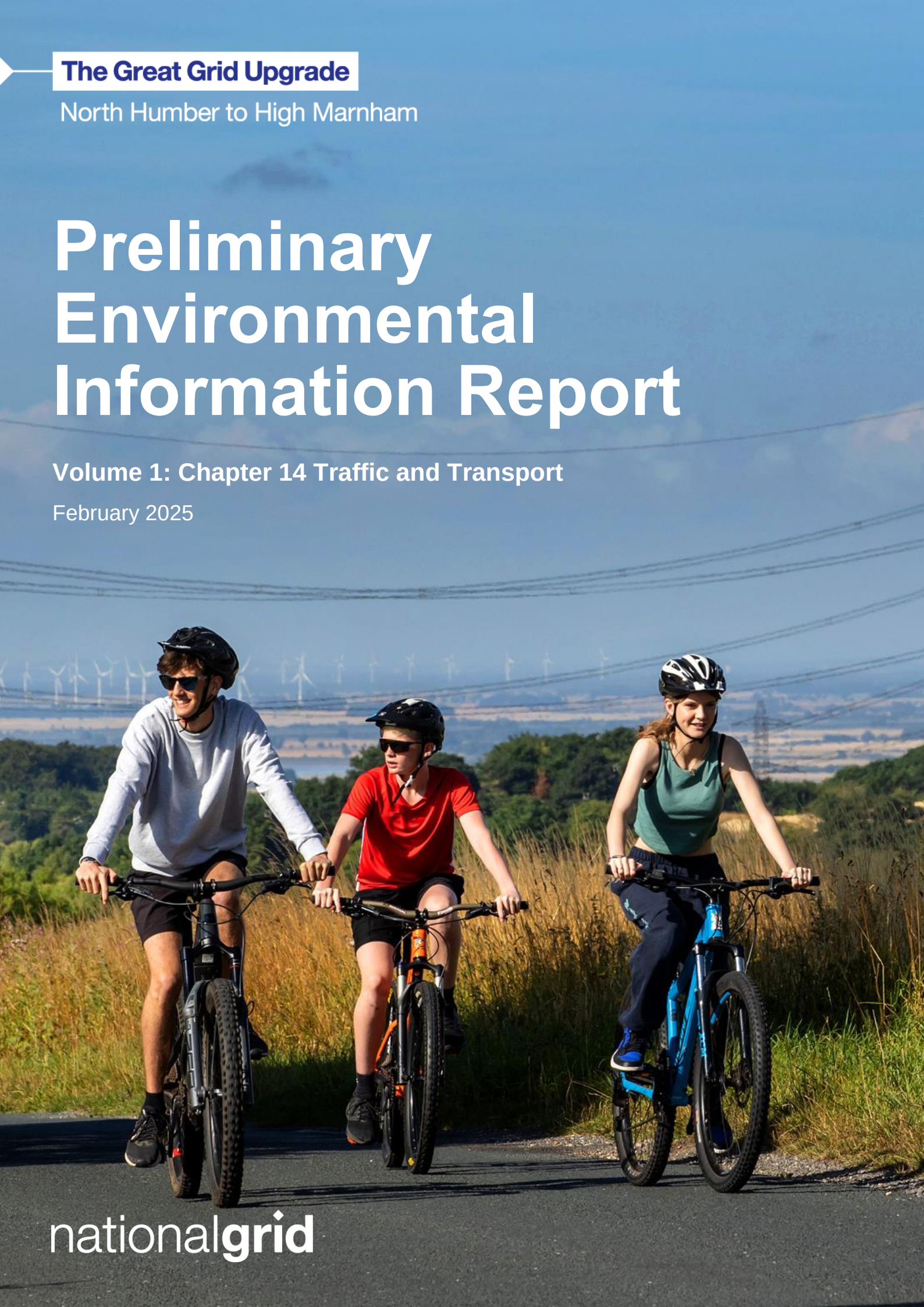
The Great Grid Upgrade

North Humber to High Marnham

Preliminary Environmental Information Report

Volume 1: Chapter 14 Traffic and Transport

February 2025



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14. Traffic and Transport

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14. Traffic and Transport

14.1 Introduction

14.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) presents information about the preliminary environmental assessment of the likely significant traffic and transport effects identified to date, that could result from the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation as described in **Chapter 4 Description of the Project**.

14.1.2 **Chapter 1 Introduction** explains that the proposed Birkhill Wood Substation and proposed High Marnham Substation are proposed to be authorised through separate consenting procedures, however, they have also been included as part of the Project. As explained in **Chapter 5 Approach to Preparing the PEIR**, the environmental effects of these two substations including their associated overhead line reconfigurations, hereafter referred to as the Proposed Substation Works, have accordingly been considered within **Chapter 20 Substations and Associated Works**. For the purpose of this chapter the Proposed Overhead Line between the proposed Birkhill Wood Substation and the proposed High Marnham Substation is hereafter referred to as the Proposed Overhead Line.

14.1.3 To ensure that the Project as a whole has been assessed a summary has been included within this preliminary assessment of the likely significant effects on Traffic and Transport which brings together the assessment of the Proposed Overhead Line and Proposed Substation Works for this topic.

14.1.4 The reporting describes the methodology used, the datasets that have informed the preliminary assessment, baseline conditions, proposed mitigation, and the preliminary Traffic and Transport residual significant effects that could result from the Proposed Overhead Line.

14.1.5 This chapter covers effects on the following during construction, operation and, noting that decommissioning has been scoped out.

- Severance;
- Pedestrian delay;
- Non-motorised user amenity;
- Fear and intimidation;
- Driver delay;
- Highway safety,
- Hazardous loads; and
- Public Rights of Way (PRoW) and Bridleways.

14.1.6 This chapter should be read in conjunction with:

- Chapter 4 Description of the Project;
- Chapter 5 Approach to Preparing the PEIR; and
- Chapter 20 Substations and Associated Works

14.1.7 There are interrelationships between the potential effects on traffic and transport and other environmental topics. Therefore, reference should also be made to the following chapters:

- Chapter 15 Air Quality;
- Chapter 16 Noise and Vibration; and
- Chapter 21 Cumulative Effects.

14.1.8 This chapter is supported by the following figures in Volume 2 and appendices in Volume 3:

- Figure 14.1 Primary Access Routes;
- Figure 14.2 Sensitive Receptors;
- Figure 14.3 Collision Data;
- Figure 14.4 Public Rights of Way (PRoW) Impacted During Construction Phase
- Appendix 14.1 Baseline Conditions;
- Appendix 14.2 Future Baseline; and
- Appendix 14.3 Preliminary Construction Effect.

14.2 Regulatory and Planning Context

14.2.1 This section sets out the legislation and planning policy that is relevant to the preliminary Traffic and Transport Assessment. A full review of compliance with relevant national and local planning policy will be provided within the Planning Statement that will be submitted as part of the application for Development Consent.

14.2.2 **Chapter 2 Regulatory and Planning Context** describes the overall regulatory and planning policy context for the Project. Key legislation, policy and planning guidance relevant to the assessment of potential Traffic and Transport effects associated with the construction of the Project is presented in the following paragraphs.

Legislation

14.2.3 The following legislation listed has been considered when identifying potential constraints to the Project, design options, and mitigation.

- Transport Act 2000 (Ref 14.4); and
- Highways Act 1980 (Ref 14.5).

National Policy Statements (NPSs)

14.2.4 **Chapter 2 Regulatory and Planning Context** sets out the overarching policy context relevant to the Project, including the Overarching NPS for Energy (EN-1) (Ref 14.1 . This is supported by the NPS for Electricity Networks Infrastructure (EN-5) (Ref 14.23).

14.2.5 NPS EN-1 states, at Paragraph 5.14.1:

‘The transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure

and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects'.

14.2.6 Paragraph 5.14.4 states:

'The consideration and mitigation of transport impacts is an essential part of Government's wider policy objectives for sustainable development as set out in Section 2.6 of this NPS'.

14.2.7 Paragraph 5.14.6 states:

'National Highways and Highways Authorities are statutory consultees on NSIP applications including energy infrastructure where it is expected to affect the strategic road network and / or have an impact on the local road network and applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted'.

14.2.8 Paragraph 5.14.11 states:

'Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:

- Reduce the need to travel by consolidating trips;
- Locate development in areas already accessible by active travel and public transport;
- Provide opportunities for shared mobility;
- Re-mode by shifting travel to a sustainable mode that is more beneficial to the network;
- Retime travel outside of the known peak times; and
- Reroute to use parts of the network that are less busy'

14.2.9 NPS EN-1 states at paragraph 5.14.21 that:

'The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision'.

14.2.10 NPS EN-5 does not specifically cover transport, and therefore is not considered any further within this chapter.

Other National Policy

14.2.11 Although the Project will be tested in line with national policy, the preliminary assessment has also been undertaken with reference to, the National Planning Policy Framework (NPPF) 2024 (Ref 14.3) and accompanying planning practice guidance. With regard to transport impacts, paragraph 116 of the NPPF states that:

14.2.12 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

Regional and Local Policy

14.2.13 **Chapter 2 Regulatory and Planning Context** lists relevant regional and local policy documents. Key local policies relevant to traffic and transport, that have informed this Preliminary Assessment and will inform the assessment within the ES, comprise:

- East Riding of Yorkshire Council's Local Transport Plan Network Management Plan (2021-2023) (Ref 14.21);
  - Section 3.8.3 Responsibility to direct Heavy Goods Vehicle (HGV) drivers along most appropriate routes.
- East Riding Local Plan 2012-2029 Strategy Document, Adopted 2016 (Ref 14.6);
  - Policy EC4: Enhancing Sustainable Transport.
- North Lincolnshire Local Development Framework – Core Strategy (2011) (Ref 14.7);
  - Policy CS25: Promoting Sustainable Transport.
- Nottinghamshire Local Transport Plan 2011-2026 (Ref 14.22
  - Policy 7.2 Education on Lower Carbon Transport Issues;
  - Policy 4.1.8 Freight;
- Hull City Council Local Transport Plan 2020-2026 (Ref 14.27):
  - Policy 3 Strategic Connectivity;
- Lincolnshire County Council, Lincolnshire Freight Strategy (Ref 14.28);
  - Road Freight.

14.2.14 North Lincolnshire Council submitted the New Local Plan for Examination in November 2022. The Examination progressed however the authority took the decision to formally withdraw the New Local Plan from the Examination in September 2024. The Saved Policies in the Local Plan (2003) as updated in October 2024 (Ref 14.30), North Lincolnshire Local Development Framework Core Strategy (2011) (Ref 14.7) from the adopted Development Plan and have been considered in the PEIR where relevant.

14.3 Scoping Opinion and Consultation

Scoping Opinion

14.3.1 The scope of the assessment has been informed by the Scoping Opinion (Ref 14.20) provided by the Planning Inspectorate on behalf of the Secretary of State, following submission of the Environmental Impact Assessment (EIA) Scoping Report (Ref 14.19). The scope has also been informed through consultation and engagement with relevant stakeholders. A summary of the Scoping Opinion (Ref 14.20) together with a response from National Grid against each point of relevance to traffic and transport, is provided in Table 14.1

Table 14.1 - Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
3.8.1	**Traffic impacts during operation and maintenance:** The Scoping Report seeks to scope out traffic impacts relating to operation and maintenance of the Proposed Development on the basis that operational and maintenance traffic from overhead line projects would be expected to be substantially lower than 30% of existing traffic and movements and is therefore not anticipated to have a material effect on the transport network and receptors. The Inspectorate notes from the description of maintenance activities at Section 4.5 of the Scoping Report that this would comprise maintenance, minor repairs and modifications and refurbishment, with access primarily by foot patrol, van, pickup truck or air (drone/ helicopter) with possibly some HGVs at CSECs. Based on the information in the Scoping Report, the Inspectorate agrees that significant effects are unlikely from an increase in road traffic and / or other impacts to the road network and is content to scope these matters out of the ES. The description of the Proposed Development in the ES should explain the likely number and nature of vehicle movements to provide confidence for excluding these matters from more detailed assessment. The Inspectorate draws the Applicant's attention to ID 2.1.11 of this Opinion. The Inspectorate considers that the traffic movements considered against the relevant thresholds should be a combination of total movements for both operation and maintenance activities referred to within the Scoping Report.	This matter has been scoped out of further assessment as agreed. The ES will provide numbers related to operational and maintenance traffic movements.
3.8.2	**Increased driver delay on the listed receptors**: The Applicant proposes to scope this matter out on the basis that PRoW and walking and cycling routes are not utilised by drivers. Given the lack of impact pathway present for increased driver delay on the listed receptors, the Inspectorate agrees to scope this matter out from further assessment.	This matter has been scoped out of further assessment as agreed.

