

East Anglia THREE

Appendix 27.17

Link by link analysis of the
accumulation of effects

Environmental Statement

Volume 3

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

Link	Severance		Pedestrian Amenity		Highway Safety		Junction Delay		Air Quality*		Noise Quality**		Proposed Mitigation
	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	
1							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 1 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements.
2							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 1 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements.
3					Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
4							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 12 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements.
5							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 12 performance to be undertaken through the development of 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 to Major	Minor	Negligible	Negligible	Minor	Minor	<ul style="list-style-type: none"> Detailed analysis of Junction 1 performance to be undertaken through the development of 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 to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 1 to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements. Implementation of a temporary speed limit of 30mph on Paper Mill Lane local to accesses AH & AI and erect warning signs to alert drivers to the potential of slow moving traffic.
9							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 12 performance to be undertaken through the development of 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	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
11							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Restrict HGV movements to include school finish times between 3pm to 4pm.
13	Minor	Minor	Minor	Minor	Negligible	Negligible	Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 6 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements.
14					Negligible	Negligible	Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junctions 5, 6 and 11 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures 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 style="list-style-type: none"> 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 enhanced travel planning, and restricting peak hour movements.
16					Negligible	Negligible	Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> 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 enhanced travel planning, and restricting peak hour movements.
17							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
18							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Implementation of a temporary speed limit of 30mph on the B1077 and Henley Road Local to accesses AC & AD and erect warning signs to alert drivers to the potential of slow moving traffic.
22							Moderate to Major	Minor	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Detailed analysis of Junction 5 performance to be undertaken through the development of the Traffic Management Plan, post-consent. Potential mitigation measures would focus on enhanced travel planning, and restricting peak hour movements.
23							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
24							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
25							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
26							Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> No mitigation further to that embedded within the schemes design is considered necessary
27	Minor	Minor	Minor	Minor	Major	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> Restrict HGV movements to include school finish times between 3pm to 4pm.

Link	Severance		Pedestrian Amenity		Highway Safety		Junction Delay		Air Quality*		Noise Quality**		Proposed Mitigation
	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	Assessed impacts	Residual impacts	
28	Minor	Minor	Minor	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 style="list-style-type: none"> 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. Mobile traffic management to safely control HGV movements along the link.
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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