Medium	Substantial	Adverse
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	16010	39460	39660	23450	146%	Very Low	High	Minor	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	8550	31%	very Low	Low	Negligible	Adverse

Table 1-3 – NMU Delay in 2029 - DS1 Do Something Scenario

NMU Delay_2029										Do Something														
Key					TAG Unit A4.1 Severance Sensitivity Table 5.1					Severance may be classified according to the following four broad levels.					Receptor					TAG Unit A4.1				
Change in Traffic Flow/Day (DMRB LA112) Table 3.11					Severance may be classified according to the following four broad levels.					(Sensitivity / Value / Importance)					With-scheme Severance Scoring									
High >16000					None					High					High					Very Low				
Medium >8,000 - 16,000					Slight					Medium					Medium					Low				
Low >4000 - 8000					Moderate					Low					Low					Moderate				
Very Low <4000					Severe					High					Negligible					High				
Without Mitigation					Scenario					DS1					Do Something					Do Something + Mitigation				
DS1					Do Something					DS2					Do Something + Mitigation									

OBJECTID	Reference	Street Name	Junction or Between	DM	DS1	DS2	Change in Traffic Flow/Day (DMRB LA112) Table 3.11			TAG Unit A4.1 Severance Sensitivity Table 5.1				Assessment of Effect							
							Traffic Flow DS1	Traffic Flow DS2	Traffic Flow DM	Magnitude Step Change in Traffic DM-DS1	Magnitude Step Change in Traffic DM-DS2	DM Severance	DS1 Severance (with Road Scheme)	DS2 Severance (Road Scheme Mitigation)	Magnitude Step Change in Severance (DM-DS1)	Magnitude Step Change in Severance (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Combined Magnitude of Change (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Receptor Sensitivity	Effect Significance
14	3122-1142	Brick Kiln Road	B1149	1030	1460	1260	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Low	Low	Very Low	Very Low	Very Low	Very Low	Low	Negligible	Adverse
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3360	5560	1220	Very Low	Low	Very Low	Low	Very Low	Medium	Medium	Low	Very Low	Low	Very Low	Very Low	Medium	Minor	Beneficial
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	Very Low	Very Low	Very Low	Very Low	Very Low	Medium	Medium	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1990	2230	2340	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Medium	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	1990	2390	2570	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	High	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4940	4410	4440	Low	Low	Low	Low	Low	High	High	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	Very Low	Low	Low	Low	Low	Low	High	High	Very Low	Very Low	Very Low	Very Low	High	Negligible	Adverse
165	4647-3622	Old Fakenham Road 0	Fakenham Road & Station Road	1680	2810	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	Very Low	Low	Very Low	Low	Very Low	Low	Medium	Low	Low	Very Low	Low	Low	High	Moderate	Beneficial
230	7751-7745	The Street, Felthorpe	Mill Lane & Blinney Lane	3900	7240	3010	Very Low	Low	Very Low	Low	Very Low	High	High	High	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11990	29900	29670	Medium	High	Medium	High	High	High	High	High	Very Low	Very Low	Low	Low	Very Low	Negligible	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21950	29230	32110	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Very Low	Negligible	Adverse

Table 1-4 – NMU Delay in 2044 - DS1 Do Something Scenario

NMU Delay_2044										Do Something														
Key					TAG Unit A4.1 Severance Sensitivity Table 5.1					Severance may be classified according to the following four broad levels.					Receptor					TAG Unit A4.1				
Change in Traffic Flow/Day (DMRB LA112) Table 3.11					Severance may be classified according to the following four broad levels.					(Sensitivity / Value / Importance)					With-scheme Severance Scoring									
High >16000					None					High					High					Very Low				
Medium >8,000 - 16,000					Slight					Medium					Medium					Low				
Low >4000 - 8000					Moderate					Low					Low					Moderate				
Very Low <4000					Severe					High					Negligible					High				
Without Mitigation					Scenario					DS1					Do Something					Do Something + Mitigation				
DS1					Do Something					DS2					Do Something + Mitigation									

OBJECTID	Reference	Street Name	Junction or Between	DM	DS1	DS2	Change in Traffic Flow/Day (DMRB LA112) Table 3.11			TAG Unit A4.1 Severance Sensitivity Table 5.1				Assessment of Effect							
							Traffic Flow DS1	Traffic Flow DS2	Traffic Flow DM	Magnitude Step Change in Traffic DM-DS1	Magnitude Step Change in Traffic DM-DS2	DM Severance	DS1 Severance (with Road Scheme)	DS2 Severance (Road Scheme Mitigation)	Magnitude Step Change in Severance (DM-DS1)	Magnitude Step Change in Severance (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Combined Magnitude of Change (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Receptor Sensitivity	Effect Significance
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	Very Low	Low	Very Low	Low	Very Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	Medium	Minor	Beneficial
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	High	Minor	Adverse
24	2048-1642	Low Road	Hospital Lane	7710	8200	8000	Low	Medium	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Medium	Minor	Adverse
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	2840	2190	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Low	Negligible	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1990	2460	2580	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Medium	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	High	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	Low	Low	Low	Low	Low	High	High	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	Low	Low	Low	Low	Low	High	High	High	Very Low	Very Low	Very Low	Very Low	Medium	Minor	Beneficial
165	4647-3622	Old Fakenham Road 0	Fakenham Road & Station Road	1510	3040	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Low	Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	Low	Medium	Low	Low	Low	Low	Medium	Low	Low	Very Low	Low	Very Low	High	Moderate	Beneficial
230	7751-7745	The Street, Felthorpe	Mill Lane & Blinney Lane	5120	8340	4160	Low	Medium	Low	Low	Very Low	High	High	High	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	16010	39460	39660	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Very Low	Negligible	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Very Low	Negligible	Adverse

Table 1-5 – Driver Delay in 2039 - DS1 Do Something Scenario

Driver Delay_2037														
Key	High	<60s	Medium	<=30s and >60s	Low	<=20s and >30s	Very Low	<= 0s and >20s	Receptor (Sensitivity / Value / Importance)					
									High	Medium	Low	Very Low	Negligible	
Scenario	Without Mitigation								(Magnitude / Probability / Reversibility etc)	High	Medium	Low	Very Low	Negligible
										Substantial	Substantial	Moderate	Minor	Negligible
										Substantial	Moderate	Minor	Minor	Negligible
										Moderate	Minor	Minor	Negligible	Negligible
										Minor	Minor	Negligible	Negligible	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible										
OBJECTID	Junction	DM Driver Delay (seconds)	DS Driver Delay (seconds)	DSM Driver Delay (seconds)	Mean Delay Increase (seconds) DS_DSM	Street_Name	Junction_or_Between	Receptor Sensitivity	Magnitude	Effect Significance				
35	J13	64	49	49	-15	A1074	Longwater Lane & Lord Nelson Drive	High	Very Low	Minor Beneficial				
36	J13	64	49	49	-15	Longwater Lane	West End	Medium	Very Low	Minor Beneficial				
43	J20	168	71	85	-97	Costessey Lane	A1067	Very Low	High	Minor Beneficial				
62	J4	290	0	0	-290	Marl Hill Road	A1067 & Morton Lane	Very Low	High	Minor Beneficial				
255	J21	1389	64	65	-1325	A1270	Reepham Road & Drayton Lane	Very Low	High	Minor Beneficial				