ID	Inspectorate's comments	Response
3.8.3	**Decline in highway safety on the listed receptors:** The Applicant proposes to scope this matter out on the basis that this impact relates only to collisions on the highway. Given the lack of impact pathway present for a decline in highway safety on the listed receptors, the Inspectorate agrees to scope this matter out from further assessment.	This matter has been scoped out of further assessment as agreed.
3.8.4	**Increased pedestrian, cyclist and equestrian journey length on road links and junctions – Construction:** The Applicant proposes to scope this matter out on the basis that this impact does not relate to the road network. Given the lack of impact pathway present for increased pedestrian, cyclist and equestrian journey length on road links and junctions, the Inspectorate agrees to scope this matter out from further assessment.	This matter has been scoped out of further assessment as agreed.
3.8.5	**Hazardous Loads:** The Applicant proposes to scope this matter out on the basis that hazardous loads would not use PRoW, national / regional walking / cycling and bridleway routes. Given the lack of impact pathway present for increased risk of accidents cause by hazardous loads on the listed receptors, the Inspectorate agrees to scope this matter out from further assessment	This matter has been scoped out of further assessment as agreed.
3.8.6	**Rail network:** The Applicant proposes to scope out an assessment of railway network from the traffic and transport assessment on the basis that crossing methods would be employed to avoid any potential impacts on the railway, and that any vehicle crossing points of the railway (if required) will be managed to ensure operational rail safety. Given the stage of the Proposed Development and the lack of information on where the cable route may cross railway infrastructure and the crossing methods that could be used, and the need for any road crossings, the Inspectorate considers that there is insufficient evidence at this stage to scope this matter out of the assessment. The ES should include an assessment of the potential impacts to the railway network and operational rail safety, where there is potential for likely significant effects to occur. The assessment should also	An initial meeting has been held with Network Rail as detailed within Table 14.2, with the next stage being to share construction traffic movement across their network on both bridges and level crossings. This will be an ongoing process with Network Rail and will be fully considered within the final Traffic and Transport ES Chapter. Full details of proposed crossing methods will be provided in the form of a crossing schedule, which will accompany the description of the Project provided in the ES. However, it is not considered likely that there would be any

ID	Inspectorate's comments	Response
	consider the potential impacts of any temporary closures required to facilitate construction activities on the rail network. The Applicant should make effort to agree the approach to assessment with relevant consultation bodies including Network Rail. The Applicant's attention is drawn to the consultation response from Network Rail (Appendix 2 of this Opinion) in this regard.	interruption to rail services as a result of the construction or operation of the Project, as works over railway lines would need to be undertaken during a line possession.
3.8.7	**Abnormal loads:** The Scoping Report sets out that the Construction Traffic Management Plan (CTMP) would include measures to manage abnormal loads. The Inspectorate recommends that an assessment of the suitability of access routes to accommodate abnormal loads is undertaken. This assessment should consider the worst-case number of abnormal loads and types of vehicles required. The outcome of this assessment should be reported in the ES, together with confirmation of any measures required to mitigate significant adverse effects arising from this matter.	A review of the suitability of all construction access routes to accommodate the required vehicle types is currently underway and will be updated as the design evolves, with more detailed proposals being included within the Traffic and Transport Chapter in the ES. Through this process, any highway works that would be required to ensure that suitable access can be achieved along the Project have been identified and preliminary details are included within section 14.6 Mitigation. Final details will be included with the ES Chapter as well as the DCO.
3.8.8	**Transport modes:** The Inspectorate recommends the consideration of water-borne or rail transportation over road transport in line with the Overarching National Policy Statement for Energy (EN-1). The Applicant's attention is drawn to the consultation response from the Canal and River Trust (Appendix 2 of this Opinion) in this regard.	At this stage in the design of the Project, no opportunities to utilise water-borne or rail transportation have been identified, however opportunities will continue to be explored in conjunction with relevant stakeholders.
3.8.9	**Waterways:** The receptors listed in Table 13.8 does not include consideration of users of waterways. The study area of the Proposed Development crosses several watercourses, there is potential for navigational, and disruption impacts to users of these waterways including marine users and users of the canal network. The ES should consider potential impacts to affected waterways. The potential impact on these crossings such as canal closures to facilitate construction upon	The Project will cross several waterways, and whilst the construction of the pylons and any temporary works can be undertaken without affecting any water-borne traffic, when the overhead lines are strung across any waterways, then a temporary closure will be required. The construction methodology and any potential

ID	Inspectorate's comments	Response
	navigable crafts on the canals should be considered within the ES. The Applicant's attention is drawn to the response from the Canal and River Trust and the Maritime and Coastguard Agency (Appendix 2 of this Opinion) in this regard.	impacts that could result, will be reported in the final Traffic and Transport ES Chapter.
3.8.10	**Guidance:** The technical guidance referred to within Table 13.4 lists the Institute of Environmental Management (IEMA) Guidelines for the Environmental Assessment of Road Traffic (GEART). The Inspectorate considers that the assessment undertaken in the ES should utilise the latest IEMA Guidance: Environmental Assessment of Road Traffic and Movement 2023.	This PEIR has been undertaken following the IEMA Guidance: Environmental Assessment of Road Traffic and Movement 2023 (Ref 14.17)

Project Engagement and Consultation

14.3.2 Several meetings have been held with relevant consultees including the relevant Local Highway Authorities. These have included both initial high-level engagement, as set out within Table 13.5 of the Scoping Report (Ref 14.19) and more detailed discussions regarding the proposed construction access strategies, as reported in Table 14.2

14.3.3 A summary of discussions, and details of how these have influenced the Project proposals, and the scope and method of assessment, are provided in Table 14.2 - Stakeholder engagement.

14.3.4 As the proposed construction access strategy is still under development, engagement with the relevant consultees will be maintained to ensure they are informed of developments as the plans evolve.

Table 14.2 - Stakeholder engagement

Organisation and date	Summary of issues raised	Response and consideration in PEIR
North Lincolnshire Council meeting held on 4 July 2024	Meeting held to introduce the Project and set out the proposed construction access strategy within North Lincolnshire. Concern raised over routing any construction traffic through Luddington, and the access onto the A161 at Graizelound will need careful consideration due to visibility and potential road safety concerns.	The primary access routes are illustrated on **Figure 14.1 Primary Access Routes**. Within section 5 of **Appendix 14.1 Baseline Conditions**, a review of the road safety records within Graizelound has been undertaken and with reference to **Figure 14.3 Collison Data**, there have been a total of one serious and one slight personal injury collision (PIC) recorded between 2020 and 2022,

Organisation and date	Summary of issues raised	Response and consideration in PEIR
	However, overall, it was accepted that the most appropriate routes have been chosen for construction access. Brief overview of the traffic data collected as part of this PEIR Chapter. It was also highlighted that since the traffic count data was collected, the routes to be used by construction traffic have been developed further, and therefore some additional traffic data may be required to be collected prior to the traffic and Transport ES Chapter being submitted.	which with reference to paragraph 14.5.22 is not considered to constitute a collision cluster, a collision cluster being defined as • A location where there are six or more injury collisions occurring within a junction or a 100 m stretch; and • A location with three or more fatal and / or serious collisions happening either within a junction or within a 100 m stretch. However, the Applicant will continue to liaise with the Local Authority to understand if any additional control measures are required. This will therefore be an ongoing process, and the final position will be reported within the final Traffic and Transport ES Chapter. Following consultation, it was decided that no traffic would be allowed to go north through Luddington on High Street.
Network Rail meeting held on 16 July 2024	Meeting to introduce the Project and highlight areas where it interacts with Network Rail assets such as level crossings, bridges over the railway and railway lines. Initial high-level meeting only, with further information being requested by Network Rail in regard to construction traffic movements, to be supplied when available.	The construction traffic flows on the Local Road Network (LRN) are shown in **Appendix 14.3 Preliminary Construction Effect** and the Applicant will continue to liaise with Network Rail regarding any potential effects on their network.
Nottinghamshire County Council meeting held on 18 July 2024	Meeting held to introduce the proposed construction accesses routes within Nottinghamshire. Whilst it was confirmed that the details will need to be discussed with the Highway Network Management Team, no concerns were raised regarding the access	The construction access routes are shown on **Figure 14.1 Primary Access Routes** and preliminary construction data for each of these routes is detailed in **Appendix 14.3 Preliminary Construction Effect** and illustrated on.

Organisation and date	Summary of issues raised	Response and consideration in PEIR
	routes for construction traffic as proposed. A brief overview of the traffic data collected as part of this PEIR Chapter was presented. It was also highlighted that since the time that the traffic count data was collected, routes to be used by construction traffic had been developed further, and therefore some additional traffic data may need to be collected for these additional routes prior to the Traffic and Transport ES Chapter being submitted.	
East Riding of Yorkshire Council meeting held on 13 September 2024	Meeting held to introduce the Project and set out the proposed construction access routes within East Riding of Yorkshire Council's (ERYC) jurisdiction. No major concerns were raised at the meeting, and ERYC later submitted a detailed set of comments on the access arrangements. A brief overview of the traffic data collected as part of this PEIR Chapter was presented. It was also highlighted that since the time that the traffic count data was collected, the routes to be used by construction traffic had been developed further, and therefore some additional traffic data for these additional routes may need to be collected prior to the Traffic and Transport ES Chapter being submitted.	The construction access routes are illustrated on **Figure 14.1 Primary Access Routes** and the associated preliminary traffic data is detailed **Appendix 14.3 Preliminary Construction Effect** Regarding the comments received, these have been reviewed and taken into consideration when developing the Primary Access Routes.

14.3.5 With reference to paragraph 13.3.5 of the Scoping Report (Ref 14.19, no discussions have been held with National Highways, Hull City Council, Lincolnshire County Council or Newark and Sherwood District Council at this time.

14.3.6 National Highways assets could be affected by the Project, with construction traffic likely to use the Strategic Road Network to access the wider highway network, with the assumed construction routes shown in **Figure 14.1 Primary Access Routes**.

Therefore, a meeting will be arranged to discuss any potential impacts and proposed mitigation measures.

14.3.7 In terms of both Hull City Council and Lincolnshire County Council, as the Project does not directly impact these Local Highway Authorities, the requirement for any direct liaison will be determined post submission of the PEIR.

With reference to the Scoping Opinion as set out in Table 14.1, the following topics have been scoped into this PEIR chapter, and this is shown in Table 14.3.

Table 14.3 - Topics and receptors included in the scope of this PEIR

Topic	Receptors
Traffic Impact	Highway links and junctions
Increased driver delay	Highway links and junctions
Increased pedestrian, cyclist and bridleway use delay	PRoW and walking / cycling routes
	Highway links and junctions
Decline in highway safety	Highway links and junctions
Fear and intimidation and reduction in pedestrian, cyclist, and equestrian amenity	PRoW and walking / cycling routes
	Highway links and junctions
Increased pedestrian, cyclist and equestrian journey length	PRoW and walking / cycling routes Highway links and junctions
Hazardous Loads	Highway links and junctions

14.4 Assessment Approach and Methods

14.4.1 **Chapter 5 Approach to Preparing the PEIR** sets out the overarching approach which has been used in developing the preliminary environmental information. This section describes the technical methods used to determine the baseline conditions, sensitivity of receptors, and magnitude of effects, and sets out the criteria that have been used for the preliminary traffic and transport assessment. This section also identifies further assessment needed to be undertaken as part of the ES.

Guidance Specific to the Traffic and Transport Assessment

14.4.2 Relevant guidance, specific to the Traffic and Transport assessment that has informed the approach to the preliminary assessment in this PEIR and will inform the assessment within the ES, comprises:

- Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (Ref 14.29);
- IEMA Guidance: Environmental Assessment of Road Traffic and Movement 2023. (Ref 14.17);

- Department for Transport (DfT) Strategic Road Network and the Delivery of Sustainable Development, Circular 01/2022 (242424242424);
- Design Manual for Roads and Bridges (DMRB): LA103 Scoping for Environmental Assessment (Ref 14.25);
- DMRB: LA104 Environmental Assessment Monitoring (Ref 14.16); and
- Transport Analysis Guidance (TAG) M1.2 Data Sources and Surveys (Ref 14.26).

