

# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement Volume II: Technical Appendix 17A: Legislation, Policy and Guidance**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended) (“APFP”)**

APFP regulation Number: 5(2)(a)

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# 1 Legislation, Policy and Guidance

1.1.1 Table 1.1 to Table 1.3 summarise the applicable legislation, policy and guidance to Chapter 17: Traffic and Transport.

*Table 1.1 Summary of Legislation*

Legislation	Summary of Legislation	How the Legislation is Addressed
<b>The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) Regulations 2018</b>	The objective of these regulations is to provide a high level of protection to the environment and to help integrate environmental considerations into the preparation of proposals to reduce their impact on the environment.	<p>The processes in the directive have been followed:</p> <ul style="list-style-type: none"> <li>• An Environmental Statement has been prepared</li> <li>• Public consultation has been undertaken</li> <li>• This will be examined by PINS at the DCO examination</li> </ul>

*Table 1.2: Summary of Policy*

Policy	Summary of Policy	How the Policy is Addressed
<b>National Policy Statement for National Networks (NPS NN) (Ref 17.5)</b>	The NPS NN highlights the need for the development of the national road network in the context of Government policy for economic performance, environment, safety, technology, sustainable transport, accessibility and journey reliability. The national road network connects towns, cities and regions and there is a critical need to address congestion issues to	The Transport Assessment (document reference 7.2) has been prepared taking into account both national and local planning policy and supplementary development guidance.

Policy	Summary of Policy	How the Policy is Addressed
	<p>provide safe and resilient networks. The pressure on this network is predicted to increase as the long-term drivers for demand to travel, Gross Domestic Product (GDP) and population, are also forecast to increase.</p> <p>The document states:  <i>“Applicants should have regard to the policies set out in local plans, for example, policies on demand management being undertaken at the local level”.</i></p> <p>The NPS NN states the following:  <i>“Applicants should consult the relevant highway authority, and local planning authority, as appropriate, on the assessment of transport impacts”.</i></p> <p>The document states:  <i>“Applicants should consider reasonable opportunities to support other transport modes in developing infrastructure. As part of this, the applicant should provide evidence that as part of the project they have used reasonable</i></p>	<p>A summary of consultation regarding transportation impacts is outlined in Table 17.4 of the ES.</p> <p>The transport assessment (document reference 7.2) and ES Chapter 17 considers the impact of the Scheme on non-motorised users.</p> <p>Any mitigation measures relating to traffic and transport effects have been considered in Section 17.8 of ES Chapter 17 and the TA (document reference 7.2).</p> <p>A Framework Construction Traffic Management Plan (document reference 6.16A) has been developed.</p>

Policy	Summary of Policy	How the Policy is Addressed
	<p><i>endeavours to address any existing severance issues that act as a barrier to non-motorised users”.</i></p> <p>The document also states:  <i>“Where development would worsen accessibility, such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated”;</i></p> <p><i>“Mitigation measures may relate to the design, layout or operation of the scheme” and;</i>  <i>“a construction management plan may help codify mitigation”</i></p>	
<p><b>National Policy Statement for Ports (Ref 17.6)</b></p>	<p>The National Policy Statement for Ports is a framework for decisions regarding UK port developing proposals. Where relevant, the document is also applied to associated road and rail links.</p> <p>The policy document provides the following</p>	<p>A Transport Assessment has been produced (document reference 7.2).</p> <p>Any mitigation measures relating to traffic and transport effects have been considered in Section 17.8 of ES Chapter 17.</p>

Policy	Summary of Policy	How the Policy is Addressed
	<p>guidance in relation to transport.</p> <p>If a project is likely to have significant transport implications, the applicant's ES should include a transport assessment.</p> <p>Applicants should consult the relevant highway authority on the assessment and mitigation. The assessment should distinguish between the construction, operation and decommissioning stages as appropriate.</p> <p>Where appropriate, the applicant should prepare a travel plan including demand management measures and details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.</p>	<p>A Framework Construction Worker Travel Plan has been produced (document reference 6.16B).</p>
<p><b>National Planning Policy Framework (NPPF) (Ref. 17.4)</b></p>	<p>The NPPF sets out the Governments planning policies and how they should be applied.</p>	<p>Consultation with the relevant authorities has been undertaken, as detailed in Chapter 5:</p>