Table 1-6 – NMU Amenity in 2029 - DS1 Do Something Scenario

NMU Amenity_2029											Do Something					
Key	Change in Traffic Flow	High	>160%	Medium	>130 and <=160%	Low	>100% and <=130%	Very Low	<100%	Receptor (Sensitivity / Value / Importance)						
										High	Medium	Low	Very Low	Negligible		
Mitigation Scenario	DS1									(Magnitude / Probability / Reversibility etc)	High	Medium	Low	Very Low	Negligible	
											Substantial	Substantial	Moderate	Minor	Negligible	
											Substantial	Moderate	Minor	Minor	Negligible	
											Moderate	Minor	Minor	Negligible	Negligible	
											Minor	Minor	Negligible	Negligible	Negligible	
Negligible	Negligible	Negligible	Negligible	Negligible												
OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS1-DM	DS1-DM (%)	Footway Width (DM)	Footway Width Sensitivity	Receptor Sensitivity	Overall Receptor Sensitivity	Magnitude Step Change (DM to DS)	Effect Significance		
14	3122-1142	Brick Kiln Road	B1149	1030	1480	1260	430	42%	0.50	High	Low	Medium	Very Low	Minor Adverse		
18	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3360	5580	1220	2220	66%	0.50	High	Medium	High	Very Low	Minor Adverse		
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	330	33%	0.50	High	High	High	Very Low	Minor Adverse		
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1690	2230	2340	540	32%	1.00	High	Medium	High	Very Low	Minor Adverse		
109	3080-2564	South Green / Mill Street	South of Norwich Road	1980	2360	2570	380	19%	1.00	High	High	High	Very Low	Minor Adverse		
117	9995-2585	The Common	East of Heath Road	4540	4410	4440	-130	-3%	1.00	High	High	High	Very Low	Minor Beneficial		
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	660	47%	0.00	High	Very Low	Low	Very Low	Negligible Adverse		
185	4847-3822	Old Fakenham Road	Fakenham Road & Station Road	1860	2810	1120	1150	69%	0.00	High	High	High	Very Low	Minor Adverse		
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	3800	117%	0.50	High	High	High	Low	Moderate Adverse		
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	3900	7240	3010	3340	86%	0.50	High	High	High	Very Low	Minor Adverse		
248	9184-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11900	29900	29570	17910	149%	0.00	High	Very Low	Low	Low	Minor Adverse		
254	9500-9158	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21950	28230	32110	7280	33%	0.00	High	very Low	Low	Very Low	Negligible Adverse		

Table 1-7 – NMU Amenity in 2044 - DS1 Do Something Scenario

NMU Amenity_2044										Do Something					
Without Mitigation	Key		Change in Traffic Flow		LTN 120 Cycle Friendly Routes					Receptor (Sensitivity / Value / Importance)					
	High	>160%	0 - 2500		Most suitable for cycling					High	Substantial	Substantial	Moderate	Minor	Negligible
	Medium	>130 and <=160%	2501 - 5000		Suitable for some cyclists					Medium	Substantial	Moderate	Minor	Minor	Negligible
	Low	>100% and <=130%	5000		Unlikely to be suitable for cycling on carriageway					Low	Moderate	Minor	Minor	Negligible	Negligible
Very Low	<100%	Key		Footway Width (m)					Very Low	Minor	Minor	Negligible	Negligible	Negligible	
Scenario		DS1		High		0.0-2.0m									
DS1		Do Something		Medium		2.0-2.2m									
DS2		Do Something + Mitigation		Low		2.2m-3.3m									
				Very Low		>3.3m									

OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS1-DM	DS1-DM (%)	Footway Width (DM)	Footway Width Sensitivity	Receptor Sensitivity	Overall Receptor Sensitivity	Magnitude Step Change (DM to DS)	Effect Significance
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	2280	59%	0.50	High	Medium	High	Very Low	Minor Adverse
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	790	70%	0.50	High	High	High	Very Low	Minor Adverse
24	2048-1642	Low Road	Hospital Lane	7710	8200	8000	490	6%	0.50	High	Medium	High	Very Low	Minor Adverse
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	2840	2190	920	48%	0.00	High	Low	Medium	Very Low	Minor Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	2480	2580	570	30%	1.00	High	Medium	High	Very Low	Minor Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	340	14%	1.00	High	High	High	Very Low	Minor Adverse
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	-90	-2%	1.00	High	High	High	Very Low	Minor Beneficial
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	-90	-2%	1.00	High	Medium	High	Very Low	Minor Beneficial
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1510	3040	1120	1530	101%	0.00	High	High	High	Very Low	Minor Adverse
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	3630	80%	0.50	High	High	High	Very Low	Minor Adverse
230	7751-7745	The Street, Felthorpe	Mill Lane & Binley Lane	5120	8340	4160	3220	63%	0.50	High	High	High	Very Low	Minor Adverse
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	18010	39460	30660	23450	146%	0.00	High	Very Low	Low	Low	Minor Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	8550	31%	0.00	High	Very Low	Low	Very Low	Negligible Adverse

Table 1-8 – Fear and Intimidation and Degree of Hazard in 2029 - DS1 Do Something Scenario

Fear and Intimidation Degree of Hazard 2029										Do Something									
Table 1.1: Fear and intimidation degree of hazard					Table 1.2: Level of fear and intimidation					Table 1.3: Level of fear and intimidation					Table 1.4: Level of fear and intimidation				

OBJECTID	Reference	Street_Name	Junction_or_Between	DM				DS1				DS2				Results for DS1_Road Scheme										
				Average 18-hour Daily Flow	Total 18-hour heavy vehicle flow (H)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/hour 2-wkly (D)	Average 18-hour Daily Flow	Total 18-hour heavy vehicle flow (H)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/hour 2-wkly (D)	Average 18-hour Daily Flow	Total 18-hour heavy vehicle flow (H)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/hour 2-wkly (D)	DS1_Step Change Level of F&I	Change in Total 18hr Traffic	Change in 18hr Heavy Traffic	Magnitude of Impact	Receptor Sensitivity	Effect Significance					
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	0	25	0	0	0	30	130	30mph	73	10	25	0	0	10	130	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	0	40	0	0	0	20	100	30mph	15	20	22	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
24	2048-1642	Low Road	Hospital Lane	7710	0	25	0	0	0	20	100	30mph	60	0	15	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	0	30	0	0	0	20	100	30mph	30	0	10	0	0	20	100	30mph	0	-1000	-1000	Negligible	Medium	Negligible Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	0	30	0	0	0	20	100	30mph	30	0	10	0	0	20	100	30mph	0	-1000	-1000	Negligible	Medium	Negligible Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	0	30	0	0	0	20	100	30mph	100	0	15	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
117	9995-2585	The Common	East of Heath Road	4940	1000	20	0	0	0	30	130	30mph	200	100	20	0	0	30	130	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
118	7733-2585	Heath Road	The Common & Blind Lane	4940	1000	20	0	0	0	30	130	30mph	200	100	20	0	0	30	130	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1510	0	30	0	0	0	20	100	30mph	110	0	15	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	0	30	0	0	0	20	100	30mph	30	0	10	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
230	7751-7745	The Street, Felthorpe	Mill Lane & Binley Lane	5120	0	30	0	0	0	20	100	30mph	30	0	10	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	18010	0	30	0	0	0	20	100	30mph	170	0	15	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	0	30	0	0	0	20	100	30mph	1700	0	10	0	0	20	100	30mph	0	-1000	-1000	Negligible	High	Negligible Adverse

Table 1-9 – Fear and Intimidation Degree of Hazard in 2044 - DS1 Do Something Scenario

Fear and Intimidation Degree of Hazard 2044										Do Something + Mitigation														
Table 1.1: Fear and intimidation Degree of Hazard					Table 1.2: Level of fear and intimidation					Table 1.3: Fear and intimidation Degree of Hazard					Table 1.4: Level of fear and intimidation									
High	>1500	>1500	>1500	>1500	Very High	>1500	>1500	>1500	>1500	Very High	>1500	>1500	>1500	>1500	Very High	>1500	>1500	>1500	>1500	Very High	>1500	>1500	>1500	>1500
Medium	1000-1500	1000-1500	1000-1500	1000-1500	High	1000-1500	1000-1500	1000-1500	1000-1500	High	1000-1500	1000-1500	1000-1500	1000-1500	High	1000-1500	1000-1500	1000-1500	1000-1500	High	1000-1500	1000-1500	1000-1500	1000-1500
Low	500-1000	500-1000	500-1000	500-1000	Medium	500-1000	500-1000	500-1000	500-1000	Medium	500-1000	500-1000	500-1000	500-1000	Medium	500-1000	500-1000	500-1000	500-1000	Medium	500-1000	500-1000	500-1000	500-1000
Negligible	<500	<500	<500	<500	Low	<500	<500	<500	<500	Low	<500	<500	<500	<500	Low	<500	<500	<500	<500	Low	<500	<500	<500	<500