Study Area

14.4.3 The study area for the Traffic and Transport is presented in **Figure 14.1 Primary Access Routes**. This is presented for the Project inclusive of both the Proposed Overhead Line and Proposed Substation Works. The road links planned to be used during the construction phase are also shown in **Figure 14.1 Primary Access Routes**.

14.4.4 Based upon an initial review of the Project, key highway links were identified which provided a route back to the Strategic Road Network (SRN) or specific A roads, referred to as the Main Road Network (MRN). These links were then used to form the Primary Access Routes (PARs).

14.4.5 The PARs have been identified for the construction of the Project and form the basis of the initial assessment. The PARs have been discussed with the relevant Local Highway Authorities, as detailed in Table 14.2.

14.4.6 The study area also includes all PRoWs and cycle routes that are crossed by the draft Order Limits.

14.4.7 Sensitive areas have been identified and are defined by the presence of sensitive receptors, such as hospitals, residential properties, community centres, conservation areas, schools, places of worship, equestrian facilities or recreation areas.

Baseline Data Gathering and Forecasting Methods

Data sources

14.4.8 The baseline assessment has been informed by mixture of primary and secondary sources drawing on the following key information sources and surveys:

- Automatic Traffic Counts (ATCs), Manual Classified Link (MCL) counts via cameras, and Radar Surveys, were used to obtain traffic flow data for a seven-day period during the weeks commencing 24 June 2024 and 1 July 2024 for roads proposed as PARs;
- Identification of constraints on the highway network (such as height and width restrictions, on-street parking, visibility constraints, or capacity issues on roads and junctions of the PARs), obtained from Google imagery of the highway network;
- Identification of pedestrian, horse-riding and cycle infrastructure provision along the PARs, obtained from Google imagery of the highway network;
- PRoW routes digitised from OS and Local Authority data.;
- Road collision data for the latest available five-year period (2022-2024, noting that COVID lockdown years were excluded) for all the roads and junctions on the PARs, from STATS19 database (DfT);

- Public transport information for the PARs, including bus routes and bus stop information obtained from the Local Authorities websites and google imagery of the highway network;
- National Cycle Routes obtained from Sustrans;
- Ordnance Survey (OS) 1:10,000, 1:25,000, 1:50,000 and 1:250,000 base mapping;
- OS AddressBase Plus data; and
- Aerial mapping.

Further data to be collected to inform the ES

14.4.9 In addition to the data collected to inform the PEIR, the Traffic and Transport chapter of the ES will be informed by the following additional third-party data or surveys:

- Traffic and speed surveys – on roads forming the PARs where data has not previously been collected, on roads forming alternative access routes (if required), at haul road crossover points (if required). The requirement, scope and location of the surveys will be discussed and agreed with, the Local Highway Authorities;
- Information on other committed development within the study area received from relevant Planning Authorities;
- Committed transport schemes along and in the vicinity of PARs; and
- Further, more detailed collision data rather than using the STATS 19 data.

Assessment Methods and Criteria

14.4.10 The methodology for assessing the impact of Project generated traffic has been based on that outlined in the IEMA guidelines (Ref 14.17).

Sensitivity

14.4.11 A desktop exercise has been undertaken to classify the sensitivity of the routes within the study area. The classification of the link sensitivity is based on the presence of sensitive receptors and professional judgement, with consideration of the IEMA guidance on defining sensitive receptor geographic locations (Ref 14.17). For example, if the route passes a school, care home or similar, it will be a higher sensitivity due to the presence of vulnerable users. The general criteria for defining the importance or sensitivity of receptors are set out in Table 14.4.

Table 14.4 - Receptor sensitivity criteria

Sensitivity	Description
Very High	Highway links and junctions: more than two sensitive receptors present (such as schools, play areas, care / retirement homes, disabled parking bays, hospitals, places of worship, historic buildings). Pedestrian / cycle links including PRoW: heavily trafficked highway with on-road pedestrian / cycle route.

Sensitivity	Description
High	Highway links and junctions: two sensitive receptors present (such as schools, play areas, care / retirement homes, disabled parking bays, hospitals, places of worship, historic buildings). Pedestrian / cycle links including PRoW: lightly trafficked highway with on-road pedestrian / cycle route.
Medium	Highway links and junctions (at least one of the following): • one sensitive receptor present (such as schools, play areas, care / retirement homes, disabled parking bays, hospitals, places of worship, historic buildings); • many residential properties with direct frontage to highway link being used as construction route; • pedestrians using footways, PRoW and / or crossings on highway link; and • cyclists using on-road designated cycle routes along highway links. Walk / cycle links including PRoW: heavily trafficked highway with off-road pedestrian / cycle route.
Low	Highway links and junctions (at least one of the following): • few residential properties with direct frontage to the highway link being used as a construction traffic route; • workplaces with direct frontage to highway link being used as construction route; and • cyclists using off-road designated cycle routes along highway link. Walk / cycle links including PRoW: lightly trafficked highway with off-road pedestrian/cycle route.
Negligible	Highway links and junctions: no receptors along link. Walk / cycle links including PRoW: pedestrian / cycle route not running alongside highway.

14.4.12 The link sensitivity has been based upon an average sensitivity of the whole link with a separate assessment of high/very high receptors. Some links will be broken down into sensible sections where appropriate, such as between two main junctions or settlements.

Magnitude

14.4.13 General criteria for defining the magnitude of an impact are set out in

14.4.14 Table 14.5 -- Impact magnitude criteria. Other factors influencing determination of magnitude include:

- The duration of the impact – will it be short term, lasting for a few days or weeks, or long term, lasting for several years;
- the frequency of the impact – will it occur hourly, daily, monthly or will it be permanent lasting for the duration of the development; and
- the reversibility of the effect – can it be reversed following completion of the development works.

14.4.15 The two broad ‘rules of thumb’ provided within the assessment relating to the geographical scope required are (Ref 14.17):

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or HGV flows increase by more than 30%); and
- Rule 2: Include highway links of high sensitivity where traffic flows have increased by 10% or more

14.4.16 The IEMA guidelines (Ref 14.17) set out a number of criteria by which the magnitude of impact can be measured. These are outlined in the following paragraphs. Where the criteria do not include specific thresholds, a qualitative assessment has been undertaken.

Severance of communities

14.4.17 Severance is defined in the IEMA guidelines as the ‘perceived division that can occur with a community when it becomes separated by a major transport infrastructure… Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure’. It can also relate to quite minor traffic flows if they impede pedestrian access to essential facilities.

14.4.18 The assessment has considered both total traffic and the proportion of HGVs. The guidance for thresholds of magnitude is taken from paragraph 3.16 of the 2023 IEMA guidance which states that changes in traffic flow of 30%, 60%, and 90% are regarded as producing ‘slight’, ‘moderate’ and ‘substantial’ changes in severance respectively.

Road vehicle driver and passenger delay

14.4.19 Driver delay is an effect cited in IEMA and relates to incremental increases in traffic (as outlined in

14.4.20 Table 14.5). As a further consideration, where any temporary road closures or traffic management is likely to be in place to enable the construction of the Project, any additional potential delay caused by these resultant diversion routes will be reported.

Non-motorised user delay

14.4.21 Pedestrian delay (incorporating delay to all non-motorised users) is considered to be affected by the changes in volume, composition or speed of traffic, in terms of their respective impacts on the ability of people to cross highways and is closely related to severance.

14.4.22 In general, changes in the volume, composition or speed of traffic may affect the ability of people to cross highways, and delays will also depend upon the level of pedestrian activity, visibility and general physical conditions of the development site.

14.4.23 Due to the range of local factors and conditions that can influence pedestrian delay, no definitive thresholds have been provided and there is a recommendation within paragraph 3.26 of the 2023 IEMA Guidance that professional judgement is used to determine the level of effect, which is the approach that has been taken for this assessment.

14.4.24 The assessment therefore uses a level of professional judgment plus IEMA and DMRB guidance, with a threshold of an increase in hourly vehicles of below 1,400 vehicles resulting in a negligible effect. Above this the level of increase will be based upon that determined from the Severance criteria.

Non-motorised amenity

14.4.25 Non-motorised user amenity is broadly defined by the 2023 IEMA guidance as 'the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic'. The guidance suggests that a tentative threshold for judging the significance of changes in pedestrian and cycle amenity would be where the traffic flow (or HGV component) is halved or doubled.

14.4.26 Based upon this, a level of professional judgement has been used, with changes in traffic of 50%, 70%, 100% and above 100% constituting a negligible, small, medium, and large change respectively.

Fear and Intimidation on and by road users

14.4.27 With reference to the 2023 IEMA Guidance, the extent of Fear and Intimidation is dependent upon the total volume of traffic, HGV composition, speed of traffic, and proximity of traffic to people and the quality of any non-motorised provision.

14.4.28 In order to assess the level of Fear and Intimidation, a weighting system has been adopted which quantifies the degree of hazard based upon average 18-hour traffic flows for both 'all vehicles' and HGVs along with the average vehicle speeds along a link. This is calculated for both the baseline and construction phases of the Project and the step change in any degree of hazard determines whether any magnitude is either negligible, low, medium, or high, as set out within

14.4.29 Table 14.5.

Road User and pedestrian safety

14.4.30 Highway safety considers Personal Injury Collision (PIC) data obtained for the most recent three-year period available at junctions and links along the proposed construction traffic routes. This is used to assess whether the additional traffic during construction of the Project would be likely to have a detrimental effect of road safety. PIC data contains a database of reported collisions.

Hazardous/large loads

14.4.31 With regards to hazardous and dangerous loads impacting road traffic, the guidance indicates that 'the assessment should include a risk or catastrophe analysis to illustrate the potential for an accident to happen and the likely effect of such an event' (Ref 14.17). There may be a requirement to transport hazardous loads during the construction of the Project (such as gas and oil). This will be identified as the Project progresses.

14.4.32 In view of the above, the impacts of hazardous and dangerous loads will be considered within the ES, in the form of a qualitative risk assessment to establish the likelihood and extent of such effects. The projected impacts of the Project will be measured separately, dependent upon the receptor, for the construction period. CTMP, Construction Worker Transportation Plan (CWTP) and the ES will include details of measures that will be employed to ensure the safe vehicular transport of components to and from the Project.

14.4.33 Table 14.5 summarises the criteria that will be used to assess the magnitude of impact, along with the thresholds that will be used to determine whether impacts are considered large, medium, small and negligible. Depending on the baseline information available, the various thresholds identified for the proportional increases in traffic flow relate to peak hour flows and daily flows (whichever is highest). Within these Tables, neither the sensitivity of receptors, nor the duration of effects, is taken into consideration. These Tables are formed using IEMA and professional judgement.

Public Rights of Way

14.4.34 PRoW diversions and closures will be considered on the basis of the type of impact, such as whether a temporary PRoW closure or diversion is proposed, as well as any increases in pedestrian journey length following a closure / diversion and how long any potential disruption to an existing route would occur for. The assessment will consider the indicative thresholds presented in

14.4.35 Table 14.5 which have been derived based on experience and professional judgement.

14.4.36 An assessment of national / regional walking and cycling routes, as well as PRoW, will also be carried out where these are directly affected by construction works or intersected by a construction route (for example), in terms of severance, pedestrian delay, pedestrian and cycle amenity and for fear and intimidation, by reviewing the thresholds as identified in

14.4.37 Table 14.5 where relevant. In terms of PRoW diversions and/or closures, the thresholds set out in

14.4.38 Table 14.5 will be used to identify magnitude of impact based on professional judgement.

14.4.39 In view of the above, **Table 14.11** outlines the type of impact and proposed management method for each PRoW. Impacts of PRoW diversions and/or closures on journey times will be considered within the ES.

Table 14.5 -- Impact magnitude criteria

Impact	Negligible	Small	Medium	Large
Severance	Increase in total traffic flows of 29% or under (or increase in HGV flows under 10%).	Increase in total traffic flows of 30-59% (or increase in HGV flows of between 10%-39%).	Increase in total traffic flows of 60%-89% (or increase in HGV flows between 40%-89%).	Increase in total traffic flows or HGV flows of 90% and above.
Driver/ passenger delay	Increase in total traffic flow of less than 29%.	Increase in total traffic flow of between 30% and 59%.	Increase in total traffic flow of between 60% and 89%.	Increase in traffic flow of 90% and above.
Non-motorised user delay	Total traffic flows under 1,400 per hour.	Where traffic flows exceed 1,400 vehicles per hour the severity of the impact will be determined based on the thresholds identified above for severance.		
Non-motorised user amenity	Increase in total traffic flows of 49% or under.	Increase in total traffic flows of 50-69%.	Increase in total traffic flows of 70%-99%.	Increase in total traffic flows of 100% or above.

