

The Great Grid Upgrade

North Humber to High Marnham

Preliminary Environmental Information Report

Volume 3: Appendix 14.3 Preliminary Construction
Effects

February 2025



nationalgrid

Contents

1.	Appendix 14.3 Preliminary Construction Effects	3
1.1	Introduction	3
1.2	Route Section 1: Creyke Beck to Skidby	4
1.3	Route Section 2: Skidby to A63 Dual Carriageway	6
1.4	Route Section 3: A63 Dual Carriageway to River Ouse Crossing	8
1.5	Route Section 4: River Ouse crossing	11
1.6	Route Section 5: River Ouse Crossing to Luddington	14
1.7	Route Section 6: Luddington to M180 Motorway	17
1.8	Route Section 7: M180 Motorway to Graizelound	20
1.9	Route Section 8: Graizelound to Chesterfield Canal	23
1.10	Route Section 9: Chesterfield Canal to A620 east of North Wheatley	25
1.11	Route Section 10: A620 east of North Wheatley to Fledborough	27
1.12	Route Section 11: Fledborough to High Marnham	30
1.13	Combined Route Sections: Total Flows	32
1.14	Network Rail Assets	41
2.	References	43

Table 1.1 – Preliminary construction effects – Route Section 1: Creyke Beck to Skidby	5
Table 1.2 – Preliminary construction effects – Route Section 2: Skidby to A63 Dual Carriageway	7
Table 1.3 – Preliminary construction effects – Route Section 3: A63 dual carriageway to River Ouse Crossing	9
Table 1.4 – Preliminary construction effects – Route Section 4 River Ouse crossing	12
Table 1.5 – Preliminary Construction Effects – Route Section 5: River Ouse Crossing to Luddington	15
Table 1.6 – Preliminary construction effects – Route Section 6: Luddington to M180 Motorway	18
Table 1.7 – Preliminary construction effects – Route Section 7: M180 Motorway to Graizelound	21
Table 1.8 – Preliminary construction effects – Route Section 8: Graizelound to Chesterfield Canal	24
Table 1.9 – Preliminary construction effects – Route Section 9: Chesterfield Canal to A620 east of North Wheatley	26
Table 1.10 – Preliminary construction effects – Route Section 10: A620 east of North Wheatley to Fledborough	28
Table 1.11 – Preliminary construction effects – Route Section 11: Fledborough to High Marnham	31
Table 1.12 – Preliminary construction effects - all Route Sections	33
Table 1.13 Network Rail Assets	41

North Humber to High Marnham

Document control

Document Properties

Organisation	AECOM
Author	AECOM
Approved by	National Grid
Title	Preliminary Environmental Information Report Appendix 14.3 Preliminary Construction Effects
Document Register ID	NHHM-NG-ENV-REP-001
Data Classification	Public

Version History

Document	Version	Status	Description / Changes
Appendix 14.3	1.0	Final	First Issue

1. Appendix 14.3 Preliminary Construction Effects

1.1 Introduction

- 1.1.1 This appendix sets out the preliminary construction effects on each Primary Access Route (PAR) within each Route Section based upon the Future Baseline as set out in **Appendix 14.2 Future Baseline**.
- 1.1.2 Table 1.1 to Table 1.11 set out the preliminary construction effects at an assumed peak of construction, on the local road links forming PARs based upon the percentage increase in traffic associated with construction traffic movements at the peak of construction activity. This has therefore presented a 'worst-case' assessment.
- 1.1.3 The requirement for further assessment has been identified where the preliminary construction effects may give rise to any significant traffic and transport effects, based on the following IEMA criteria (Ref 14.4.1 – Para 2.16):
- Rule 1: include highway links where traffic flows will increase by more than 30% (or HGV increase by more than 30%); and
 - Rule 2: include any other particularly sensitive areas where traffic flows have increased by 10% or more.
- 1.1.4 In addition, as set out in Table 1.13, the forecast increase in construction vehicle movement across Network Rail assets has been set out for reference.
- 1.1.5 As set out in **Figure 1.1 Project Location and Route Sections**, the Project has been divided into 11 Route Sections as follows:
- Route Section 1 Creyke Beck to Skidby;
 - Route Section 2 Skidby to A63 Dual Carriageway;
 - Route Section 3 A63 Dual Carriageway to River Ouse Crossing;
 - Route Section 4 River Ouse Crossing;
 - Route Section 5 River Ouse Crossing to Luddington;
 - Route Section 6 Luddington to M180 Motorway;
 - Route Section 7 M180 Motorway to Graizelound;
 - Route Section 8 Graizelound to Chesterfield Canal;
 - Route Section 9 Chesterfield Canal to A620 east of North Wheatley;
 - Route Section 10 A620 east of North Wheatley to Fledborough; and
 - Route Section 11 Fledborough to High Marnham.

- 1.1.6 Due to the length of the Project around 90 km, the impact from construction traffic will be localised with each Route Section experiencing different levels of impact across the peak construction year. For example, there could be a peak of activity around Route Sections 1 and 2, but much reduced levels of activity in the other Route Sections.
- 1.1.7 In order to assess the impact from the Project each Route Section has been assessed individually, with only those PARS which experience an increase in traffic due to the construction phase being reported.
- 1.1.8 The final peak construction traffic is based upon a robust set of assumptions and therefore provides a worst-case assessment.
- 1.1.9 The assessment of each Route Section can then be set out as follows, with only the PARs within each Route Section which are predicted to experience an increase in traffic during the construction phase have been reported.