OBJECTID	Reference	Street Name	Junction or Between	DM				DS1				DS2				Results for DS2 Road + Housing Scheme					
				Average 18-Hour Daily Flow	Total 18-Hour Heavy Vehicle Flow	Average Speed	Fear and Intimidation Degree of Hazard	Average 18-Hour Daily Flow	Total 18-Hour Heavy Vehicle Flow	Average Speed	Fear and Intimidation Degree of Hazard	Average 18-Hour Daily Flow	Total 18-Hour Heavy Vehicle Flow	Average Speed	Fear and Intimidation Degree of Hazard	DS2 Step Change Level of F&I	Change in Total 18hr Traffic	Change in 18hr HDV Traffic	Magnitude of Impact	Receptor Sensitivity	Effect Significance
16	1171-1152	Shorthorn Road	B1143 & Sargentine Lane	155	32	32	0	155	32	32	0	155	32	32	0	<800	<500	Negligible	Medium	Negligible	Adverse
18	2521-1172	Bell Road	Mill Road & Norwich Road	18	0	11	0	18	0	23	<20	18	0	23	<20	<800	<500	Negligible	High	Negligible	Adverse
20	2521-1167	Haveringham Road	Mill Road	33	0	33	0	33	<20	33	0	33	<20	33	0	<800	<500	Negligible	Medium	Negligible	Adverse
24	2048-1642	Low Road	Hogpole Lane	384	31	31	0	384	31	31	0	384	31	31	0	<800	<500	Negligible	Medium	Negligible	Adverse
32	3074-2517	Matthall Road	Norwich Road & Dereham Street	32	32	32	0	32	<20	32	0	32	<20	32	0	<800	<500	Negligible	Low	Negligible	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Matthall Lane	37	0	31	0	37	<20	37	0	37	<20	37	0	<800	<500	Negligible	Medium	Negligible	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	118	31	31	0	118	31	31	0	118	31	31	0	<800	<500	Negligible	High	Negligible	Adverse
117	9995-2585	The Common	East of Heath Road	292	115	28	0	292	115	28	0	292	115	28	0	<800	<500	Negligible	High	Negligible	Adverse
118	7752-2585	Heath Road	The Common & Mill Lane	292	115	28	0	292	115	28	0	292	115	28	0	<800	<500	Negligible	Medium	Negligible	Adverse
140	10065-2748	A47	Taverham Road & Dereham Road	36	32	32	0	36	32	32	0	36	32	32	0	<800	<500	Negligible	Medium	Negligible	Adverse
185	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	187	32	31	0	187	32	31	0	187	32	31	0	<800	<500	Negligible	High	Negligible	Adverse
228	7751-7744	Taverham Road	The Street & Raseham Road	324	32	31	0	324	32	31	0	324	32	31	0	<800	<500	Negligible	High	Negligible	Adverse
230	7751-7745	The Street, Falthorpe	Mill Lane & Binley Lane	223	32	31	0	223	32	31	0	223	32	31	0	<800	<500	Negligible	High	Negligible	Adverse
245	9164-9022	A1270	Fakenham Road & Fir Cove Road	183	32	31	0	183	32	31	0	183	32	31	0	<800	<500	Low	Very Low	Negligible	Adverse
254	9500-9156	A1270	Raseham Road & Dreyton Lane	330	32	31	0	330	32	31	0	330	32	31	0	<800	<500	Low	Very Low	Negligible	Adverse

Table 1-10 – Road Safety Overall Link Sensitivity in 2029 - DS1 Do Something Scenario

Road Safety Overall Link Sensitivity Assessment 2029																	Do Something											
Key	IRAP Rating Adapted	Accident Clusters showing	SCENARIO	Receptor (Sensitivity / Value / Importance)						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+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-DS1	Sensitivity Step Change (DM-DS)	Effect Significance		
				High	Medium	Low	Very Low	Negligible																				
High	1	2 or more killed (K) and/or 5 or more serious injuries (S)	DS1	High	Substantial	Substantial	Moderate	Minor	Negligible	High	4	Medium	Very Low	Low	Low	1030	1460	1260	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
Medium	2	1 or more killed (K) and/or 5 or more serious injuries (S)	DS1	Medium	Substantial	Moderate	Minor	Minor	Negligible	Medium	4	Medium	Very Low	Low	Medium	3360	5580	1220	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
Low	3	2 or more serious injuries (S)	DS1	Low	Moderate	Minor	Minor	Negligible	Low	3	Low	Very Low	Very Low	High	Low	1690	2330	2340	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
Very Low	4	5 or more slight injuries	DS1	Very Low	Minor	Minor	Negligible	Negligible	Very Low	3	Low	Very Low	Very Low	High	Low	1980	2360	2570	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
Negligible	5		DS1	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	1	High	Very Low	Low	High	Low	4540	4410	4440	Low	Low	Low	Very Low	Very Low	Very Low	Negligible	Beneficial		
High	>16000		DS1	High	Substantial	Substantial	Moderate	Minor	Negligible	High	4	Medium	Very Low	Low	Medium	1410	2070	1990	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse	
Medium	>8,000 - 16,000		DS1	Medium	Substantial	Moderate	Minor	Minor	Negligible	Medium	4	Medium	Very Low	Low	Medium	1660	2810	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse	
Very Low	<4000		DS1	Very Low	Minor	Minor	Negligible	Negligible	Very Low	1	High	Very Low	Low	High	Medium	3240	7040	3190	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse	
High	>16000		DS1	High	Substantial	Substantial	Moderate	Minor	Negligible	High	4	Medium	Very Low	Low	Medium	3950	7240	3030	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse	
Medium	>8,000 - 16,000		DS1	Medium	Substantial	Moderate	Minor	Minor	Negligible	Medium	4	Medium	Very Low	Low	High	11990	29900	29370	Medium	High	High	High	High	High	High	High	Negligible	Adverse
Very Low	<4000		DS1	Very Low	Minor	Minor	Negligible	Negligible	Very Low	1	High	Very Low	Low	High	Medium	21950	29230	32110	High	High	High	High	High	High	High	High	Negligible	Adverse

Table 1-11 – Road Safety Overall Link Sensitivity in 2044 – DS1 Do Something Scenario