Impact	Negligible	Small	Medium	Large
Fear and intimidation	No change in degree of hazard between baseline and construction phase	One step change in degree of hazard, with • <400 vehicle increase in average 18hr AV two-way all vehicle flow; and/or • <500 HGV increase in total 18hr HGV flow	One step change in degree of hazard, but with • >400 vehicle increase in average 18hr AV two-way all vehicle flow; and/or • >500 HV increase in total 18hr HV flow	Two step changes in degree of hazard
Highway safety	Increase in total traffic flows of 29% or under (or increase in HGV flows under 10%).	All links estimated to experience increases in total traffic flows above 30% or increases in HGV flows above 10% are analysed further on a case-by-case basis.		
Hazardous loads	Based on the probability of a personal injury collision, categorised as fatal or serious, involving a hazardous load occurring.			
PRoW Diversions and/or Closures	A temporary PRoW diversion (no closure) with either no increase in pedestrian journey length or an increase in pedestrian journey length for up to one week	A temporary PRoW diversion (no closure) with an increase in pedestrian journey length for one to four weeks.	A short-term PRoW closure (for less than four weeks in any 12-month period) without a diversion route; or	PRoW Diversions and/or Closures

14.4.40

14.4.41 Table 14.5 sets out the proposed magnitude thresholds for the respective impacts that will be considered in the assessment. With the exception of PRoW diversion and closure effects, all effects have a proposed magnitude that does not, initially, consider the duration over which an effect is likely to be experienced.

14.4.42 Most of the traffic and transport effects associated with the Project would be temporary effects associated with the construction phase. There would be no operational or maintenance effects per se, though some road widening may be left in place, contingent upon discussions and agreements with local highway authorities. Some temporary effects would be likely to last longer than others, and these will be clearly reported in the ES. Following the quantified assessment, residual effects will be reported taking into account experience / professional judgement on the duration over which effects are likely to be experienced.

Significance of effects

14.4.43 The general approach to be adopted in the ES for evaluating the significance of effects, will consider the sensitivity of the receptor and the magnitude of impact, as outlined in Table 14.6 -- Significance of effects Table 14.6 -- Significance of effects matrix . Effects predicted to be ‘major’ or ‘moderate’ are considered significant, whilst effects predicted to be ‘minor’ or ‘negligible’ are considered not significant.

14.4.44 Duration is considered when assessing the overall significance of residual effects, noting that DMRB LA 104 Environmental assessment and monitoring (Ref 14.16) states in section 3.9 that:

'The assessment of the significance of environmental effects shall cover the following factors:

1) the receptors / resources (natural and human) which would be affected and the pathways for such effects;

2) the geographic importance, sensitivity or value of receptors / resources;

3) the duration (long or short term); permanence (permanent or temporary) and changes in significance (increase or decrease);

4) reversibility – for example, is the change reversible or irreversible, permanent or temporary;

5) environmental and health standards (such as local air quality standards) being threatened; and

6) feasibility and mechanisms for delivering mitigating measures, for example, Is there evidence of the ability to legally deliver the environmental assumptions which are the basis for the assessment?'.

Table 14.6 -- Significance of effects matrix

Magnitude of effect	Receptor sensitivity				
	Very High	High	Medium	Low	Negligible
Large	Major	Major/ Moderate	Major/ Moderate/ Minor	Moderate/ Minor	Minor/ Negligible
Medium	Major/ Moderate	Major/ Moderate	Moderate/ Minor	Minor/ Negligible	Negligible
Small	Major/ Moderate/ Minor	Moderate/ Minor	Moderate/ Minor	Minor/ Negligible	Negligible
Negligible	Minor/ Negligible	Minor/ Negligible	Minor/ Negligible	Negligible	Negligible

Approach to defining significance in the PEIR

14.4.45 As set out in **Chapter 5 Approach to Preparing the PEIR** the approach taken to determining the significance of effect in this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning a significance level.

14.4.46 Following on from the identification of whether an effect is considered likely to be significant or not significant, the confidence in the prediction is given a rating of high, moderate, or low in line with the confidence level definitions presented in **Chapter 5 Approach to Preparing the PEIR**.

Preliminary Assessment Assumptions and Limitations

14.4.47 The assessment has been undertaken based on preliminary design information for the Proposed Overhead Line as described in **Chapter 4 Description of the Project**. This information is likely to develop further in response to ongoing design, assessment and stakeholder feedback, and will be updated for the ES as the design evolves.

14.4.48 To ensure transparency within the assessment process, the following limitations and assumptions have been identified:

- Construction traffic forecasts are based on an initial estimate of construction materials and programme, based upon experience of similar projects and are considered to provide a reasonable worst-case scenario, with the peak month of activity being assessed as set out in **Appendix 14.3 Preliminary Construction Effect**;
- Traffic flows for the baseline year 2024 have been obtained from ATC data collected over a seven-day period during the weeks commencing 24 June 2024 and 1 July 2024 (non-school holiday period). This was used to establish the future baseline (peak of construction activities in 2028). This approach has been discussed with East Riding of Yorkshire Council, North Lincolnshire Council, and Nottinghamshire County Council, as detailed in Table 14.2;
- The proposed construction working hours are Monday to Friday (07:00 to 19:00) and Saturday, Sunday and Bank Holidays (08:00 to 17:00)
- Given the weekday working hours of 07:00 to 19:00, workers will typically arrive at site before the morning highway network peak and leave the site after the evening peak;
- Some construction operations may take place outside of the core working hours, for example, deliveries of cable drums by Abnormal Indivisible Loads (AILs);
- It is anticipated that all construction traffic would access the site from the PARs which are all roads on the highway network. The PARs would connect to the Strategic Road Network (SRN) and Major Road Network (MRN); and
- It has been assumed that in most instances construction workers would report to a compound before loading into a site vehicle and travelling to site.

14.4.49 It is considered though that any limitations with the above assumptions do not affect the robustness of the preliminary assessment, and all key parameters and assumptions will be reviewed based on the design presented in the DCO application and, where required, updated, or refined, for the ES.

Further Assessment within the ES

14.4.50 This chapter provides a preliminary assessment based on the development of the Project to date and data gathered at this point. Full details of the methodology will be presented within the ES, together with further assessment detail, assigning value (sensitivity) to receptors as well as criteria for assigning impact magnitude. The criteria will consider the scale/extent of the predicted change and the nature and duration of the impact. The factors are combined to give an overall significance of effect, using a matrix following guidance set out by the DMRB LA 104 Environmental Assessment and Monitoring (National Highways, Aug 2020) (in the absence of industry-specific standard guidance).

14.4.51 The ES will include updated construction traffic route details based on the design presented in the DCO application.

14.4.52 The ES will include a more detailed assessment of the following, as per IEMA Environmental Assessment of Traffic and Movement (2023):

- Potential effects related to driver delay;
- Potential effects related to pedestrian, cyclist and horse-rider delay, severance, and amenity;
- Potential effects related to fear and intimidation; and
- Potential effects on collisions and road safety.

14.4.53 As addressed in this report the ES will also include:

- An assessment of localised effects on the SRN/MRN following further information
- An assessment of traffic impacts during operation and maintenance phases
- An assessment of the potential impacts to the railway network and operation rail safety. This will consider the potential impacts of any temporary closures required to facilitate construction activities on the rail network
- A review of the suitability of all construction access routes to accommodate the required vehicle types, particularly to accommodate abnormal loads. There will be confirmation of any measures required to mitigate significant adverse effects arising from this matter
- An assessment of potential impacts to affected waterways
- An assessment of potential impacts of hazardous and dangerous loads, in the form of a qualitative risk assessment to establish the likelihood of such effects
- An assessment of impacts of PRoW diversions and/or closures for journey times

14.5 Baseline Conditions

14.5.1 This section describes the Traffic and Transport baseline in the study area where it relates to the Proposed Overhead Line. The baseline Traffic and Transport environment in the study area in relation to the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

14.5.2 Baseline conditions have been gathered from desk-based information and site surveys and are presented with reference to the Route Section within which they are located (as shown on **Figure 1.1 Project Location and Route Sections**).

Construction Traffic Route Roads and Junctions

14.5.3 The PARs have been developed using the following criteria where possible:

- Construction HGV traffic will access the Project site via either specified bellmouths, haul roads, or off a construction traffic route (as shown on **Figure 4.1 Primary Access Routes**) from the PARs. The PARs will then connect to the closest junction with the SRN/MRN;
- From the site access points (bell-mouths), construction vehicles will be routed off the public highway along temporary haul roads to access the various working areas.

- Where practical, shorter routes between the SRN / MRN and the site have been selected;
- Existing highway constraints, such as road geometry, height and weight restrictions, junction arrangement and other physical constraints, have been avoided where possible Where this cannot be avoided, physical highways works, including road widening, are proposed to enable safe access for construction traffic; and
- Settlements and sensitive locations such as schools or hospitals along the PARs have been avoided, where possible, to reduce potential effects on receptors.

14.5.4 Table 14.7 - Construction Traffic Route – SRN/MRN Junctions provides a summary of the SRN / MRN junctions that will connect to the PARs used by construction traffic to access site. There are one or more PARs that connect to each SRN/MRN junction.

Table 14.7 - Construction Traffic Route – SRN/MRN Junctions

SRN/MRN Junction	SRN/MRN Junction Ref	PAR
A1079/A1033 Roundabout	1	PAR 1 - A1079 Beverley Bypass East
A1079/A1035 Roundabout	2	PAR 2 - A1079 Beverley Bypass West
A164/A1174 Roundabout	3	PAR 3 - A164 - North of A1079
A1034/A1079 Roundabout	4	PAR 17 - A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)
A63/A1079 Interchange	5	PAR 141 - A63 (From A15 Interchange to A1079)
M62/M18 Interchange	6	PAR 142 - M62 (From A614 Interchange to M18 Interchange)
A18/A614 Roundabout	7	PAR 52 - A18 High Levels Bank (West)
M180/M18 Interchange	8	PAR 143 - M180 (Between M18 Interchange and A161)
A1077/A18 Roundabout	9	PAR 145 - M181
M180/A18/A180 Interchange	10	PAR 140 - A15 (From Wingfield Farm Roundabout to A180 Interchange) / PAR 147 - M180 (Between A15 Interchange and A180)
B1396 Westwoodside	11	PAR 70 - B1396 Tower Hill
A631/A638 Junction	12	PAR 86 - A631 (Gringley on the Hill West)
A631/A620 Roundabout	13	PAR 89 - A631 - Between Wood Lane and A620/A631 Roundabout / PAR 91 - A620 - Between A620/A631

SRN/MRN Junction	SRN/MRN Junction Ref	PAR
		Roundabout to Saundby/Sturton/Gainsborough Road Roundabout
A620/A638	14	PAR 100 - A620 Amcott Way
A638/A57/A1 Interchange	15	PAR 106 - A638 Great North Road / PAR 117 - A57 Broad Gate
A57/A1133 Junction	16	PAR 121 - A57 - Between A57/Main Street Junction East

Highway Network

14.5.5 The new overhead line routes from the proposed Birkhill Wood 400 kV substation, located to the north of the city of Hull in East Riding of Yorkshire, to the proposed new High Marnham 400 kV Substation, located to the north of High Marnham in Nottinghamshire.

14.5.6 Within the East Riding of Yorkshire, the main traffic routes comprise of the A164 and A1079 between Hull and Beverley, the A63 around South Cave and the B1230 through Newport. South of the River Ouse the A161 through Goole and Swinefleet serves as the primary route for construction traffic.

14.5.7 Within North Lincolnshire County Council administrative boundary, again the A161 through Goole and Swinefleet forms a main route to the west, with the A161 through Eastoft, Ealand, Belton and Epworth forming the main route connecting into the Proposed Overhead Line. The A18 provides access south to any works in the vicinity of Keadby.

14.5.8 Construction traffic will use the M180 to provide a more strategic link to the wider highway network.

14.5.9 Within Nottinghamshire, again the A161 provides access in the north around Walkeringham. With the A631 and A156 providing a wider strategic access.

14.5.10 Continuing south the A620 and A638 provides access via Sturton-le-Steeple, Retford and Eaton, with the A57 in the south providing access to the southern section of the Proposed Overhead Line.