Policy	Summary of Policy	How the Policy is Addressed
	<p>The document stresses the importance of pre-application engagement with the relevant local planning authorities and stakeholders stating:</p> <p><i>“Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community”</i></p> <p>By doing so, transport issues have been considered from the earliest stages of plan making. Paragraph 102 of the NPPF states transport issues should be considered so that:</p> <p><i>“a) the potential impacts of development on transport networks can be addressed;</i></p> <p><i>b) opportunities from existing or proposed infrastructure, and changing transport technology and usage, are realised- for example in relation to the scale, location of density of development that can be accommodated;</i></p>	<p>Consultation (document reference 6.1).</p> <p>Details of consultation specific to traffic and transport are provided in Section 17.4 of ES Chapter 17.</p> <p>Section 17.7 of ES Chapter 17 provides details of Variable Message Signs that form part of the Scheme.</p> <p>The Scheme has a primary aim of reducing congestion and will thereby support reduced greenhouse gases and pollutants.</p> <p>Whilst the Scheme is not ‘development’ which itself generates trips, it will cause traffic reassignment around the town which requires assessment. A Transport Assessment has been produced to inform the DCO submission (document reference 7.2).</p> <p>In addition, a Framework Construction Worker Travel Plan has been produced (document reference 6.16B) for the construction period.</p>



Policy	Summary of Policy	How the Policy is Addressed
	<p><i>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</i></p> <p>Paragraph 148 states that:</p> <p><i>“The planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions”.</i></p> <p>With particular reference to transport, paragraph 111 of the NPPF states that:</p> <p><i>“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.</i></p>	
<p><b>Great Yarmouth Borough Wide Local Plan</b></p>	<p>Some policies from this 2001 plan remain in effect until the Great Yarmouth Local Plan: Core Strategy supersedes them. The Local Plan refers to most new developments being permitted as long as they</p>	<p>ES Chapter 17 and the Transport Assessment (document reference 7.2) undertake an in-depth assessment to understand the effect of traffic growth associated with future development.</p>

Policy	Summary of Policy	How the Policy is Addressed
	do not impede the free flow of traffic on any highway, or give rise to traffic congestion. The Scheme aims to accommodate traffic growth in Great Yarmouth in order to facilitate growth in the area.	

Table 1.3: Summary of Guidance

Guidance	Summary of Guidance	How Guidance is Used
<b>Design Manual for Roads and Bridges</b>	<p>The Design Manual for Roads and Bridges (DMRB) includes all current standards, advice and guidance relating to the design, assessment and operation of trunk roads, including motorways. The guidance was first introduced in 1992 and is now followed throughout England, Wales, Scotland and Northern Ireland.</p> <p>Volume 11, Section 3, Part 8 – Pedestrians, Cyclists, Equestrians and Community Effects (Ref 17.3)</p> <p>This section provides guidance on assessing a schemes impact on pedestrian, cyclist and equestrian journeys. Where relevant, the same principles can be applied</p>	Applied for the assessment of NMU journey times in ES Chapter 17 Section 17.8.