Road Safety Overall Link Sensitivity Assessment 2044															Do Something														
Key	IRAP Rating Adapted	Accident Clusters showing	SCENARIO	Receptor						(Magnitude / Probability / Reversibility etc)	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	Traffic Magnitude Step Change DM-DS1	Sensitivity Step Change (DM-DS)	Effect Significance			
				(Sensitivity / Value / Importance)																									
				High	Medium	Low	Very Low	Negligible	High																	Medium	Low	Very Low	Negligible
High	1	2 or more killed (K) and/or 5 or more serious injuries (SI)	DS1	High	Substantial	Substantial	Moderate	Minor	Negligible	2	4	Medium	Very Low	Low	Medium	Low	2	4	Medium	Very Low	Low	Very Low	Low	Very Low	Very Low	Very Low	Negligible	Adverse	
Medium	2	1 or more killed (K) and/or 5 or more serious injuries (SI)		Medium	Substantial	Moderate	Minor	Negligible	High																				Low
Low	3	2 or more serious injuries (SI)		Low	Moderate	Minor	Negligible	High	Low																				
Very Low	4	5 or more slight injuries		Very Low	Minor	Negligible	Negligible	High	Low																				
Negligible	5	5 or more slight injuries		Negligible	Negligible	Negligible	Negligible	High	Low																				
High	>16000		DM Sensitivity							DS Sensitivity																			
Medium	>8,000 - 16,000																												
Very Low	<8000																												
OBJECTID	Reference	Street Name	Junction_or_Between	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP 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	Traffic Magnitude Step Change DM-DS1	Sensitivity Step Change (DM-DS)	Effect Significance			
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	2	4	Medium	Very Low	Low	Medium	Low	2	4	Medium	Very Low	Low	Medium	Low	3890	6170	1430	Very Low	Low	Very Low	Low	Very Low	Very Low	Negligible	Adverse	
18	2521-1172	Bell Road	Mill Road & Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	1130	1920	1190	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
24	2045-1642	Low Road	Hospital Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	7710	8300	8000	Low	Medium	Medium	Low	Very Low	Negligible	Adverse		
92	3074-2917	Mattishall Road	Norwich Road & Barmham Broom Road	1	4	High	Very Low	Low	Low	Low	1	4	High	Very Low	Low	Low	Low	1650	2640	2190	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
106	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	1890	2660	2390	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
109	3080-2564	South Green / Mill Street	South of Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	2390	2730	3000	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
117	9995-2585	The Common	East of Heath Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	4940	4850	4900	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial		
118	7735-2585	Heath Road	The Common & Blind Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	4940	4850	4900	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial		
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	2	4	High	Very Low	Low	High	Medium	2	4	High	Very Low	Low	High	Medium	3510	3040	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse		
228	7751-7744	Taverham Road	The Street & Reepham Road	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	4510	8140	4350	Low	Medium	Low	Low	Very Low	Negligible	Adverse		
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	5120	8340	4140	Low	Medium	Low	Low	Very Low	Negligible	Adverse		
248	9164-8022	A1270	Fakenham Road & Fir Covert Road	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	16010	39460	39460	High	High	High	Very Low	Very Low	Negligible	Adverse		
254	9500-9156	A1270	Reepham Road & Drayton Lane	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	27920	36470	40040	High	High	High	Very Low	Very Low	Negligible	Adverse		

Table 1-12 – Severance Effects in 2029 – DS2 Do Something + Mitigation Scenario

Severance 2029										Do Something + Mitigation					
Key	Change in Traffic Flow	LTN 120 Cycle Friendly Routes	Scenario	DS2	Do Something	Do Something + Mitigation	(Magnitude / Probability / Reversibility etc)	Receptor							
								(Sensitivity / Value / Importance)							
High	<90%	0 - 2500	With Mitigation	DS1	Do Something	Do Something + Mitigation		High	Medium	Low	Very Low	Negligible			
Medium	<=60 and >90%	2501 - 5000						Substantial	Substantial	Moderate	Minor	Negligible			
Low	<=30 and >60%	>5000						Moderate	Minor	Minor	Negligible	Negligible			
Negligible	<= 0 and >30%							Minor	Minor	Negligible	Negligible	Negligible			
								Negligible	Negligible	Negligible	Negligible	Negligible			
OBJECTID	Reference	Street Name	Junction_or_Between	DM	DS1	DS2	DS2-DM	DS2-DM (%)	Receptor Sensitivity	Magnitude	Effect Significance				
14	3122-1142	Brick Kiln Road	B1149	1030	1460	1260	230	22%	Low	Very Low	Negligible	Adverse			
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3360	5580	1220	-2140	-64%	Medium	Medium	Moderate	Beneficial			
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	50	5%	High	Very Low	Minor	Adverse			
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1690	2230	2340	650	38%	Medium	Low	Minor	Adverse			
109	3080-2564	South Green / Mill Street	South of Norwich Road	1980	2360	2570	590	30%	High	Very Low	Minor	Adverse			
117	9995-2585	The Common	East of Heath Road	4540	4410	4440	-100	-2%	High	Very Low	Minor	Beneficial			
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	580	41%	Very Low	Low	Negligible	Adverse			
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1660	2810	1120	-540	-33%	High	Low	Moderate	Beneficial			
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	-50	-2%	High	Very Low	Minor	Beneficial			
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	3900	7240	3010	-890	-23%	High	Very Low	Minor	Beneficial			
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11990	29900	29570	17580	147%	Very Low	High	Minor	Adverse			
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21950	29230	32110	10160	46%	very Low	Low	Negligible	Adverse			

Table 1-13 – Severance Effects in 2044 – DS2 Do Something + Mitigation Scenario

Severance_2044										Do Something + Mitigation				
Key		Change in Traffic Flow			LTN 120 Cycle Friendly Routes					Receptor (Sensitivity / Value / Importance)				
High		<90%			0 - 2500 Most suitable for cycling					High				
Medium		<=60 and >90%			2501 - 5000 Suitable for some cyclists					Medium				
Low		<=30 and >60%			>5000 Unlikely to be suitable for cycling on carriageway					Low				
Negligible		<= 0 and >30%								Very Low				
										Negligible				
With Mitigation Scenario		DS2												
DS1		Do Something												
DS2		Do Something + Mitigation												
OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS2-DM	DS2-DM (%)	Receptor Sensitivity	Magnitude	Effect Significance			
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	-2440	-63%	Medium	Medium	Moderate	Beneficial		
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	60	5%	High	Very Low	Minor	Adverse		
24	2048-1842	Low Road	Hospital Lane	7710	8200	8000	290	4%	Medium	Very Low	Minor	Adverse		
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	2840	2190	270	14%	Low	Very Low	Negligible	Adverse		
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	2480	2580	690	37%	Medium	Low	Minor	Adverse		
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	610	26%	High	Very Low	Minor	Adverse		
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	-40	-1%	High	Very Low	Minor	Beneficial		
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	-40	-1%	Medium	Very Low	Minor	Beneficial		
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1510	3040	1120	-390	-26%	High	Very Low	Minor	Beneficial		
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	-160	-4%	High	Very Low	Minor	Beneficial		
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	5120	8340	4160	-960	-19%	High	Very Low	Minor	Beneficial		
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	16010	39480	39680	23650	148%	Very Low	High	Minor	Adverse		
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	12120	43%	very Low	Low	Negligible	Adverse		

Table 1-14 – NMU Delay Effects in 2029 – DS2 Do Something + Mitigation Scenario

NMU Delay_2029										Do Something + Mitigation												
Key		LA112) Table 3.11			TAG Unit A4.1 Severance Sensitivity Table 5.1					Severance may be classified according to the following four broad levels:					Receptor (Sensitivity / Value / Importance)							
High		>16000			None					• None - Little or no hindrance to pedestrian movement.					High							
Medium		>8,000 - 16,000			Slight					• Slight - All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement.					Medium							
Low		>4000 - 8000			Moderate					• Moderate - Pedestrian journeys will be longer or less attractive; some people are likely to be dissuaded from making some journeys on foot.					Low							
Very Low		<4000			Severe					• Severe - People are likely to be deterred from making pedestrian journeys to an extent sufficient to induce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or to a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance.					Very Low							
With Mitigation Scenario		DS2																				
DS1		Do Something																				
DS2		Do Something + Mitigation																				
OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	Traffic Flow DS1	Traffic Flow DS2	Traffic Flow DM	Magnitude Step Change in Traffic DM-DS1	Magnitude Step Change in Traffic DM-DS2	DM Severance	DS1 Severance (with Road Scheme)	DS2 Severance (Road Scheme Mitigation)	Magnitude Step Change in Severance (DM-DS1)	Magnitude Step Change in Severance (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Combined Magnitude of Change (DM-DS2)	Combined Magnitude of Change (DM-DS2)	Receptor Sensitivity	Effect Significance	
14	3122-1142	Brick Kiln Road	B1149	1030	1460	1260	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
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	5580	1220	Very Low	Low	Very Low	Low	Very Low	Medium	Medium	Low	Very Low	Low	Very Low	Very Low	Very Low	Medium	Minor	Beneficial
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	High	Minor	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	2230	2340	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	Medium	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	1990	2360	2570	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	High	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4540	4440	4440	Low	Low	Low	Low	Low	Low	Medium	Medium	Very Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	Very Low	Very Low	Very Low	Very Low	Very Low	High	High	High	Very Low	Very Low	Very Low	Very Low	Very Low	High	Negligible	Adverse
165	4647-3622	Old Fakenham Road 0	Fakenham Road & Station Road	1660	2610	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Low	Very Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	Very Low	Low	Very Low	Low	Very Low	Low	Medium	Low	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
230	7751-7745	The Street, Felthorpe	Mill Lane & Bilney Lane	3900	7240	3010	Very Low	Low	Very Low	Low	Very Low	High	High	High	Very Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11990	29900	29670	Medium	High	Medium	High	High	High	High	High	Very Low	Very Low	Low	Low	Low	Very Low	Negligible	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21990	29230	32110	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Low	very Low	Negligible	Adverse