14.5.11 Table 2.3 in **Appendix 14.1 Baseline Conditions** provides a description of each PAR, including the type of carriageway, character, speed limits, highway constraints, presence of street lighting, bus routes and on-carriageway parking, and pedestrian, equestrian and cycle provision. These roads are presented on **Figure 14.1 Primary Access Routes** in Volume 2.

14.5.12 In addition to the PARs, there are roads located on the local road network where a crossover point is provided. At these crossover points construction traffic (HGV only) will be able to cross a road to get from one haul road to the next but will not be allowed to turn left or right onto the highway, unless in case of emergency. LGVs will be permitted to make these movements.

14.5.13 The crossover points where no vehicular traffic are permitted to turn left or right onto the highway network from the haul road are listed and described within Table 2.2 within **Appendix 14.1 Baseline Conditions** in Volume 3.

Traffic Flows

14.5.14 Baseline traffic flows were obtained from a series of ATC surveys undertaken over a seven-day period during the weeks commencing 24 June 2024 and 1 July 2024, on the majority of the roads proposed as PARs.

14.5.15 TEMPro (Trip End Model Presentation Program) traffic growth factors are used to estimate future travel demand and traffic growth. These factors are derived from the National Trip End Model (NTEM) and are essential for transport planning and assessment. Appropriate growth factors derived from TEMPro were applied to the 2024 traffic flows and the future baseline year (2028) for peak construction activity, as set out in Table 14.2 within **Appendix 14.2 Future Baseline.**

14.5.16 The resultant Average Annual Daily Traffic (AADT) flows were converted into average weekday traffic flows and 12-hour flows (07:00-19:00 hrs) by applying an appropriate factor based upon the ATC data.

14.5.17 Baseline traffic flows on road links forming the PARs where surveys have been undertaken are presented in Table 3.1 in **Appendix 14.1 Baseline Conditions.** The sensitivity of each PAR is shown later in the chapter in **Table 14.10**, so is not included here to avoid repetition**.**

Sensitive Receptors and Sensitive Areas

14.5.18 A description, location, and the sensitivity level of identified sensitive receptors within the study area are summarised in Table 4.1 within **Appendix 14.1 Baseline Conditions** and presented on **Figure 14.2 Sensitive Receptors**. Sensitive receptors and sensitive areas include schools, play areas, care / retirement homes, disabled parking bays, hospitals, places of worship, historic buildings as well as trafficked highways with on-road pedestrian / cycle routes.

Public Rights of Way

14.5.19 PRoWs that could be directly impacted during the construction phase of the Proposed Overhead Line have been identified, and these are presented in Table 14.8, and shown on **Figure 14.4 Public Rights of Way (PRoW) Impacted During Construction Phase.** Further details of PRoWs are included within **Chapter 17 Socio-economics, Recreation and Tourism**, and discussions around PRoW management will take place with relevant officers from all relevant Local Authorities as the design progresses.

Table 14.8 - PRoWs within the study area

PRoW Assessment Ref.No.	Route Section	Location (nearest pylon)	PRoW name
C1-1	1	Runs off from BM 001	Beverley Footpath (National Trail) 20
C1-2	1	4AF1-3	EY|Woodmansey|Footpath No.7
C1-3	1	4AF4	EY|Rowley|Footpath No.12
C1-4	1	4AF8	Sustrans Local Route
C1-5	1	4AF11	Beverley Footpath (National Trail) 20
C1-6	2	4AF13	High Hunslet Circuit (National Trail)
C1-7	2	4AF24	Beverley Footpath (National Trail)
C1-8	2	4AF26	EY|Rowley|Footpath No.3
C1-9	2	4AF37	High Hunslet Circuit (National Trail) and Yorkshire Wolds Way (National Trail)
C1-10	2	4AF39	EY|Ellerker|Footpath No.3
C1-11	2	4ZQ75	National Cycle Network 65 along Ellerker Rd and Brantingham Rd
C1-12	3	4ZQ72	EY|Ellerker|Footpath No.4
C1-13	3	4AF51 - 4AF57	National Cycle Network 65 and TransPenine Trail (National Trail) along Ings Ln
C1-14	3	4AF55	EY|Broomfleet|Footpath No.12
C1-15	3	4AF57	EY|Broomfleet|Footpath No.8
C1-16	3	4AF57	EY|Broomfleet|Footpath No.8
C1-17	3	4AF58	EY|Broomfleet|Footpath No.5
C1-18	3	4AF62	EY|Broomfleet|Footpath No.10
C1-19	3	4AF71	EY|Blacktoft|Bridleway No.5
C1-20	3	4AF76	National Cycle Network 65 along Blackoft Ln
C1-21	4	4AF77	TransPenine Trail (National Trail)
C1-22	4	4AF78	EY|Twin Rivers|Footpath No. 5
C1-23	4	4AF84	EY|Former Parish of Ousefleet|Bridleway No.1
C1-24	5	4AF87	EY|Former Parish of Adlingfleet|Bridleway No.1
C1-25	5	4AF95 - 4AF98	NI|GART|Footpath 3

PRoW Assessment Ref.No.	Route Section	Location (nearest pylon)	PRoW name
C1-26	6	4AF100	NI|AMCO|5
C1-27	6	4AF106 - 4AF109	NI|LUDD|Footpath 9
C1-28	6	ZDA121	NI|CROW|11
C1-29	6	ZDA126	NI|CROW|14, north of Outgate
C1-30	6	4AF122	NI|CROW|13
C1-31	6	Keadby Internal Rds	Sustrans Local Route on south side of South Soak Drain
C1-32	6	4AF123	Sustrans Local Route on south side of South Soak Drain
C1-33	6	4AF126	NI|BELT|25 and Peatlands Way (National Trail)
C1-34	6	4AF128	NI|BELT|25 and Peatlands Way (National Trail)
C1-35	6	4AF130	Trent Valley Way (National Trail)
C1-36	7	4AF135	NI|BELT|Bridleway 29/148
C1-37	7	4AF144 - 4AF146	NI|EPWO|Footpath 60
C1-38	7	4AF145	NI|EPWO|78
C1-39	7	4AF154 - 4AF155	NI|HAXE|Footpath 97/118
C1-40	7	4AF158 - 4AF164	NI|HAXE|Footpath 117,
C1-41	8	4AF172	Trent Valley Way (National Trail)
C1-42	8	4AF171	NT|Misterton|FP11
C1-43	8	4AF175	NT|Misterton|BOAT18
C1-44	8	4AF176	NT|Misterton|FP17
C1-45	8	4AF175 - 4AF176	NT|Misterton|Footpath FP17
C1-46	8	4AF177 - 4AF178	NT|Misterton|Footpath FP14
C1-47	8	4AF185	NT|Gringley On The Hill|BW15
C1-48	8	4AF185	Cuckoo Way (National Trail) and Trent Valley Way (National Trail)
C1-49	9	4AF187	NT|Gringley On The Hill|FP13
C1-50	9	4AF195	NT|Beckingham|FP12
C1-51	9	4AF195	NT|Beckingham|FP4
C1-52	9	4AF196	NT|Saundby|FP3
C1-53	9	4AF198	NT|Saundby|FP4

PRoW Assessment Ref.No.	Route Section	Location (nearest pylon)	PRoW name
C1-54	10	4AF205	NT|North Wheatley|FP4
C1-55	10	4AF206	NT|North Wheatley|FP3
C1-56	10	4AF212	NT|Sturton Le Steeple|FP20
C1-57	10	4AF212	NT|Sturton Le Steeple|FP19
C1-58	10	4AF214	NT|Sturton Le Steeple|RB31
C1-59	10	4AF215	NT|Sturton Le Steeple|RB31 and Trent Valley Way
C1-60	10	4AF216	NT|Sturton Le Steeple|BW25
C1-61	10	4AF221	NT|North Leverton With Habblesthorpe|BW10
C1-62	10	4AF225	NT|South Leverton|FP8
C1-63	10	4AF226	NT|South Leverton|FP21
C1-64	10	4FA226	NT|South Leverton|BW9
C1-65	10	4AF228	NT|South Leverton|FP11
C1-66	10	4AF229 - 4AF230	Various along Wood Lane / Town Street / Main Street
C1-67	10	4AF240	NT|East Drayton|BW11
C1-68	10	4AF242	NT|East Drayton|FP14
C1-69	10	4AF246	NT|East Drayton|FP3
C1-70	10	4AF247	NT|Darlton|FP3
C1-71	10	4AF252	NT|Darlton|BW1
C1-72	10	4AF255	NT|Fledborough|FP7
C1-73	11	4AF256	NT|Marnham|BOAT8
C1-74	11	4AF256	National Cycle Network 647. Route crosses over Fledborough Rd
C1-75	11	High Marnham Works	Dukeries Trail
C1-76	11	High Marnham Works	NT|Fledborough|FP10/11/1 NT|Marnham|FP7
C1-77	11	High Marnham Works	NT|Marnham|FP4
C1-78	11	High Marnham Works	NT|Marnham|FP5 NT|Normanton On Trent|FP6 NT|Normanton On Trent|FP7

Collision Data

14.5.20 Personal injury collision data have been obtained from STATS 19 DfT Road Safety Data for the roads along the PARs for the most recent period where data was available (2020 to 2023), although data from 2023 was given as being unvalidated and as such only the period 2020 to 2022 has been used within this preliminary assessment; this will be reviewed during the preparation of the final Traffic and Transport ES Chapter and updated as required.

14.5.21 The personal injury collision data (2020-2022) has been summarised in Table 5.1 and Table 5.2 within **Appendix 14.1 Baseline Conditions** for the roads and junctions on the PARs. The locations of all collisions are shown on **Figure 14.3 Collision Data**.

14.5.22 The accidents involving pedestrian and cyclist casualties are recorded in Table 5.2 within **Appendix 14.1 Baseline Conditions**.

14.5.23 A collision cluster is determined by the following criteria:

- A: A location where there are six or more injury collisions occurring within a junction or a 100 m stretch; and
- B: A location with three or more fatal and/or serious collisions happening either within a junction or within a 100 m stretch.

14.5.24 In addition to these criteria, the collision data have been analysed along the full length of the PARs to identify patterns in accident locations to establish any areas of safety concern.

14.5.25 From the collision data analysis, the following table details the collision clusters that have been identified on the PARs and SRN / MRN Junctions.

Table 14.9 - Collision clusters identified within the study area

Road ID	Route Section	Location	Criteria
PAR 1 / PAR 2 / PAR 3 / PAR 4	1	A1079 / A163 Interchange	A
PAR 1	1	Dunswell Roundabout	A
PAR 2	1	Killingwoldgraves Roundabout	A
PAR 6 / PAR 9	1	A164 / B1233 Roundabout	A
PAR 12	2	A164 / B1231 Roundabout	A
PAR 12 / PAR 140	2	Wingfield Farm Roundabout	A
PAR 141	2	A63 / A1166 Interchange	A
PAR 141	2	A63 / A1079 Interchange	A
PAR 19 / PAR 22 / PAR 24 / PAR 25	3	A63 / A1034 Interchange	A

Road ID	Route Section	Location	Criteria
PAR 17 / PAR 18	3	A1034 / B1230 Junction	A
PAR 30	3	M62 / A63 Interchange	A and B
PAR 50 / PAR 51/ PAR 52 / PAR 53	6	A161 / A18 Interchange	A
PAR 53 / PAR 54 / PAR 143 / PAR 144	6	M180 / A161 Interchange	A and B
PAR 52	6	Tudworth Roundabout	A
PAR 143	6	M180/ M18 Interchange	A
PAR 145	6	Frodingham Grange Roundabout	A
PAR 146 / PAR 147	6	A15 / M180 Interchange	A
PAR 140 / PAR 147	6	M180 / A18 Barnetby Interchange	A
PAR 97 / PAR 98 / PAR 99	10	A620 / Haughgate Hill Junction	A and B
PAR 105	10	A638 / B6044 Junction	A

Road Sensitivity

14.5.26 The receptor sensitivity, which follows IEMA Guidelines (Ref 14.17), has been assigned to all roads proposed as PARs. The road sensitivity is defined based on the identified receptors. The assigned sensitivity of each road link is presented in Table 4.1 within **Appendix 14.1 Baseline Conditions**.

Future Baseline

14.5.27 Predicting future baseline requires projecting forward any trends in change and considering how they may affect the baseline conditions over time. The nature of future baseline is influenced by a combination of natural and human processes.

14.5.28 As detailed in **Chapter 5 Approach to Preparing the PEIR**, a review has been undertaken to determine whether the existing baseline conditions might change between the time of undertaking the assessment and the future years in which the Project is planned to be constructed and become operational, as a result of future planned development. The future baseline traffic has been calculated by applying an appropriate growth factor derived from TEMPro to the baseline traffic flows for year 2024 to the baseline ATC traffic flows.