Guidance	Summary of Guidance	How Guidance is Used
	<p>to the impact of vehicle traffic. The guidance also considers the effects of road safety and severance.</p>	
<p><b>Institute of Environmental Management and Assessment (1993) Guidelines for the Environmental Assessment of Road Traffic</b></p>	<p>The Institute of Environmental Management and Assessment (IEMA) has produced a set of guidelines to assist those involved in the EIA process.</p> <p>The principles outlined in this document have been used as the basis for assessment of the Scheme.</p>	<p>The Assessment Methodology section of ES Chapter 17 (paragraphs 17.3.34 to 17.3.55) describe how the IEMA Guidelines have been applied to the assessment process.</p>

# **Great Yarmouth Third River Crossing**

## **Application for Development Consent Order**

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### **Document 6.2: Environmental Statement Volume II: Technical Appendix 17B: Changes to Degree of Hazard**

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**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 (as amended) (“APFP”)**

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# 1 Changes to Degree of Hazard for Fear and Intimidation Assessment – Construction Phase

*Table 1.1: 2023 Changes to Degree of Hazards due to Construction – Average Traffic Over 18hr*

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 23	Construction	DM 23	Construction	
<b>A47 - Breydon Bridge</b>	1830	1840	Extreme	Extreme	No Change
<b>A1243 - Haven Bridge</b>	1300	1304	Great	Great	No Change
<b>North Quay</b>	640	655	Moderate	Moderate	No Change
<b>A1243 - South Quay</b>	880	899	Moderate	Moderate	No Change
<b>Southgates Rd</b>	380	399	Below Moderate	Below Moderate	No Change
<b>South Denes Rd</b>	290	309	Below Moderate	Below Moderate	No Change
<b>Marine Parade</b>	390	390	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	170	170	Below Moderate	Below Moderate	No Change
<b>Admiralty Road</b>	190	190	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	10	10	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	80	80	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	20	20	Below Moderate	Below Moderate	No Change
<b>William Adams Way</b>	540	553	Below Moderate	Below Moderate	No Change
<b>Beccles Road</b>	590	590	Below Moderate	Below Moderate	No Change
<b>Southtown Rd</b>	550	550	Below Moderate	Below Moderate	No Change

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 23	Construction	DM 23	Construction	
<b>A47 - south Gapton Hall rdb</b>	2170	2184	Extreme	Extreme	No Change
<b>A47 - south Harfreys rdb</b>	2140	2147	Extreme	Extreme	No Change
<b>Fullers Hill</b>	530	530	Below Moderate	Below Moderate	No Change
<b>Yarmouth Way</b>	380	380	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	220	220	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	940	940	Moderate	Moderate	No Change
<b>Swanston's Road</b>	25	25	Below Moderate	Below Moderate	No Change

Table 1.2: 2023 Changes to Degree of Hazards due to Construction – HGV 18hr Flow

Location	HGV 18hr flow		Degree of Hazard		Change in Degree of Hazard
	DM 23	Construction	DM 23	Construction	
<b>A47 - Breydon Bridge</b>	700	812	Below Moderate	Below Moderate	No Change
<b>A1243 - Haven Bridge</b>	1000	1006	Moderate	Moderate	No Change
<b>North Quay</b>	600	620	Below Moderate	Below Moderate	No Change
<b>A1243 - South Quay</b>	700	724	Below Moderate	Below Moderate	No Change
<b>Southgates Rd</b>	400	424	Below Moderate	Below Moderate	No Change
<b>South Denes Rd</b>	200	224	Below Moderate	Below Moderate	No Change



Location	HGV 18hr flow		Degree of Hazard		Change in Degree of Hazard
	DM 23	Construction	DM 23	Construction	
<b>Marine Parade</b>	100	100	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	0	0	Below Moderate	Below Moderate	No Change
<b>Admiralty Road</b>	300	300	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	0	0	Below Moderate	Below Moderate	No Change
<b>William Adams Way</b>	100	240	Below Moderate	Below Moderate	No Change
<b>Beccles Road</b>	300	300	Below Moderate	Below Moderate	No Change
<b>Southtown Rd</b>	600	600	Below Moderate	Below Moderate	No Change
<b>A47 - south Gapton Hall rdb</b>	800	916.8	Below Moderate	Below Moderate	No Change
<b>A47 - south Harfreys rdb</b>	1300	1334	Moderate	Moderate	No Change
<b>Fullers Hill</b>	400	400	Below Moderate	Below Moderate	No Change
<b>Yarmouth Way</b>	200	200	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	400	400	Below Moderate	Below Moderate	No Change
<b>Swanston's Road</b>	13	13	Below Moderate	Below Moderate	No Change