Table 1-15 – NMU Delay Effects in 2044 – DS2 Do Something + Mitigation Scenario

NMU Delay_2044											Do Something + Mitigation																							
Change in Traffic Flow/Day (DMRB LA112) Table 3.11				TAG Unit A4.1 Severance Sensitivity Table 5.1				Severance may be classified according to the following four broad levels.				Receptor (Sensitivity / Value / Importance)						TAG Unit A4.1																
Key				None				Slight				Moderate				Severe				High						Without scheme Severance Scoring								
High >16000				Very Low				None				None				None				None				Very Low						Very Low				
Medium >8,000 - 16,000				Low				None				None				None				None				Negligible						Negligible				
Low >4000 - 8000				Medium				None				None				None				None				Negligible						Negligible				
Very Low <4000				High				None				None				None				None				Negligible						Negligible				
Scenario DS2				Severe				None				None				None				None				Negligible						Negligible				
With Mitigation DS1 Do Something				Severe				None				None				None				None				Negligible						Negligible				
DS2 Do Something + Mitigation				Severe				None				None				None				None				Negligible						Negligible				
OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	Traffic Flow DS1	Traffic Flow DS2	Traffic Flow DM	Magnitude Step Change in Traffic_DM-DS1	Magnitude Step Change in Traffic_DM-DS2	DM Severance	DS1 Severance (with Road Scheme)	DS2 Severance (Road Scheme Mitigation)	Magnitude Step Change in Severance (DM-DS1)	Magnitude Step Change in Severance (DM-DS2)	Combined Magnitude of Change (DM-DS1)	Combined Magnitude of Change (DM-DS2)	Combined Magnitude of Change (DM-DS2)	Receptor Sensitivity	Effect Significance													
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	Very Low	Low	Very Low	Low	Very Low	Medium	Medium	Low	Very Low	Low	Very Low	Very Low	Very Low	Medium	Minor	Beneficial												
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	High	Minor	Adverse												
24	2048-1942	Low Road	Hospital Lane	7710	8200	8000	Low	Medium	Low	Low	Low	Low	Medium	Medium	Low	Low	Low	Low	Low	Medium	Minor	Adverse												
92	3074-2517	Mattishall Road	Norwich Road & Barnham Broom Road	1920	2840	2190	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	Low	Negligible	Adverse												
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1690	2460	2580	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	Medium	Minor	Adverse												
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Medium	Low	Low	Very Low	Very Low	Very Low	High	Minor	Adverse												
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	Low	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial												
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	Low	Low	Low	Low	Low	High	High	High	Very Low	Very Low	Very Low	Very Low	Very Low	Medium	Minor	Beneficial												
165	4647-3622	Old Fakenham Road 0	Fakenham Road & Station Road	1510	3040	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Low	Medium	Low	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial												
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	Low	Medium	Low	Low	Very Low	Low	Medium	Low	Low	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial												
230	7751-7745	The Street, Felthorpe	Mill Lane & Blinney Lane	5120	8340	4180	Low	Medium	Low	Low	Very Low	High	High	High	Very Low	Very Low	Very Low	Very Low	High	Minor	Beneficial													
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	16010	39460	39660	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Low	Very Low	Negligible	Adverse												
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	High	High	High	High	High	High	High	High	Very Low	Very Low	Low	Low	Low	Very Low	Negligible	Adverse												

Table 1-16 – NMU Amenity Effects in 2029 – DS2 Do Something + Mitigation Scenario

NMU Amenity_2029											Do Something + Mitigation										
Key				Change in Traffic Flow				LTN 120 Cycle Friendly Routes				Receptor (Sensitivity / Value / Importance)									
High >160%				None				0 - 2500				High									
Medium >130 and <=160%				Low				2501 - 5000				Medium									
Low >100% and <=130%				Very Low				5000				Low									
Very Low <100%				High				Key				Very Low									
With Mitigation DS1 Do Something				High				Footway Width (m)				Negligible									
DS2 Do Something + Mitigation				Medium				0.0-2.0m				Negligible									
				Low				2.0-2.2m				Negligible									
				Very Low				2.2m-3.3m				Negligible									
								>3.3m				Negligible									
OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS2-DM	DS2-DM (%)	Footway Width (DM)	Footway Width Sensitivity	Receptor Sensitivity	Overall Receptor Sensitivity	Magnitude Step Change (DM to DS)	Effect Significance							
14	3122-1142	Brick Kiln Road	B1149	1030	1460	1260	230	22%	0.50	High	Low	Medium	Very Low	Minor	Adverse						
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3360	5580	1220	-2140	-64%	0.50	High	Medium	High	Very Low	Minor	Beneficial						
18	2521-1172	Bell Road	Mill Road & Norwich Road	1000	1330	1050	50	5%	0.50	High	High	High	Very Low	Minor	Adverse						
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1690	2230	2340	650	38%	1.00	High	Medium	High	Very Low	Minor	Adverse						
109	3080-2564	South Green / Mill Street	South of Norwich Road	1980	2360	2570	590	30%	1.00	High	High	High	Very Low	Minor	Adverse						
117	9995-2585	The Common	East of Heath Road	4540	4410	4440	-100	-2%	1.00	High	High	High	Very Low	Minor	Beneficial						
140	10068-2748	A47	Taverham Road & Dereham Road	1410	2070	1990	580	41%	0.00	High	Very Low	Low	Very Low	Negligible	Adverse						
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1660	2810	1120	-540	-33%	0.00	High	High	High	Very Low	Minor	Beneficial						
228	7751-7744	Taverham Road	The Street & Reepham Road	3240	7040	3190	-50	-2%	0.50	High	High	High	Very Low	Minor	Beneficial						
230	7751-7745	The Street, Felthorpe	Mill Lane & Blinney Lane	3900	7240	3010	-890	-23%	0.50	High	High	High	Very Low	Minor	Beneficial						
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	11990	29900	29570	17580	147%	0.00	High	Very Low	Low	Low	Minor	Adverse						
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	21950	29230	32110	10160	46%	0.00	High	Very Low	Low	Very Low	Negligible	Adverse						

Table 1-17 – NMU Amenity Effects in 2044 – DS2 Do Something + Mitigation Scenario

NMU Amenity_2044										Do Something + Mitigation							
Key		Change in Traffic Flow		LTN 120 Cycle Friendly Routes		Receptor (Sensitivity / Value / Importance)											
		High	>160%	0 - 2500	Most suitable for cycling												
Medium		>130 and <=160%		2501 - 5000		Suitable for some cyclists		High		Medium		Low		Very Low		Negligible	
		Low		>100% and <=130%		5000		Unlikely to be suitable for cycling on carriageway		Medium		Moderate		Minor		Negligible	
Very Low		<100%		Key		Footway Width (m)		Low		Minor		Negligible		Negligible		Negligible	
		Scenario		DS2		High		0.0-2.0m		Very Low		Negligible		Negligible		Negligible	
DS1		Do Something		Medium		2.0-2.2m											
DS2		Do Something + Mitigation		Low		2.2m-3.3m											
				Very Low		>3.3m											