14.5.29 These flows are summarised in Table 14.2 within **Appendix 14.2 Future Baseline**.

14.5.30 A review of all committed developments will be undertaken for the assessment within the ES to identify other developments that could generate additional traffic along the construction routes, where these are not already included in the TEMPro growth figures.

14.5.31 Whilst we are not aware of any proposed changes at this time, through discussions with the Local Authorities, the future baseline for walkers, cyclists and horse-riders will be assessed and reported in the ES and will reflect any anticipated changes affecting these users.

14.6 Mitigation

14.6.1 As set out in **Chapter 5 Approach to Preparing the PEIR** mitigation measures fall into one of three categories: embedded mitigation measures; control and management measures; and additional mitigation measures. Those measures relevant to the assessment of traffic and transport effects are set out below.

Embedded Mitigation Measures

14.6.2 Environmental appraisal has been an integral part of the Project design from the outset, which has meant that the Project has been able to avoid environmentally sensitive features as far as reasonably practicable.

14.6.3 National Grid has built embedded measures into the design of the Project, and will continue to do so, to avoid or reduce significant effects that may otherwise be experienced during the construction of the Project.

14.6.4 Embedded measures are those that are intrinsic to and built into the design of the Project. These measures are presented in Table 4.2 in **Chapter 4 Description of the Project**. Measures of relevance to the Traffic and Transport include;

- The design includes strategically located and optimised temporary haul roads along the Project alignment to support construction of the Project. Reduce the effects of construction traffic movements on the local public highway network during construction).

14.6.5 Furthermore, the construction working hours will be 07:00 to 19:00hrs (Monday to Friday) and as such most construction workers will avoid travelling in the traditional network peak hours, between 08:00 and 09:00 and between 17:00 and 18:00. Construction worker trips will therefore typically not add to any existing peak hour network capacity issues that may currently exist on the network. Whilst there may be some relatively low levels of construction worker movements outside of these times, these are considered to be negligible.

14.6.6 In addition, a comprehensive review of proposed construction access routes has been undertaken, with the aim to avoid impacting areas of population wherever possible and maximising the use of the haul road. However, as shown on **Figure 14.1 Primary Access Routes**, in some locations, this has not been possible due to the need to provide more than one access point to some areas to ensure that the number of construction traffic movements along one route can be reduced to limit the level of impact as far as is possible.

14.6.7 Wherever possible the impact from construction vehicles within towns and villages will be minimised through the use of Temporary Traffic Regulation Orders (TTRO) to restrict on-street parking at certain times and traffic movement control will also be managed by means of traffic lights.

14.6.8 Furthermore, in some areas, localised road widening or passing paces will be required in order to facilitate the movement of construction HGVs associated with the Proposed Overhead Line. The identification of such measures is currently ongoing, and further details will be discussed and agreed with the relevant Local Highway Authority, and a final design will be presented in the ES and included within the draft DCO

14.6.9 Some initial locations for highway improvements have been included in the draft Order Limits and will be presented at Statutory Consultation.

14.6.10 The design of the Project is therefore on-going and embedded mitigation measures will continue to be developed and agreed with key stakeholders, until submission of the DCO application.

Control and Management Measures

14.6.11 Control and management measures, comprising site management activities and techniques, will be implemented during construction of the Proposed Overhead Line to limit effects through adherence to good site practices and achieving legal compliance.

14.6.12 A Draft Outline Code of Construction Practice (CoCP) is provided in **Appendix 4.1 Draft Outline Code of Construction Practice** in Volume 3. Measures contained in the Draft Outline CoCP that are relevant to the control and management of impacts that could affect the traffic and transport assessment are:

- TT01: The CTMP will set out measures to reduce route and journey mileage to and from, and around, the site, and to prevent potential nuisance to residents, businesses and the wider community associated with parking, vehicle movements and access restrictions. It will also provide suitable control for the means of access and egress to the public highway and set out measures for the maintenance and upkeep of the public highway. The CTMP will also identify access for emergency vehicles. It will also set out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.
- TT02: The contractor(s) will implement a monitoring and reporting system to check compliance with the measures set out within the CTMP. The contractor(s) will also be expected to monitor the number of construction vehicles between the site and the strategic road network. Deviations from the authorised routes or changes to traffic levels that are higher than the CTMP assumptions will require discussion of the need for additional mitigation measures with highways authorities.
- TT03: All Public Rights of Way (PRoWs) will be identified, and any potential temporary closures applied for/detailed in the DCO. All designated PRoWs crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.
- GG03: The following environmental management plans will be produced prior to construction
  - Code of Construction Practice (CoCP)
  - Register of Environmental Actions and Commitments (REAC)
  - Construction Traffic Management Plan (CTMP)
  - Soil Management Plan (SMP)

- Public Rights of Way Management Plan
- Materials and Waste Management Plan (MWMP)
- Noise and Vibration Management Plan
- Landscape and Ecology Management Plan (LEMP) including an Outline Landscape Maintenance and Management Plan

- Archaeological Written Scheme of Investigation (WSI);

  GG13: Vehicles will be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner. The operators of plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so. Electric, or other low carbon plant and equipment should be used where available and where practicable.;

- GG14: Materials and equipment will not be moved or handled unnecessarily. When loading and unloading materials from vehicles, including excavated materials, drop heights will be limited, where practicable.
- GG17: Wash down of vehicles and equipment will take place in designated areas, for example within construction compounds and intermittently along construction access roads. Wash water will be prevented from passing untreated into watercourses and groundwater. Appropriate measures will include use of sediment traps.
- GG18: Wheel washing facilities will be provided at each main compound, where appropriate. Road sweepers will be deployed on public roads where necessary to prevent excessive dust or mud deposits.
- S02: PRoWs crossing the working areas will be managed in discussion with the relevant local authorities and applications for any temporary closures will be discussed with the relevant local authority. Access disruption will be minimised, where practicable and safe, while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

Additional Mitigation Measures

14.6.13 Additional mitigation comprises measures over and above any embedded and standard mitigation measures, for which assessment within this PEIR has identified a requirement to further reduce significant environmental effects.

14.6.14 The preliminary assessment reported in this PEIR has not identified any requirements for additional mitigation at this stage, over and above the embedded or control and management measures identified. This will continue to be reviewed as the assessment progresses and the preliminary design develops further.

14.7 Preliminary Assessment

14.7.1 This section first identifies the potential effects that could occur as a result of the construction of the Proposed Overhead Line. The preliminary assessment is then presented for the Proposed Overhead Line as described in **Chapter 4 Description of the Project**. The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

14.7.2 The preliminary assessment takes into account the embedded, control and management, and additional mitigation measures as set out in section 14.6.

Potential Effects

14.7.3 This section first identifies the potential effects that could occur because of the construction, and operation and maintenance of the Proposed Overhead Line. The preliminary assessment is then presented for the 11 Route Sections of the Project as described in **Chapter 4 Description of the Project**. The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

14.7.4 The preliminary assessment takes account of the embedded, control and management, as set out in section 14.6.

14.7.5 The potential for the Proposed Overhead Line to result in likely significant effects on traffic and transport receptors was determined through the EIA Scoping process. This section lists those potential effects that have been scoped into the assessment within the Scoping Report (Ref 14.19taking into account the comments received within the Scoping Opinion (Ref 14.20).

14.7.6 The primary traffic and transportation effects associated with the Proposed Overhead Line would be as a direct result of an increase in traffic flows on the surrounding roads used by construction vehicles. An assessment was undertaken to identify the percentage increase in HGV and total traffic due to construction on the PARs using future baseline traffic flow data. The forecast increase has been assessed against 12-hour weekday flows (07:00-19:00 hrs).

14.7.7 Traffic and transport construction phase effects on receptors relates to the change in traffic flow and composition and with the link sensitivity. The level of sensitivity of the link specific receptors has been identified in Table 4.1 within **Appendix 14.1 Baseline Conditions** and presented on **Figure 14.2 Sensitive Receptors**.

14.7.8 **Appendix 14.3 Preliminary Construction Effect** sets out the forecast increase in traffic on the LRN associated with estimated worst-case daily construction traffic movements during the ‘worst-case’ (peak activity) month for each PAR. These were then assessed against the assigned sensitivity of each road link.

14.7.9 The forecast increases for 12-hour HGV flows (07:00-19:00) do not exceed the 10% threshold (for sensitive roads) or 30% threshold (for non-sensitive roads) on the majority of the assessed local road links forming the PARs. Where the thresholds are exceeded, as set out in within **Appendix 14.3 Preliminary Construction Effects**, these will be subject to further assessment within the ES

Construction

14.7.10 Prior to commencement of construction there will be activities undertaken on site such as

- site preparation works,
- remediation works,
- environmental (including archaeological) surveys and investigation,
- utility or soil survey,

- erection of temporary fencing to site boundaries or marking out of site boundaries,
- installation of temporary amphibian and reptile fencing,
- the diversion or laying of services or environmental mitigation measures and any such temporary accesses that may be required in association with these.

14.7.11 Vehicles associated with these works will use any part of the local highway network necessary, subject to any limitations on individual routes (such as weight limits).

14.7.12 The type of traffic and number of vehicle movements associated with these pre-commencement activities is highly unlikely to generate any significant effects and this pre-commencement traffic is therefore not considered further in this assessment

14.7.13 The potential effects that could result from the construction of the Proposed Overhead Line are:

- Potential for increased severance to pedestrians, cyclists and bridleway users on road lines, road junctions, PRoW and national / regional walking/cycling and bridleway routes;
- Potential for effects on increased driver delay on road links and road junctions;
- Potential for increased pedestrian, cyclist and bridleway user delay on road links, road junctions, PRoW and National/regional walking/cycling and bridleway routes;
- Potential for a decline in highway safety on road links and road junctions;
- Potential for fear and intimidation and reduction in pedestrian, cyclist, and equestrian amenity on road links, road junctions, PRoW and national/regional walking/cycling and bridleway routes; and
- Potential for increased pedestrian, cyclist and equestrian journey length on PRoW and national/regional walking/cycling and bridleway routes.

Operation

14.7.14 Potential traffic and transport effects from the operation of the Proposed Overhead Line have been scoped out (Ref 14.20, comment 3.8.1).

Maintenance

14.7.15 Potential traffic and transport effects from the maintenance of the Proposed Overhead Line have been scoped out (Ref 14.20, comment 3.8.1).

Preliminary Assessment of Potential Effects

14.7.16 The Preliminary Assessment of the Potential Effects is set out in Table 14.10, where, using the assessment criteria set out in Table 14.6, each PAR is evaluated.

14.7.17 Effects predicted to be ‘major’ or ‘moderate’ are considered significant, whilst effects predicted to be ‘minor’ or ‘negligible’ are considered not significant.

14.7.18 With reference to Table 14.10 a potential significant effect has been predicted for the following PARs:

- PAR 23: Brantingham Rd
- PAR 28: Tongue Lane

- PAR 32: A161 Swinefleet Rd
- PAR 37: A161 Field Lane (North of Eastoft)
- PAR 43: B1392 Luddington Rd
- PAR 44: A161 Crowle Road/Wharf Road – Eastoft to Ealand
- PAR 45: Outgate (West)
- PAR 54: A161 – Between M180 and Belton
- PAR 55: King Edward St
- PAR 56: Bracon
- PAR 57: Belton Road
- PAR 59: Melwood Hill South
- PAR 60: Blow Row
- PAR 61: A161 High Street - Between King Edward Street and Blow Row
- PAR 62: Rectory St
- PAR 65: A161 Epworth Rd
- PAR 68: East Lound Rd
- PAR 69: Brackenhill Road / E Lound Road
- PAR 71: A161 Haxey Lane
- PAR 72: Ferry Road / Main Street
- PAR 74: A161 Station Road
- PAR 78: Carr Lane
- PAR 79: B1403 Church Street
- PAR 80: Cattle Road
- PAR 128: Norfolk Bank Lane
- PAR 135: Meredyke Rd West
- PAR 136: B1392 Eastoft Rd

Hazardous Loads Preliminary Assessment

14.7.19 No information in regard to the number or routeing of any Hazardous Loads has been provided at this PEIR stage and this will be reviewed and included within the future ES.