## 2 Changes to Degree of Hazard for Fear and Intimidation Assessment – Operational Phase

Table 2.1: 2023 Changes to Degree of Hazards due to the Scheme – Average Traffic over 18hr

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>A47 - Breydon Bridge</b>	1830	1650	Extreme	Great	Reduction
<b>A1243 - Haven Bridge</b>	1300	660	Great	Moderate	Reduction
<b>North Quay</b>	640	710	Moderate	Moderate	No Change
<b>A1243 - South Quay</b>	880	490	Moderate	Below Moderate	Reduction
<b>Southgates Rd</b>	380	730	Below Moderate	Moderate	Increase
<b>South Denes Rd</b>	290	320	Below Moderate	Below Moderate	No Change
<b>Marine Parade</b>	390	420	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	170	180	Below Moderate	Below Moderate	No Change
<b>Admiralty Road</b>	190	200	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	10	60	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	80	90	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	20	20	Below Moderate	Below Moderate	No Change
<b>William Adams Way</b>	540	810	Below Moderate	Moderate	Increase
<b>Beccles Road</b>	590	700	Below Moderate	Moderate	Increase

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>Southtown Rd</b>	550	400	Below Moderate	Below Moderate	No Change
<b>A47 - south Gapton Hall rdb</b>	2170	1720	Extreme	Great	Reduction
<b>A47 - south Harfreys rdb</b>	2140	2240	Extreme	Extreme	No Change
<b>Fullers Hill</b>	530	400	Below Moderate	Below Moderate	No Change
<b>Yarmouth Way</b>	380	280	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	220	190	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	940	510	Moderate	Below Moderate	Reduction
<b>Swanston's Road</b>	25	39	Below Moderate	Below Moderate	No Change

*Table 2.2: 2038 Changes to Degree of Hazards due to the Scheme – Average Traffic over 18hr*

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>A47 - Breydon Bridge</b>	2120	1880	Extreme	Extreme	No Change
<b>A1243 - Haven Bridge</b>	1630	1010	Great	Moderate	Reduction
<b>North Quay</b>	800	940	Moderate	Moderate	No Change
<b>A1243 - South Quay</b>	990	610	Moderate	Moderate	No Change
<b>Southgates Rd</b>	460	800	Below Moderate	Moderate	Increase

Location	Average Traffic over 18hr (veh/hr)		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>South Denes Rd</b>	390	340	Below Moderate	Below Moderate	No Change
<b>Marine Parade</b>	480	540	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	190	260	Below Moderate	Below Moderate	No Change
<b>Admiralty Road</b>	210	300	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	10	60	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	90	110	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	20	20	Below Moderate	Below Moderate	No Change
<b>William Adams Way</b>	570	1010	Below Moderate	Moderate	Increase
<b>Beccles Road</b>	730	970	Moderate	Moderate	No Change
<b>Southtown Rd</b>	660	530	Moderate	Below Moderate	Reduction
<b>A47 - south Gapton Hall rdb</b>	2430	1980	Extreme	Extreme	No Change
<b>A47 - south Harfreys rdb</b>	2470	2500	Extreme	Extreme	No Change
<b>Fullers Hill</b>	670	520	Moderate	Below Moderate	Reduction
<b>Yarmouth Way</b>	540	410	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	290	230	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	1090	770	Moderate	Moderate	No Change