OBJECTID	Reference	Street_Name	Junction_or_Between	DM	DS1	DS2	DS2-DM	DS2-DM (%)	Footway Width (DM)	Footway Width Sensitivity	Receptor Sensitivity	Overall Receptor Sensitivity	Magnitude Step Change (DM to DS)	Effect Significance	
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	3890	6170	1450	-2440	-63%	0.50	High	Medium	High	Very Low	Minor	Beneficial
18	2521-1172	Bell Road	Mill Road & Norwich Road	1130	1920	1190	60	5%	0.50	High	High	High	Very Low	Minor	Adverse
24	2048-1642	Low Road	Hospital Lane	7710	8200	8000	290	4%	0.50	High	Medium	High	Very Low	Minor	Adverse
92	3074-2517	Mattishall Road	Norwich Road & Bamham Broom Road	1920	2840	2190	270	14%	0.00	High	Low	Medium	Very Low	Minor	Adverse
108	2729-2564	Burgh Lane	Dereham Road & Mattishall Lane	1890	2480	2580	690	37%	1.00	High	Medium	High	Very Low	Minor	Adverse
109	3080-2564	South Green / Mill Street	South of Norwich Road	2390	2730	3000	610	26%	1.00	High	High	High	Very Low	Minor	Adverse
117	9995-2585	The Common	East of Heath Road	4940	4850	4900	-40	-1%	1.00	High	High	High	Very Low	Minor	Beneficial
118	7733-2585	Heath Road	The Common & Blind Lane	4940	4850	4900	-40	-1%	1.00	High	Medium	High	Very Low	Minor	Beneficial
165	4847-3622	Old Fakenham Road	Fakenham Road & Station Road	1510	3040	1120	-390	-26%	0.00	High	High	High	Very Low	Minor	Beneficial
228	7751-7744	Taverham Road	The Street & Reepham Road	4510	8140	4350	-160	-4%	0.50	High	High	High	Very Low	Minor	Beneficial
230	7751-7745	The Street, Felthorpe	Mill Lane & Biney Lane	5120	8340	4160	-960	-19%	0.50	High	High	High	Very Low	Minor	Beneficial
248	9164-8022	A1270 (Fakenham Rd & Fir Covert Rd)	Fakenham Road & Fir Covert Road	18010	39460	39660	23650	148%	0.00	High	Very Low	Low	Low	Minor	Adverse
254	9500-9156	A1270 (Reepham Rd & Drayton Ln)	Reepham Road & Drayton Lane	27920	36470	40040	12120	43%	0.00	High	very Low	Low	Very Low	Negligible	Adverse

Table 1-18 – Driver Delay Effects in 2039 – DS2 Do Something + Mitigation Scenario

Driver Delay_2039																	
Key		Change in Traffic Flow		LTN 120 Cycle Friendly Routes		Receptor (Sensitivity / Value / Importance)											
		High	<60s	0 - 2500	Most suitable for cycling												
Medium		<=30s and >60s		2501 - 5000		Suitable for some cyclists		High		Medium		Low		Very Low		Negligible	
		Low		<=20s and >30s		5000		Unlikely to be suitable for cycling on carriageway		Medium		Moderate		Minor		Negligible	
Very Low		<= 0s and >20s		Key		Footway Width (m)		Low		Minor		Negligible		Negligible		Negligible	
		Scenario		With Mitigation		High		0.0-2.0m		Very Low		Negligible		Negligible		Negligible	
DS1		Do Something		Medium		2.0-2.2m											
DS2		Do Something + Mitigation		Low		2.2m-3.3m											
				Very Low		>3.3m											

OBJECTID	Junction	DM Driver Delay (seconds)	DS Driver Delay (seconds)	DSM Driver Delay (seconds)	Mean Delay Increase (seconds) DSM	Street_Name	Junction_or_Between	Receptor Sensitivity	Magnitude	Effect Significance	
35	J13	66	48	48	-18	A1074	Longwater Lane & Lord Nelson Drive	High	Very Low	Minor	Beneficial
36	J13	66	48	48	-18	Longwater Lane	West End	Medium	Very Low	Minor	Beneficial
43	J20	167	114	185	18	Costessey Lane	A1067	Very Low	Very Low	Negligible	Adverse
62	J4	235	0	0	-235	Marl Hill Road	A1067 & Morton Lane	Very Low	High	Minor	Beneficial
255	J21	1389	60	133	-1256	A1270	Reepham Road & Drayton Lane	very Low	High	Minor	Beneficial

Table 1-19 – Fear and Intimidation and Degree of Hazard in 2029 – DS2 Do Something + Mitigation Scenario

