



## **East Anglia THREE**

## Appendix 27.17

Link by link analysis of the accumulation of effects

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Appendix 27.17: Summary of Construction Impacts for Single Phase & Two Phased Approaches

	Seve	rance	Pedestria	n Amenity	Highwa	y Safety	Junctio	n Delay	Air Qu	uality*	Noise Q	uality**	Proposed Mitigation
Link	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	
	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	
1							Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 1 performance to be undertaken through the development of
							to Major						the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
2							Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 1 performance to be undertaken through the development of
							to Major						the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
2					Minor	Minor	Nogligible	Negligible	Nogligible	Nogligible	Negligible	Nogligible	enhanced travel planning, and restricting peak hour movements.
3					IVIIIIVI	IVIIIIVI	Negligible Moderate	Negligible Minor	Negligible Negligible	Negligible Negligible	Negligible	Negligible Negligible	<ul> <li>No mitigation further to that embedded within the schemes design is considered necessary</li> <li>Detailed analysis of Junction 12 performance to be undertaken through the development of</li> </ul>
4							to Major	MILIOI	Negligible	Negligible	Negligible	Negligible	the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
							to iviajor						enhanced travel planning, and restricting peak hour movements.
5							Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 12 performance to be undertaken through the development of
							to Major			0 0			the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
6	Negligible	Negligible	Minor	Minor	Minor	Minor	Moderate	Minor	Negligible	Negligible	Minor	Minor	Detailed analysis of Junction 1 performance to be undertaken through the development of
							to Major						the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
7	Negligible	Negligible	Negligible	Negligible	Major	Minor	Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 1 to be undertaken through the development of the Traffic
							to Major						Management Plan, post-consent. Potential mitigation measures would focus on enhanced
													travel planning, and restricting peak hour movements.
													<ul> <li>Implementation of a temporary speed limit of 30mph on Paper Mill Lane local to accesses</li> <li>AH &amp; Al and erect warning signs to alert drivers to the potential of slow moving traffic.</li> </ul>
9							Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 12 performance to be undertaken through the development of
3							to Major	WIIIIOI	Negligible	Negligible	Negligible	Negligible	the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
10							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
11							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
12	Minor	Minor	Minor	Minor	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Restrict HGV movements to include school finish times between 3pm to 4pm.
13	Minor	Minor	Minor	Minor	Negligible	Negligible	Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 6 performance to be undertaken through the development of
							to Major						the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
14					Negligible	Negligible	Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junctions 5, 6 and 11 performance to be undertaken through the
							to Major						development of the Traffic Management Plan, post-consent. Potential mitigation measures
1.5	Neglicible	Nastisiala	D.d.: n n u	Minor	D.d.in.o.u	D.d.im.o.u	D. d. e. d. e. week e	Nainan	Neglicible	Neelieible	D. d.im. m. u	NA: na na	would focus on enhanced travel planning, and restricting peak hour movements.
15	Negligible	Negligible	Minor	Minor	Minor	Minor	Moderate to Major	Minor	Negligible	Negligible	Minor	Minor	<ul> <li>Detailed analysis of Junction 11 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on</li> </ul>
							to iviajoi						enhanced travel planning, and restricting peak hour movements.
16					Negligible	Negligible	Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 11 performance to be undertaken through the development of
10							to Major					1108.18.210	the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
													enhanced travel planning, and restricting peak hour movements.
17							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
18							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
19	Negligible	Negligible	Negligible	Negligible	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Delivery instructions issued to HGV and minibus drivers detailing the routes to use and
													making drivers aware of the road safety concerns.
20	Minor	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
21	Negligible	Negligible	Negligible	Negligible	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Implementation of a temporary speed limit of 30mph on the B1077 and Henley Road Local
		1										1	to accesses AC & AD and erect warning signs to alert drivers to the potential of slow moving
													traffic.
22							Moderate	Minor	Negligible	Negligible	Negligible	Negligible	Detailed analysis of Junction 5 performance to be undertaken through the development of
							to Major					1	the Traffic Management Plan, post-consent. Potential mitigation measures would focus on
22							Ni It - 11 1	N1 = =10 = 10 =1	N1 = =10 + 10 - 1	N111 -11 -1	N112 -23 -2	N1 = =10 - 10 - 1	enhanced travel planning, and restricting peak hour movements.
23							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
24							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary  No mitigation further to that embedded within the schemes design is considered necessary.
25							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary  No mitigation further to that embedded within the schemes design is considered necessary.
26 27	Minor	Minor	Minor	Minor	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary      Destrict LICY representation include calculations between 2 and to 4 and 4
21	Minor	Minor	Minor	Minor	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Restrict HGV movements to include school finish times between 3pm to 4pm.

	Severance		Pedestrian Amenity		Highway Safety		Junction Delay		Air Quality*		Noise Quality**		Proposed Mitigation
Link	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	Assessed	Residual	
	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	impacts	
28	Minor	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	No mitigation further to that embedded within the schemes design is considered necessary
29	Minor	Minor	Minor	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Minor	Minor	No mitigation further to that embedded within the schemes design is considered necessary
30	Minor	Minor	Major	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Minor	Minor	<ul> <li>Adoption of 'no haul road' option would reduce total numbers of peak HGV movements going to the link per day but result in more HGV's passing along the link.</li> <li>Mobile traffic management to safely control HGV movements along the link.</li> </ul>
Key													
	Links requiring further mitigation												
	Links screened out in accordance with GEART Rule 1 and 2												
	Links screened out in accordance with GEART Rule 2												
*	Air quality impacts based on Chapter 20's 'Construction Vehicle Exhaust Emissions' potential impact.												
**	Noise quality impacts based on Chapter 26's 'increased noise on residential receptors from off-site construction traffic noise (Single Phase and Two Phased)'												

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