14.7.20 No further assessment has therefore been included within this PEIR.

Table 14.10 – Construction phase – Preliminary assessment of potential effects

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
1	A1079 Beverley Bypass East	0.8%	4.4%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
2	A1079 Beverley Bypass West	2.1%	7.7%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
3	A164 - North of A1079	1.5%	9.4%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
4	A164 Beverley Road - Between A1079 and Dunflat Road	2.4%	8.5%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
5	Dunflat Road	13.6%	11.4%	Severance	Small	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Small	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
6		3.1%	10.5%	Severance	Small	Negligible	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
	A164 - Between Dunflat Road and B1233/A164 Roundabout			Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Small	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
7	Main Street	NA	NA	Severance	NA	Medium	Negligible - Not Significant	Low
				Driver delay	NA	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	NA	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	NA	Medium	Negligible - Not Significant	Low
				Fear and intimidation	NA	Medium	Negligible - Not Significant	Low
				Safety	NA	Medium	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
8	Little Weighton Road	NA	NA	Severance	NA	Low	Negligible - Not Significant	Low
				Driver delay	NA	Low	Negligible - Not Significant	Low
				Non-motorised user delay	NA	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	NA	Low	Negligible - Not Significant	Low
				Fear and intimidation	NA	Low	Negligible - Not Significant	Low
				Safety	NA	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	1.1%	8.2%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
10	Riplingham Road	0.8%	21.0%	Severance	Small	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
11	Rowley Road	0.5%	12.6%	Severance	Small	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Hazardous loads			To be assessed in the ES	
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	1.5%	13.3%	Severance	Small	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Small	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
13	Lambwell Hill	0.0%	0.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
14	Westoby Lane	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
15	Brick Dike Lane	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
16	B1230 - Hunsley Road	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
18	A1034 - Between Hunsley Road and Beverley Road (South)	0.0%	0.0%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
19	A1034 - Beverley Road and A63	0.4%	3.8%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
20	Beverley Road	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous loads			To be assessed in the ES	
21	Ellerker Road	35.8%	91.3%	Severance	Large	Negligible	Minor - Not Significant	Low
				Driver delay	Small	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
22	A63 Petuaria Way (South)	1.1%	4.3%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Small	Low	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
23	Brantingham Road	35.8%	91.3%	Severance	Large	Low	Moderate – Significant	Low
				Driver delay	Small	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Large	Low	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
24	Brough Road	7.8%	24.3%	Severance	Small	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
25	A63 Petuaria Way (West)	1.3%	4.2%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Small	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
26	Ings Lane	39.5%	831.3%	Severance	High	Negligible	Minor - Not Significant	Low
				Driver delay	Small	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	High	Negligible	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
27	Carr Lane	21.4%	100%	Severance	High	Low	Moderate - Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	High	Low	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
28	Tongue Lane	65.6%	57.1%	Severance	Medium	Low	Minor – Not Significant	Low
				Driver delay	Medium	Low	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Medium	Low	Minor – Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Medium	Low	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
29	B1230 Main Road (East)	4.2%	16.9%	Severance	Small	Medium	Moderate - Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
30	M62	1.3%	3.6%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Small	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
31	A161 Tom Pudding Way	2.7%	8.4%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
32	A161 Swinefleet Road	3.5%	43.7%	Severance	Medium	High	Major/Moderate – Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Medium	High	Major/Moderate – Significant	Low
				Hazardous loads			To be assessed in the ES	
33	A161 King's Causeway	19.1%	85.9%	Severance	Medium	Low	Minor – Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Small	Low	Minor – Not Significant	Low
				Safety	Medium	Low	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
34	Pennyhill Cottages	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Safety	NA	Low	NA	Low
				Hazardous loads	To be assessed in the ES			
35	Main Street	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous loads	To be assessed in the ES			
36	Church Lane	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous loads	To be assessed in the ES			
37	A161 Field Lane (North of Eastoft)	8.9%	55.5%	Severance	Medium	High	Major/Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Small	High	Moderate - Significant	Low
				Safety	Medium	High	Major/Moderate - Significant	Low
				Hazardous loads	To be assessed in the ES			
38	Luddington Road	3.0%	25.7%	Severance	Small	Low	Minor – Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor – Not Significant	Low
				Hazardous loads	To be assessed in the ES			
39	Carr Lane	74.8%	1788.9%	Severance	Large	Negligible	Minor – Not Significant	Low
				Driver delay	Medium	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Medium	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor – Not Significant	Low
				Hazardous loads	To be assessed in the ES			
40	B1392 Meredyke Road	3.2%	52.2%	Severance	Medium	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Medium	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
41	Ox Pasture Lane	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous loads			To be assessed in the ES	
42	Carr Lane	39.2%	1244.7%	Severance	Large	Negligible	Minor - Not Significant	Low
				Driver delay	Medium	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Medium	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
43	B1392 Luddington Road	7.6%	121.3%	Severance	Large	Low	Moderate - Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Large	Low	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	6.1%	48.6%	Severance	Medium	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Medium	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
45	Outgate (West)	22.0%	0.0%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
46	Bonnyhale Dale Road	323.1%	368.0%	Severance	Large	Negligible	Minor – Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Driver delay	Large	Negligible	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Large	Negligible	Minor – Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
47	Main Street	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous loads			To be assessed in the ES	
48	Bonnyhale Road	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
49	Keadby Power Station Internal Roads / Unnamed Roads	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous loads			To be assessed in the ES	
50	A161 - Between Outgate and A18 Interchange	3.1%	11.9%	Severance	Small	Low	Minor – Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
51	A18 Trunk Road (East)	0.5%	7.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Hazardous loads			To be assessed in the ES	
52	A18 High Levels Bank (West)	0.0%	0.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
53	A161 - Between A18 and M180	4.6%	12.6%	Severance	Small	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Small	Negligible	Negligible - Not Significant	Low
				Hazardous loads			To be assessed in the ES	
54	A161 - Between M180 and Belton	2.0%	17.7%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
55	King Edward Street	0.9%	15.9%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
56	Bracon	0.9%	15.9%	Severance	Small	Medium	Moderate - Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Driver delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Minor – Not Significant	Low
				Fear and intimidation	Negligible	Medium	Minor – Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
57	Belton Road	1.3%	16.0%	Severance	Small	Medium	Moderate - Significant	Low
				Driver delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Minor – Not Significant	Low
				Fear and intimidation	Negligible	Medium	Minor – Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
58	Hollingsworth Lane	0.0%	0.0%	Severance	Negligible	Medium	Minor – Not Significant	Low
				Driver delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Minor – Not Significant	Low
				Fear and intimidation	Negligible	Medium	Minor – Not Significant	Low
				Safety	Negligible	Medium	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
59	Melwood Hill South	1.0%	14.3%	Severance	Small	Low	Minor – Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
60	Blow Row	1.1%	28.2%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
61	A161 High Street - Between King Edward Street and Blow Row	2.4%	22.9%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
62	Rectory Street	1.2%	18.6%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
63	Melwood Hill North	2.0%	28.5%	Severance	Small	Low	Minor – Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Small	Low	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
64	Newland Lane	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Safety	NA	Low	NA	Low
				Hazardous loads			To be assessed in the ES	
65	A161 Epworth Road	2.7%	18.8%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
67	Cburch Walk	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous loads			To be assessed in the ES	
68	East Lound Road	2.1%	25.1%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
69	Brackenhill Road / E Lound Road	1.4%	18.7%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
70	B1396 Tower Hill	3.3%	0.0%	Severance	Negligible	High	Minor – Not Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Negligible	High	Minor – Not Significant	Low
				Hazardous loads			To be assessed in the ES	
71	A161 Haxey Lane	4.0%	20.0%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
72	Ferry Road / Main Street	2.3%	27.0%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
73	Stockwith Road	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous loads			To be assessed in the ES	
74	A161 Station Road	9.9%	15.4%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous loads			To be assessed in the ES	
75	Tindale Bank Road	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
76	A161 Haxey Road	8.1%	20.2%	Severance	Small	High	Moderate - Significant	Low
				Driver delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor – Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor – Not Significant	Low
				Fear and intimidation	Negligible	High	Minor – Not Significant	Low
				Safety	Small	High	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
77	Cornley Road	43.0%	548.6%	Severance	Large	Negligible	Minor - Not Significant	Low
				Driver delay	Small	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
78	Carr Lane	105.3%	223.5%	Severance	Large	High	Major - Significant	Low
				Driver delay	Large	High	Major - Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Large	High	Major - Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Large	High	Significant	Low
				Hazardous Loads			To be assessed in the ES	
79	B1403 Church Street	9.7%	42.8%	Severance	Medium	High	Major - Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Low	High	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
80	Cattle Road	135.0%	0.0%	Severance	Large	Low	Moderate - Significant	Low
				Driver delay	Large	Low	Moderate - Significant	Low
				Non-motorised user delay	Negligible	Low	Moderate - Significant	Low
				Non-motorised user amenity	Large	Low	Moderate - Significant	Low
				Fear and intimidation	Negligible	Low	Minor - Not Significant	Low
				Safety	Large	Low	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
81	A161 High Street to A161/A631 Roundabout	NA	NA	Severance	NA	High	NA	Low
				Driver delay	NA	High	NA	Low
				Non-motorised user delay	NA	High	NA	Low
				Non-motorised user amenity	NA	High	NA	Low
				Fear and intimidation	NA	High	NA	Low
				Safety	NA	High	NA	Low
				Hazardous Loads			To be assessed in the ES	
82	B1403 Gringley Road	0.0%	0.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
83	B1403 Fountain Hill	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
84	Walkeringham Road	39.5%	0.0%	Severance	Low	Negligible	Negligible - Not Significant	Low
				Driver delay	Low	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Low	Negligible	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Hazardous Loads			To be assessed in the ES	
85	B1403 Walkeringham Road	3.4%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
86	A631 (Gringley on the Hill West)	2.8%	3.7%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
87	A631 (Gringley on the Hill East)	2.7%	7.7%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
88	A631 - Between A161/A631 Roundabout and Wood Lane	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
89		NA	NA	Severance	NA	Medium	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
	A631 - Between Wood Lane and A620/A631 Roundabout			Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
90	Wood Lane	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	0.5%	9.5%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
92	Sturton Road	0.6%	5.9%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
93	Gainsborough Road	0.6%	5.9%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
94	Station Road	2.0%	27.3%	Severance	Low	Medium	Minor - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Low	Medium	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
95	Wheatley Road	0.0%	0.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
96	Sturton Road	0.0%	0.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
97	Low Street	0.0%	0.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
98	A620 - Gainsborough Road	0.4%	5.9%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	0.0%	0.0%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
100	A620 Amcott Way	1.2%	4.0%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
101	Cross Street	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads	To be assessed in the ES			