Fear and Intimidation Degree of Hazard 2029										Do Something + Mitigation																																																																																	
<p>Table 1.1. Fear and intimidation degree of hazard</p> <table border="1"> <thead> <tr> <th>Scenario</th> <th>Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)</th> <th>Total 18-hour heavy vehicle flow (veh/hour)</th> <th>Average vehicle speed (MPH)</th> <th>Significance</th> </tr> </thead> <tbody> <tr> <td>High</td> <td><1000</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> <tr> <td>Medium</td> <td>1,000 - 1,500</td> <td>1,000 - 1,500</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Low</td> <td>600 - 1,000</td> <td>500 - 1,000</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Negligible</td> <td><600</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> </tbody> </table>										Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance	High	<1000	<100	>30	Low	Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low	Low	600 - 1,000	500 - 1,000	20 - 30	Low	Negligible	<600	<100	>30	Low	<p>Table 1.2. Level of fear and intimidation</p> <table border="1"> <thead> <tr> <th>Level of fear and intimidation</th> <th>Total hazard score (0-10)</th> </tr> </thead> <tbody> <tr> <td>Extreme</td> <td>>10</td> </tr> <tr> <td>High</td> <td>6-10</td> </tr> <tr> <td>Medium</td> <td>3-6</td> </tr> <tr> <td>Low</td> <td>1-3</td> </tr> <tr> <td>Negligible</td> <td>0</td> </tr> </tbody> </table>										Level of fear and intimidation	Total hazard score (0-10)	Extreme	>10	High	6-10	Medium	3-6	Low	1-3	Negligible	0	<p>Table 1.3. Fear and intimidation degree of hazard</p> <table border="1"> <thead> <tr> <th>Scenario</th> <th>Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)</th> <th>Total 18-hour heavy vehicle flow (veh/hour)</th> <th>Average vehicle speed (MPH)</th> <th>Significance</th> </tr> </thead> <tbody> <tr> <td>High</td> <td><1000</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> <tr> <td>Medium</td> <td>1,000 - 1,500</td> <td>1,000 - 1,500</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Low</td> <td>600 - 1,000</td> <td>500 - 1,000</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Negligible</td> <td><600</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> </tbody> </table>										Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance	High	<1000	<100	>30	Low	Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low	Low	600 - 1,000	500 - 1,000	20 - 30	Low	Negligible	<600	<100	>30	Low
Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance																																																																																							
High	<1000	<100	>30	Low																																																																																							
Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low																																																																																							
Low	600 - 1,000	500 - 1,000	20 - 30	Low																																																																																							
Negligible	<600	<100	>30	Low																																																																																							
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High	<1000	<100	>30	Low																																																																																							
Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low																																																																																							
Low	600 - 1,000	500 - 1,000	20 - 30	Low																																																																																							
Negligible	<600	<100	>30	Low																																																																																							
<p>Scenario</p> <p>DS1 Do Nothing</p> <p>DS2 Do Something + Mitigation</p>										<p>Receptor (Sensitivity / Value Importance)</p> <table border="1"> <thead> <tr> <th></th> <th>High</th> <th>Medium</th> <th>Low</th> <th>Very Low</th> <th>Negligible</th> </tr> </thead> <tbody> <tr> <td>High</td> <td>Substantial</td> <td>Substantial</td> <td>Medium</td> <td>Minor</td> <td>Negligible</td> </tr> <tr> <td>Medium</td> <td>Substantial</td> <td>Medium</td> <td>Minor</td> <td>Minor</td> <td>Negligible</td> </tr> <tr> <td>Low</td> <td>Medium</td> <td>Minor</td> <td>Minor</td> <td>Negligible</td> <td>Negligible</td> </tr> <tr> <td>Very Low</td> <td>Minor</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> </tr> <tr> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> </tr> </tbody> </table>											High	Medium	Low	Very Low	Negligible	High	Substantial	Substantial	Medium	Minor	Negligible	Medium	Substantial	Medium	Minor	Minor	Negligible	Low	Medium	Minor	Minor	Negligible	Negligible	Very Low	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible																																				
	High	Medium	Low	Very Low	Negligible																																																																																						
High	Substantial	Substantial	Medium	Minor	Negligible																																																																																						
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Negligible	Negligible	Negligible	Negligible	Negligible	Negligible																																																																																						
		DM					DS1					DS2					Results for DS2_Road + Housing Scheme																																																																										
OBJECTID	Reference	Street Name	Junction_or_Between	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	DS2_Step Change Level of F&I	Change in Total L&H Traffic	Change in 18Hr HWY Traffic	Magnitude of Impact	Receptor Sensitivity	Effect Significance																																																										
15	2122-1143	Brock Hill Road	B1143	135	31	25	0	0	25	<10	Small	135	31	25	0	0	25	<10	Small	135	31	25	0	0	25	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
16	1171-1152	Sherrington Road	B1143 & Sycamore Lane	133	30	26	0	0	26	<10	Small	133	30	26	0	0	26	<10	Small	133	30	26	0	0	26	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
17	2521-1172	Bell Road	M8 Road & Norwich Road	58	40	21	0	0	21	<10	Small	58	40	21	0	0	21	<10	Small	58	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
25	2521-1167	Horsingham Road	M8 Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
138	3080-2564	South Green / M8 Street	Denham Road & Marlshall Lane	111	50	21	0	0	21	<10	Small	111	50	21	0	0	21	<10	Small	111	50	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
111	6560-2568	The Common	East of Heath Road	210	100	28	0	0	28	<10	Small	210	100	28	0	0	28	<10	Small	210	100	28	0	0	28	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
140	10068-2748	ANZ	Tavernham Road & Denham Road	83	60	20	0	0	20	<10	Small	83	60	20	0	0	20	<10	Small	83	60	20	0	0	20	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
150	4604-2081	Stilton Road	Old Fakenham Road & Denham Road	23	0	31	0	0	31	<10	Small	23	0	31	0	0	31	<10	Small	23	0	31	0	0	31	<10	Small	0	<100	<100	Negligible	Medium	Negligible	Beneficial																																																									
161	4641-2022	Old Fakenham Road	Fakenham Road & Stilton Road	29	0	31	0	0	31	<10	Small	29	0	31	0	0	31	<10	Small	29	0	31	0	0	31	<10	Small	0	<100	<100	Negligible	High	Negligible	Beneficial																																																									
228	7751-2744	Tavernham Road	The Street & Raugham Road	147	30	21	0	0	21	<10	Small	147	30	21	0	0	21	<10	Small	147	30	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Beneficial																																																									
225	7751-2744	The Street, Falthorpe	M8 Lane & Binney Lane	221	50	21	0	0	21	<10	Small	221	50	21	0	0	21	<10	Small	221	50	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Beneficial																																																									
245	9164-8022	A1270 (Fakenham RD & FV Coverd Rd)	Fakenham Road & FV Coverd Road	181	60	18	0	0	18	<10	Small	181	60	18	0	0	18	<10	Small	181	60	18	0	0	18	<10	Small	0	<100	<100	Low	Very Low	Negligible	Adverse																																																									
254	9350-4158	A1270 (Raugham Rd & Droyton Ln)	Raugham Road & Droyton Lane	126	100	28	0	0	28	<10	Small	126	100	28	0	0	28	<10	Small	126	100	28	0	0	28	<10	Small	0	<100	<100	Low	Very Low	Negligible	Adverse																																																									

Table 1-20 – Fear and Intimidation and Degree of Hazard in 2044 – DS2 Do Something + Mitigation Scenario

Fear and Intimidation Degree of Hazard 2029										Do Something + Mitigation																																																																																	
<p>Table 1.1. Fear and intimidation degree of hazard</p> <table border="1"> <thead> <tr> <th>Scenario</th> <th>Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)</th> <th>Total 18-hour heavy vehicle flow (veh/hour)</th> <th>Average vehicle speed (MPH)</th> <th>Significance</th> </tr> </thead> <tbody> <tr> <td>High</td> <td><1000</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> <tr> <td>Medium</td> <td>1,000 - 1,500</td> <td>1,000 - 1,500</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Low</td> <td>600 - 1,000</td> <td>500 - 1,000</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Negligible</td> <td><600</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> </tbody> </table>										Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance	High	<1000	<100	>30	Low	Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low	Low	600 - 1,000	500 - 1,000	20 - 30	Low	Negligible	<600	<100	>30	Low	<p>Table 1.2. Level of fear and intimidation</p> <table border="1"> <thead> <tr> <th>Level of fear and intimidation</th> <th>Total hazard score (0-10)</th> </tr> </thead> <tbody> <tr> <td>Extreme</td> <td>>10</td> </tr> <tr> <td>High</td> <td>6-10</td> </tr> <tr> <td>Medium</td> <td>3-6</td> </tr> <tr> <td>Low</td> <td>1-3</td> </tr> <tr> <td>Negligible</td> <td>0</td> </tr> </tbody> </table>										Level of fear and intimidation	Total hazard score (0-10)	Extreme	>10	High	6-10	Medium	3-6	Low	1-3	Negligible	0	<p>Table 1.3. Fear and intimidation degree of hazard</p> <table border="1"> <thead> <tr> <th>Scenario</th> <th>Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)</th> <th>Total 18-hour heavy vehicle flow (veh/hour)</th> <th>Average vehicle speed (MPH)</th> <th>Significance</th> </tr> </thead> <tbody> <tr> <td>High</td> <td><1000</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> <tr> <td>Medium</td> <td>1,000 - 1,500</td> <td>1,000 - 1,500</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Low</td> <td>600 - 1,000</td> <td>500 - 1,000</td> <td>20 - 30</td> <td>Low</td> </tr> <tr> <td>Negligible</td> <td><600</td> <td><100</td> <td>>30</td> <td>Low</td> </tr> </tbody> </table>										Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance	High	<1000	<100	>30	Low	Medium	1,000 - 1,500	1,000 - 1,500	20 - 30	Low	Low	600 - 1,000	500 - 1,000	20 - 30	Low	Negligible	<600	<100	>30	Low
Scenario	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Significance																																																																																							
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Level of fear and intimidation	Total hazard score (0-10)																																																																																										
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Negligible	<600	<100	>30	Low																																																																																							
<p>Scenario</p> <p>DS1 Do Nothing</p> <p>DS2 Do Something + Mitigation</p>										<p>Receptor (Sensitivity / Value Importance)</p> <table border="1"> <thead> <tr> <th></th> <th>High</th> <th>Medium</th> <th>Low</th> <th>Very Low</th> <th>Negligible</th> </tr> </thead> <tbody> <tr> <td>High</td> <td>Substantial</td> <td>Substantial</td> <td>Medium</td> <td>Minor</td> <td>Negligible</td> </tr> <tr> <td>Medium</td> <td>Substantial</td> <td>Medium</td> <td>Minor</td> <td>Minor</td> <td>Negligible</td> </tr> <tr> <td>Low</td> <td>Medium</td> <td>Minor</td> <td>Minor</td> <td>Negligible</td> <td>Negligible</td> </tr> <tr> <td>Very Low</td> <td>Minor</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> </tr> <tr> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> <td>Negligible</td> </tr> </tbody> </table>											High	Medium	Low	Very Low	Negligible	High	Substantial	Substantial	Medium	Minor	Negligible	Medium	Substantial	Medium	Minor	Minor	Negligible	Low	Medium	Minor	Minor	Negligible	Negligible	Very Low	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible																																				
	High	Medium	Low	Very Low	Negligible																																																																																						
High	Substantial	Substantial	Medium	Minor	Negligible																																																																																						
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		DM					DS1					DS2					Results for DS2_Road + Housing Scheme																																																																										
OBJECTID	Reference	Street Name	Junction_or_Between	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	Average 18_Hour Daily Flow	Total 18-hour heavy vehicle flow (veh/hour)	Average Speed (MPH)	Average traffic flow over 18-hour day - all vehicles/flow (veh/hour)	Total 18-hour heavy vehicle flow (veh/hour)	Average vehicle speed (MPH)	Total hazard score (0-10)	Level of fear and intimidation	DS2_Step Change Level of F&I	Change in Total L&H Traffic	Change in 18Hr HWY Traffic	Magnitude of Impact	Receptor Sensitivity	Effect Significance																																																										
15	2122-1143	Brock Hill Road	B1143	135	31	25	0	0	25	<10	Small	135	31	25	0	0	25	<10	Small	135	31	25	0	0	25	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
16	1171-1152	Sherrington Road	B1143 & Sycamore Lane	133	30	26	0	0	26	<10	Small	133	30	26	0	0	26	<10	Small	133	30	26	0	0	26	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
17	2521-1172	Bell Road	M8 Road & Norwich Road	58	40	21	0	0	21	<10	Small	58	40	21	0	0	21	<10	Small	58	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
25	2521-1167	Horsingham Road	M8 Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
24	2521-1167	Low Road	Horsingham Road	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	65	40	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
138	3080-2564	South Green / M8 Street	Denham Road & Marlshall Lane	111	50	21	0	0	21	<10	Small	111	50	21	0	0	21	<10	Small	111	50	21	0	0	21	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
111	6560-2568	The Common	East of Heath Road	210	100	28	0	0	28	<10	Small	210	100	28	0	0	28	<10	Small	210	100	28	0	0	28	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
140	10068-2748	ANZ	Tavernham Road & Denham Road	83	60	20	0	0	20	<10	Small	83	60	20	0	0	20	<10	Small	83	60	20	0	0	20	<10	Small	0	<100	<100	Negligible	High	Negligible	Adverse																																																									
150	4604-2081	Stilton Road	Old Fakenham Road & Denham Road	23	0	31	0	0	31	<10	Small	23	0	31	0																																																																												

