

M20 Junction 10a

TR010006

Appendix 12.1 Driver Stress Significance Criteria

APFP Regulation 5(2)(q)

Revision A

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure)

Regulations 2009



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1. Driver Stress Significance Criteria

Table A12.1.1 Driver Stress from Traffic Flow for Motorways

Average peak hourly flow per lane, in flow Units / 1 hour	Average Journey Speed Km/hr Under 75	Average Journey Speed Km/hr 75-95	Average Journey Speed Km/hr Over 95
Under 1200	High	Moderate	Low
1200 – 1600	High	Moderate	Moderate
Over 1600	High	High	High

Source: DMRB Volume 11, Section 3, Part 9 (Table 1)

Table A12.1.2 Driver Stress from Traffic Flow for Dual Carriageways

Average peak hourly flow per lane, in flow Units / 1 hour	Average Journey Speed Km/hr Under 75	Average Journey Speed Km/hr 75-95	Average Journey Speed Km/hr Over 95
Under 1200	High	Moderate	Low
1200 – 1600	High	Moderate	Moderate
Over 1600	High	High	High

Source: DMRB Volume 11, Section 3, Part 9 (Table 2)

Table A12.1.3 Driver Stress from Traffic Flow for Single Carriageways

Average peak hourly flow per lane, in flow Units / 1 hour	Average Journey Speed Km/hr Under 75	Average Journey Speed Km/hr 75-95	Average Journey Speed Km/hr Over 95
Under 1200	High ¹	Moderate	Low
1200 – 1600	High	Moderate	Moderate
Over 1600	High	High	High

Source: DMRB Volume 11, Section 3, Part 9 (Table 3)

¹ "Moderate" in urban areas. Professional judgement would be used by the assessor in light of full knowledge of local conditions.