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
102	Springs Lane	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous Loads			To be assessed in the ES	
103	Retford Road West	6.9%	15.2%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Low	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
104	Leverton Road / Spital Hill	7.0%	17.5%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Low	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
105	A638 Arlington Way/London Road	0.4%	5.2%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
106	A638 Great North Road - To the A1	0.5%	5.1%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
107	Cocking Lane	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous Loads			To be assessed in the ES	
108	Town Street / Forewood Lane	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
109	Wood Lane / Main Street	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
110	Grove Road	1.6%	33.5%	Severance	Low	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Low	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
111	Lady Well Lane	1.6%	33.5%	Severance	Low	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Low	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
112	Main Street	3.0%	46.2%	Severance	Medium	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Low	Low	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
113	Hazelwood Lane	1.0%	27.1%	Severance	Low	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Low	Low	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
114	Ashley Lane	0.0%	0.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Hazardous Loads			To be assessed in the ES	
115	Retford Road (North of Rampton Hospital)	1.1%	22.6%	Severance	Low	Medium	Minor - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Low	Medium	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
116	Laneham Road	0.0%	0.0%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
117	A57 Broad Gate	1.4%	8.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
118	A57 - Between Darlton Road and BM 127	1.2%	5.5%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
119		1.1%	7.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
	A57 - Between BM 127 and BM 126 (Option 3)			Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads	To be assessed in the ES			
120	A57 - Between BM 126 and A57/Main Street Junction	0.6%	2.6%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads	To be assessed in the ES			
121	A57 - Between A57/Main Street Junction East	0.8%	5.8%	Severance	Negligible	High	Minor - Not Significant	Low
				Driver delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	High	Minor - Not Significant	Low
				Non-motorised user amenity	Negligible	High	Minor - Not Significant	Low
				Fear and intimidation	Negligible	High	Minor - Not Significant	Low
				Safety	Negligible	High	Minor - Not Significant	Low
				Hazardous Loads	To be assessed in the ES			
122	Main Street	5.0%	14.1%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Low	Medium	Negligible - Not Significant	Low
				Hazardous Loads	To be assessed in the ES			
123	Retford Road (East Drayton)	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
124	Top Street / Darlton Road	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous Loads			To be assessed in the ES	
125	Dale Road	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
126	Willow Flats	3.5%	61.1%	Severance	Medium	Low	Minor - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Medium	Low	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
127	Ellerker Lane	3.4%	57.8%	Severance	Medium	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Safety	Medium	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
128	Norfolk Bank Lane	31.2%	310.0%	Severance	Large	Low	Moderate - Significant	Low
				Driver delay	Small	Low	Minor - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Large	Low	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
129	Common Rd	21.4%	100.3%	Severance	High	Negligible	Minor - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	High	Negligible	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
130	Wallingfen Lane	12.6%	49.6%	Severance	High	Low	Moderate - Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	High	Low	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
131	Staddlethorpe Lane	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
132	Thornton Dam Lane / Scalby Lane	NA	NA	Severance	NA	High	NA	Low
				Driver delay	NA	High	NA	Low
				Non-motorised user delay	NA	High	NA	Low
				Non-motorised user amenity	NA	High	NA	Low
				Fear and intimidation	NA	High	NA	Low
				Safety	NA	High	NA	Low
				Hazardous Loads			To be assessed in the ES	
133	Meredyke Rd East (Between Carr Ln and B1392 Shore Rd)	0.0%	0.0%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
134	B1392	NA	NA	Severance	NA	High	NA	Low
				Driver delay	NA	High	NA	Low
				Non-motorised user delay	NA	High	NA	Low
				Non-motorised user amenity	NA	High	NA	Low
				Fear and intimidation	NA	High	NA	Low
				Safety	NA	High	NA	Low
				Hazardous Loads			To be assessed in the ES	
135	Meredyke Rd West	10.2%	163.6%	Severance	Large	Medium	Major - Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Large	Medium	Major - Significant	Low
				Hazardous Loads			To be assessed in the ES	
136	B1392 Eastoft Rd	5.9%	97.6%	Severance	Large	Medium	Major/Moderate - Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Large	Medium	Major/Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
137	Outgate East	11.9%	184.4%	Severance	Large	Negligible	Minor - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Large	Negligible	Minor - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
138	Greengate	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
139	Fledborough Road	5.0%	6.8%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
141	A63 (From A15 Interchange to A1079)	NA	NA	Severance	NA	Low	NA	Low
				Driver delay	NA	Low	NA	Low
				Non-motorised user delay	NA	Low	NA	Low
				Non-motorised user amenity	NA	Low	NA	Low
				Fear and intimidation	NA	Low	NA	Low
				Safety	NA	Low	NA	Low
				Hazardous Loads			To be assessed in the ES	
142	M62 (From A614 Interchange to M18 Interchange)	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
143	M180 (Between M18 Interchange and A161)	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
144	M180 (Between A161 and M181)	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Hazardous Loads			To be assessed in the ES	
145	M181	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
146	M180 (Between M181 Interchange and A15)	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
147	M180 (Between A15 Interchange and A180)	NA	NA	Severance	NA	Negligible	NA	Low
				Driver delay	NA	Negligible	NA	Low
				Non-motorised user delay	NA	Negligible	NA	Low
				Non-motorised user amenity	NA	Negligible	NA	Low
				Fear and intimidation	NA	Negligible	NA	Low
				Safety	NA	Negligible	NA	Low
				Hazardous Loads			To be assessed in the ES	
148	Hollingsworth Lane / Queen St	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
149	Epworth Road North	1.0%	14.3%	Severance	Small	Medium	Moderate - Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
150	Epworth Road South	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
151	Burnham Road East	NA	NA	Severance	NA	Medium	NA	Low
				Driver delay	NA	Medium	NA	Low
				Non-motorised user delay	NA	Medium	NA	Low
				Non-motorised user amenity	NA	Medium	NA	Low
				Fear and intimidation	NA	Medium	NA	Low
				Safety	NA	Medium	NA	Low
				Hazardous Loads			To be assessed in the ES	
152	Church Street	0.0%	0.0%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
153	Leverton Rd	0.5%	10.2%	Severance	Small	Medium	Moderate - Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low

PAR	Road	% increase in 24h weekday flows		Impact type	Magnitude	Road sensitivity	Preliminary likely significant effects*	Confidence in prediction
		Total vehicles	HGVs					
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
154	Main St	0.5%	11.8%	Severance	Small	Medium	Moderate - Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Small	Medium	Moderate - Significant	Low
				Hazardous Loads			To be assessed in the ES	
155	Retford Road East	0.7%	15.8%	Severance	Negligible	Negligible	Negligible - Not Significant	Low
				Driver delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Negligible	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Negligible	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Negligible	Negligible - Not Significant	Low
				Safety	Negligible	Negligible	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
156	B1230 Main Road West	1.1%	4.7%	Severance	Negligible	Medium	Negligible - Not Significant	Low
				Driver delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Medium	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Medium	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Medium	Negligible - Not Significant	Low
				Safety	Negligible	Medium	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	
157	A18 Althorpe Bypass	0.0%	0.0%	Severance	Negligible	Low	Negligible - Not Significant	Low
				Driver delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user delay	Negligible	Low	Negligible - Not Significant	Low
				Non-motorised user amenity	Negligible	Low	Negligible - Not Significant	Low
				Fear and intimidation	Negligible	Low	Negligible - Not Significant	Low
				Safety	Negligible	Low	Negligible - Not Significant	Low
				Hazardous Loads			To be assessed in the ES	

Public Rights of Way

14.7.21 As set out in Table 14.8 and **Figure 14.4 Public Rights of Way (PRoW) Impacted During Construction Phase**, there are a number of PRoW with the study area that could be impacted by the construction of the Proposed Overhead Line. Following a detailed review of each PRoW, the required works have been determined, and this is shown on Table 14.11

14.7.22 With reference to Table 14.11 the proposed mitigation has been classified as follows:

- Diversion / Closure / Manage: This involves either temporary or permanently closing a section of the PRoW and a new diverted route around the edge of the working area is made available.
- Manage / Stop Up: Includes a range of management strategies:
- Appropriate signage implemented along effected PRoWs, indicating dates and hours of work, information on temporary diversions etc.
- Use of contract staff to hold PRoW users for short periods while construction vehicles pass, or work is undertaken. Alternatively, construction activities will be held to allow PRoW users to pass.
- Active management measures where construction routes run alongside PRoWs. This could be a speed limit in place or an appropriate separate (fencing) between a PRoW and a construction routes.

14.7.23 The majority of any planned diversions will be relatively minor around construction areas and would not significantly change the journey length. At this stage, only one PRoW has been identified as requiring a substantial diversion (C1-23/C1-24). Regarding closures, there are various temporary closures proposed for PRoW around work areas or access points, as well as one permanent closure for the Birkhill Wood Access. The rest will be managed, stopped up, and/or temporarily closed, where a PRoW passes under the overhead line and where a closure would be needed during the installation of the conductors or during stringing activities. In these cases, any closure would only be temporary for a period of up to one month and diversions onto alternative PRoWs will be provided wherever possible meaning minimal disruption times and impacts on users.

14.7.24 The preliminary effects on the PRoW are unlikely to be significant as they will be subject to the mitigation set out in Table 14.11 with the diversion or management in place for the shortest time possible and ensuring there would be no closures without an alternative provision. The confidence in this prediction is moderate as further work will be undertaken to ensure diversions are limited in length and duration as currently anticipated.

14.7.25 Design work will continue as the scheme develops following the PEIR stage, and further discussion will be held with the relevant Local Authorities to agree the strategy around PRoWs. The final assessment agreed, mitigation proposals and potential effects will then be included within both the final ES as well as the DCO. The proposed management method for each of the PRoW can then be given as follows in Table 14.11.

Table 14.11 – Proposed works to PRoWs

PRoW Ref.No.	Route Section	Proposed Management
C1-1	1	Diversion / Closure / Manage
C1-2	1	Manage / Stop Up
C1-3	1	Manage / Stop Up
C1-4	1	Manage / Stop Up
C1-5	1	Manage / Stop Up
C1-6	2	Manage / Stop Up
C1-7	2	Manage / Stop Up
C1-8	2	Diversion / Closure / Manage
C1-9	2	Manage / Stop Up
C1-10	2	Manage / Stop Up
C1-11	2	Manage / Stop Up
C1-12	3	Manage / Stop Up
C1-13	3	Manage / Stop Up
C1-14	3	Manage / Stop Up
C1-15	3	Manage / Stop Up
C1-16	3	Diversion / Closure / Manage
C1-17	3	Manage / Stop Up
C1-18	3	Diversion / Closure / Manage
C1-19	3	Manage / Stop Up
C1-20	3	Manage / Stop Up
C1-21	4	Manage / Stop Up
C1-22	4	Manage / Stop Up
C1-23	4	Diversion / Closure / Manage
C1-24	5	Diversion / Closure / Manage
C1-25	5	Manage / Stop Up
C1-26	6	Manage / Stop Up
C1-27	6	Diversion / Closure / Manage
C1-28	6	Manage / Stop Up
C1-29	6	Manage / Stop Up
C1-30	6	Diversion / Closure / Manage
C1-31	6	Manage / Stop Up
C1-32	6	Manage / Stop Up
C1-33	6	Diversion / Closure / Manage
C1-34	6	Manage / Stop Up
C1-35	6	Manage / Stop Up

PRoW Ref.No.	Route Section	Proposed Management
C1-36	7	Manage / Stop Up
C1-37	7	Diversion / Closure / Manage
C1-38	7	Manage / Stop Up
C1-39	7	NA
C1-40	7	NA
C1-41	8	Diversion / Closure / Manage
C1-42	8	Manage / Stop Up
C1-43	8	Manage / Stop Up
C1-44	8	Manage / Stop Up
C1-45	8	Manage / Stop Up
C1-46	8	NA
C1-47	8	Manage / Stop Up
C1-48	8	Diversion / Closure / Manage
C1-49	9	Manage / Stop Up
C1-50	9	Manage / Stop Up
C1-51	9	Manage / Stop Up
C1-52	9	Manage / Stop Up
C1-53	9	Manage / Stop Up
C1-54	10	Manage / Stop Up
C1-55	10	Diversion / Closure / Manage
C1-56	10	Manage / Stop Up
C1-57	10	Manage / Stop Up
C1-58	10	Manage / Stop Up
C1-59	10	Manage / Stop Up
C1-60	10	Manage / Stop Up
C1-61	10	Manage / Stop Up
C1-62	10	Manage / Stop Up
C1-63	10	Diversion / Closure / Manage
C1-64	10	Manage / Stop Up
C1-65	10	Diversion / Closure / Manage
C1-66	10	NA
C1-67	10	Manage / Stop Up
C1-68	10	Manage / Stop Up
C1-69	10	Diversion / Closure / Manage
C1-70	10	Manage / Stop Up
C1-71	10	Manage / Stop Up
C1-72	10	Manage / Stop Up

PRoW Ref.No.	Route Section	Proposed Management
C1-73	11	Manage / Stop Up
C1-74	11	NA
C1-75	11	Manage / Stop Up
C1-76	11	Manage / Stop Up
C1-77	11	Manage / Stop Up
C1-78	11	Manage / Stop Up

Summary of the Preliminary Assessment of the Proposed Overhead Line with the Proposed Substation Works

14.7.26 The preliminary assessment of the Proposed Substation Works is presented in **Chapter 20 Substations and Associated Works**.

14.7.27 Shared receptors between the Proposed Overhead Line and Proposed Substation Works at Birkhill Wood include;

- A164 and A1079 between Hull and Beverley;
- EY|Rowley|Bridleway No.13; and
- pedestrians, cyclists and bridleway users.

14.7.28 Shared receptors between the Proposed Overhead Line and Proposed Substation Works at High Marnham:

- A57 located north of the Proposed Substation Works;
- Main Street, Ragnall;
- Access Road to Fledborough;
- Polly Taylors Road;
- Skegby Road;
- Marnham Road;
- Tuxford Road;
- Normanton Road;
- Hawbush Road; and
- Fledborough Road.

14.7.29 Taking account of the embedded measures set out in **Chapter 4 Description of the Project** and the control and management measures as set out in **Appendix 4.1 Draft Outline Code of Construction Practice** any potential effects from the Proposed Substation Works are not likely to be significant, and, when considered together are unlikely to change the preliminary significance that is presented in this chapter.

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National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com