**Table 2.3: 2023 Changes to Degree of Hazards due the Scheme – HGV 18hr Flow**

Location	HGV 18hr Flow		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>A47 - Breydon Bridge</b>	700	700	Below Moderate	Below Moderate	No Change
<b>A1243 - Haven Bridge</b>	1000	500	Moderate	Below Moderate	Reduction
<b>North Quay</b>	600	600	Below Moderate	Below Moderate	No Change
<b>A1243 - South Quay</b>	700	300	Below Moderate	Below Moderate	No Change
<b>Southgates Rd</b>	400	400	Below Moderate	Below Moderate	No Change
<b>South Denes Rd</b>	200	200	Below Moderate	Below Moderate	No Change
<b>Marine Parade</b>	100	100	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	0	0	Below Moderate	Below Moderate	No Change
<b>Admiralty Road</b>	300	200	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	100	0	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	0	0	Below Moderate	Below Moderate	No Change
<b>William Adams Way 2</b>	100	300	Below Moderate	Below Moderate	No Change
<b>Beccles Road</b>	300	300	Below Moderate	Below Moderate	No Change
<b>Southtown Rd</b>	600	500	Below Moderate	Below Moderate	No Change
<b>A47 - south Gapton Hall rdb</b>	800	600	Below Moderate	Below Moderate	No Change

Location	HGV 18hr Flow		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>A47 - south Harfreys rdb</b>	1300	1300	Moderate	Moderate	No Change
<b>Fullers Hill</b>	400	400	Below Moderate	Below Moderate	No Change
<b>Yarmouth Way</b>	200	100	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	100	0	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	400	100	Below Moderate	Below Moderate	No Change
<b>Swanston's Road</b>	13	25	Below Moderate	Below Moderate	No Change

*Table 2.4: 2038 Changes to Degree of Hazards due to the Scheme – HGV 18hr Flow*

Location	HGV 18hr Flow		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>A47 - Breydon Bridge</b>	800	800	Below Moderate	Below Moderate	No Change
<b>A1243 - Haven Bridge</b>	1200	600	Moderate	Below Moderate	Reduction
<b>North Quay</b>	600	600	Below Moderate	Below Moderate	No Change
<b>A1243 - South Quay</b>	800	300	Below Moderate	Below Moderate	No Change
<b>Southgates Rd</b>	400	500	Below Moderate	Below Moderate	No Change
<b>South Denes Rd</b>	300	200	Below Moderate	Below Moderate	No Change
<b>Marine Parade</b>	100	100	Below Moderate	Below Moderate	No Change
<b>South Beach Parade</b>	0	100	Below Moderate	Below Moderate	No Change

Location	HGV 18hr Flow		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>Admiralty Road</b>	300	200	Below Moderate	Below Moderate	No Change
<b>Sutton Road</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Main Cross Road</b>	100	100	Below Moderate	Below Moderate	No Change
<b>Salmon Road</b>	0	0	Below Moderate	Below Moderate	No Change
<b>William Adams Way 2</b>	200	400	Below Moderate	Below Moderate	No Change
<b>Beccles Road</b>	300	400	Below Moderate	Below Moderate	No Change
<b>Southtown Rd</b>	600	500	Below Moderate	Below Moderate	No Change
<b>A47 - south Gapton Hall rdb</b>	1100	700	Moderate	Below Moderate	Reduction
<b>A47 - south Harfreys rdb</b>	1600	1500	Moderate	Moderate	No Change
<b>Fullers Hill</b>	500	400	Below Moderate	Below Moderate	No Change
<b>Yarmouth Way</b>	300	200	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	100	0	Below Moderate	Below Moderate	No Change
<b>Pasteur Road</b>	500	100	Below Moderate	Below Moderate	No Change

Table 2.5: 2023 Changes to Degree of Hazards due to the Scheme – 18hr Average Speed

Location	18hr Average Speed (mph)		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>A47 - Breydon Bridge</b>	35.4	37.5	Extreme	Extreme	No Change