Table 1-21 – Road Safety Assessment in 2029 – DS2 Do Something + Mitigation Scenario

Road Safety Overall Link Sensitivity Assessment 2029																	Do Something + Mitigation																					
OBJECTID	Reference	Street Name	Junction_or_Between	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP+Receptor Sensitivity)	SCENARIO						IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	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	Traffic Magnitude Step Change DM-DS2	Sensitivity Step Change (DM-DS)	Effect Significance						
											SCENARIO	Receptor (Sensitivity / Value / Importance)																				IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP Sensitivity)
												High	Medium	Low	Very Low	Negligible																						
14	3122-1142	Brick Kin Road	B1149	2	4	Medium	Very Low	Low	Low	Low	2	4	Medium	Very Low	Low	Low	Low	1030	1460	1260	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse							
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	2	4	Medium	Very Low	Low	Medium	Low	2	4	Medium	Very Low	Low	Medium	Low	3360	5580	1220	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial						
18	2521-1172	Bell Road	Mil Road & Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	1000	1330	1050	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse						
108	2729-2564	Burgh Lane	Dereham Road & Maltschal Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	1690	2230	2340	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse						
109	3080-2564	South Green / Mill Street	South of Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	1980	2360	2570	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse						
117	9995-2565	The Common	East of Heath Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	4540	4410	4440	Low	Low	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial					
140	10068-2746	A47	Taverham Road & Dereham Road	1	3	High	Low	Medium	Very Low	Low	1	3	High	Low	Medium	Very Low	Low	1410	2070	1990	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse						
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1	4	High	Very Low	Low	High	Medium	1	4	High	Very Low	Low	High	Medium	1660	2810	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial						
226	7751-7744	Taverham Road	The Street & Reapham Road	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	3240	7040	3190	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial						
230	7751-7745	The Street, Falthorpe	Mil Lane & Biney Lane	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	3900	7240	3050	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial						
246	9164-8022	A1270	Fakenham Road & Fir Covert Road	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	11990	29900	29570	Medium	High	High	High	High	High	High	High	Low	Very Low	Negligible	Adverse						
254	9500-9156	A1270	Reapham Road & Drayton Lane	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	21950	29230	32110	High	High	High	High	High	High	High	High	Very Low	Very Low	Negligible	Adverse						

Table 1-22 – Road Safety Assessment in 2044 – DS2 Do Something + Mitigation Scenario

Road Safety Overall Link Sensitivity Assessment 2044																	Do Something + Mitigation																					
OBJECTID	Reference	Street Name	Junction_or_Between	IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP+Receptor Sensitivity)	SCENARIO						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	Traffic Magnitude Step Change DM-DS2	Sensitivity Step Change (DM-DS)	Effect Significance						
											SCENARIO	Receptor (Sensitivity / Value / Importance)																				IRAP Rating	Accident Cluster Rating	Safety Sensitivity (IRAP)	Accident Cluster	Overall Safety + Accident Sensitivity	Receptor Sensitivity	Overall Sensitivity (Accident + IRAP Sensitivity)
												High	Medium	Low	Very Low	Negligible																						
16	1171-1152	Shorthorn Road	B1149 & Serpentine Lane	2	4	Medium	Very Low	Low	Medium	Low	2	4	Medium	Very Low	Low	Medium	Low	3890	6170	1450	Very Low	Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial					
18	2521-1172	Bell Road	Mil Road & Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	1130	1920	1190	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse					
24	2048-1642	Low Road	Hospital Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	7710	8200	8000	Low	Medium	Medium	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Adverse				
92	3074-2517	Maltschal Road	Norwich Road & Barnham Broom Road	1	4	High	Very Low	Low	Low	Low	1	4	High	Very Low	Low	Low	Low	1920	2840	2190	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse					
106	2729-2564	Burgh Lane	Dereham Road & Maltschal Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	1890	2460	2580	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse					
109	3080-2564	South Green / Mill Street	South of Norwich Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	2390	2730	3050	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Adverse					
117	9995-2565	The Common	East of Heath Road	3	4	Low	Very Low	Very Low	High	Low	3	4	Low	Very Low	Very Low	High	Low	4940	4850	4900	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial				
118	7733-2565	Heath Road	The Common & Blind Lane	3	4	Low	Very Low	Very Low	Medium	Low	3	4	Low	Very Low	Very Low	Medium	Low	4940	4850	4900	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial				
165	4647-3622	Old Fakenham Road	Fakenham Road & Station Road	1	4	High	Very Low	Low	High	Medium	1	4	High	Very Low	Low	High	Medium	1510	3040	1120	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Very Low	Negligible	Beneficial					
226	7751-7744	Taverham Road	The Street & Reapham Road	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	4510	8140	4350	Low	Medium	Low	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial					
230	7751-7745	The Street, Falthorpe	Mil Lane & Biney Lane	2	4	Medium	Very Low	Low	High	Medium	2	4	Medium	Very Low	Low	High	Medium	5120	8340	4160	Low	Medium	Low	Low	Low	Low	Low	Low	Very Low	Very Low	Negligible	Beneficial						
246	9164-8022	A1270	Fakenham Road & Fir Covert Road	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	16010	39460	39660	High	High	High	High	High	High	High	High	High	Very Low	Very Low	Negligible	Adverse					
254	9500-9156	A1270	Reapham Road & Drayton Lane	1	4	High	Very Low	Low	Very Low	Very Low	1	4	High	Very Low	Low	Very Low	Very Low	27920	36470	40040	High	High	High	High	High	High	High	High	High	High	Very Low	Very Low	Negligible	Adverse				