Location	18hr Average Speed (mph)		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>A1243 - Haven Bridge</b>	24.9	24.9	Extreme	Extreme	No Change
<b>North Quay</b>	19.4	18.9	Great	Great	No Change
<b>A1243 - South Quay</b>	22.7	24.2	Extreme	Extreme	No Change
<b>Southgates Rd</b>	29.4	29	Extreme	Extreme	No Change
<b>South Denes Rd</b>	28.6	28.5	Extreme	Extreme	No Change
<b>Marine Parade</b>	18.5	18.4	Great	Great	No Change
<b>South Beach Parade</b>	27.1	27	Extreme	Extreme	No Change
<b>Admiralty Road</b>	28.1	27.3	Extreme	Extreme	No Change
<b>Sutton Road</b>	12.9	19.1	Moderate	Great	Increase
<b>Main Cross Road</b>	22.6	23.3	Extreme	Extreme	No Change
<b>Salmon Road</b>	23.5	23.3	Extreme	Extreme	No Change
<b>William Adams Way 2</b>	31.1	23.4	Extreme	Extreme	No Change
<b>Beccles Road</b>	22.9	22.4	Extreme	Extreme	No Change
<b>Southtown Rd</b>	20.2	21.9	Extreme	Extreme	No Change
<b>A47 - south Gapton Hall rdb</b>	44.1	46.4	Extreme	Extreme	No Change
<b>A47 - south Harfreys rdb</b>	43.8	43.2	Extreme	Extreme	No Change



Location	18hr Average Speed (mph)		Degree of Hazard		Change in Degree of Hazard
	DM 23	DS 23	DM 23	DS 23	
<b>Fullers Hill</b>	28	27.3	Extreme	Extreme	No Change
<b>Yarmouth Way</b>	7.8	8.2	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	21.9	22.1	Extreme	Extreme	No Change
<b>Pasteur Road</b>	37	38.1	Extreme	Extreme	No Change
<b>Swanston's Road</b>	24	27	Extreme	Extreme	No Change

*Table 2.6: 2038 Changes to Degree of Hazards due the Scheme – 18hr Average Speed*

Location	18hr Average Speed (mph)		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>A47 - Breydon Bridge</b>	31.7	34.3	Extreme	Extreme	No Change
<b>A1243 - Haven Bridge</b>	24.9	24.9	Extreme	Extreme	No Change
<b>North Quay</b>	18.7	18.3	Great	Great	No Change
<b>A1243 - South Quay</b>	22.6	23.7	Extreme	Extreme	No Change
<b>Southgates Rd</b>	29.3	28.9	Extreme	Extreme	No Change
<b>South Denes Rd</b>	28.5	28.5	Extreme	Extreme	No Change
<b>Marine Parade</b>	18.3	18.1	Great	Great	No Change
<b>South Beach Parade</b>	27	27	Extreme	Extreme	No Change

Location	18hr Average Speed (mph)		Degree of Hazard		Change in Degree of Hazard
	DM 38	DS 38	DM 38	DS 38	
<b>Admiralty Road</b>	28	27.3	Extreme	Extreme	No Change
<b>Sutton Road</b>	12.4	18.5	Moderate	Great	Increase
<b>Main Cross Road</b>	22.2	23.1	Extreme	Extreme	No Change
<b>Salmon Road</b>	23.4	23.2	Extreme	Extreme	No Change
<b>William Adams Way 2</b>	31.1	22.9	Extreme	Extreme	No Change
<b>Beccles Road</b>	22.9	21.7	Extreme	Extreme	No Change
<b>Southtown Rd</b>	19.2	20.6	Great	Extreme	Increase
<b>A47 - south Gapton Hall rdb</b>	42.3	45.2	Extreme	Extreme	No Change
<b>A47 - south Harfreys rdb</b>	41.6	41.5	Extreme	Extreme	No Change
<b>Fullers Hill</b>	27.3	27	Extreme	Extreme	No Change
<b>Yarmouth Way</b>	7.3	7.8	Below Moderate	Below Moderate	No Change
<b>Suffolk Rd</b>	21	21.5	Extreme	Extreme	No Change
<b>Pasteur Road</b>	36.5	37.5	Extreme	Extreme	No Change