1.2 Route Section 1: Creyke Beck to Skidby

- 1.2.1 Table 1.1 sets out the preliminary construction effects within Route Section 1.

Table 1.1 – Preliminary construction effects – Route Section 1: Creyke Beck to Skidby

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
1	A1079 Beverley Bypass East	1	16,683	941	16,805	958	5.7%	122	17	0.7%	1.8%	Negligible	No	Rule 1
1	A1079 Beverley Bypass East	94	16,662	1,201	16,784	1,217	7.3%	122	17	0.7%	1.4%	Negligible	No	Rule 1
2	A1079 Beverley Bypass West	2	16,974	1,123	17,008	1,156	6.8%	33	33	0.2%	3.0%	Negligible	No	Rule 1
3	A164 - North of A1079	0	17,528	810	17,529	810	4.6%	1	0	0.0%	0.0%	Negligible	No	Rule 1
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23,135	1,287	23,228	1,309	5.6%	93	22	0.4%	1.7%	Negligible	No	Rule 1
5	Dunflat Road	4	3,507	171	3,559	188	5.3%	51	17	1.5%	9.8%	Negligible	No	Rule 1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,620	1,290	5.5%	184	45	0.8%	3.6%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23,379	1,565	23,517	1,598	6.8%	138	33	0.6%	2.1%	Negligible	No	Rule 1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	6	17,304	1,341	17,442	1,374	7.9%	138	33	0.8%	2.5%	Negligible	No	Rule 1
22	A63 Petuaria Way (South)	96	33,021	4,861	33,102	4,878	14.7%	81	17	0.2%	0.3%	Low	No	Rule 1
25	A63 Petuaria Way (West)	95	30,327	4,621	30,409	4,638	15.3%	81	17	0.3%	0.4%	Negligible	No	Rule 1
30	M62	97	30,516	4,534	30,597	4,550	14.9%	81	17	0.3%	0.4%	Negligible	No	Rule 1

- 1.2.2 From Table 1.1 it can be seen that the percentage increases in both overall traffic flow and HGV composition due to the addition of the construction traffic are all well below 30% and therefore no further assessment is considered to be required.

1.3 Route Section 2: Skidby to A63 Dual Carriageway

- 1.3.1 Table 1.2 sets out the preliminary construction effects within Route Section 2

Table 1.2 – Preliminary construction effects – Route Section 2: Skidby to A63 Dual Carriageway

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
2	A1079 Beverley Bypass West	2	16,974	1,123	17,218	1,156	6.7%	244	33	1.4%	3.0%	Negligible	No	Rule 1
3	A164 - North of A1079	0	17,528	810	17,546	827	4.7%	18	17	0.1%	0.0%	Negligible	No	Rule 1
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23,135	1,287	23,169	1,320	5.7%	35	33	0.2%	1.7%	Negligible	No	Rule 1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,471	1,278	5.4%	35	33	0.1%	3.6%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23,379	1,565	23,414	1,598	6.8%	35	33	0.1%	2.1%	Negligible	No	Rule 1
10	Riplingham Road	8	5,341	237	5383	279	5.2%	42	42	0.8%	0.0%	Low	No	Rule 1
10	Riplingham Road	9	4,934	245	4,976	287	5.8%	42	42	0.8%	0.0%	Low	No	Rule 1
11	Rowley Road	8	5,341	237	5,366	263	4.9%	25	25	0.5%	0.0%	Low	No	Rule 1
11	Rowley Road	9	4,934	245	4,959	270	5.4%	25	25	0.5%	0.0%	Low	No	Rule 1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	6	17,304	1,341	17,330	1,366	7.9%	26	25	0.2%	2.5%	Negligible	No	Rule 1
19	A1034 - Beverley Road and A63	84	8,462	937	8,496	970	11.4%	33	33	0.4%	0.0%	High	No	Rule 1
21	Ellerker Road	16	567	30	802	56	7.0%	235	25	41.5%	0.0%	Negligible	Yes	Rule 1
22	A63 Petuaria Way (South)	96	33,021	4,861	33,144	4,903	14.8%	123	42	0.4%	0.3%	Low	No	Rule 1
23	Brantingham Road	16	567	30	802	56	7.0%	235	25	41.5%	0.0%	Negligible	Yes	Rule 1
24	Brough Road	14	6,558	293	7,003	318	4.5%	446	25	6.8%	0.0%	Low	No	Rule 1
24	Brough Road	15	6,329	272	6,774	298	4.4%	446	25	7.0%	0.0%	Low	No	Rule 1
25	A63 Petuaria Way (West)	95	30,327	4,621	30,490	4,655	15.3%	162	33	0.5%	0.4%	Negligible	No	Rule 1
30	M62	97	30,516	4,534	30,679	4,567	14.9%	162	33	0.5%	0.4%	Negligible	No	Rule 1

- 1.3.2 Table 1.2 shows that predicted percentage increases due to the construction traffic are all below 30%, with the exception of PARs 21 and 23 (Ellerker Road and Brantingham Road) where there is a calculated 41.5% increase in all vehicles. However, as neither link is considered to be sensitive, any increase is not considered to be significant.

1.4 Route Section 3: A63 Dual Carriageway to River Ouse Crossing

- 1.4.1 Table 1.3 sets out the preliminary construction effects within Route Section 3

Table 1.3 – Preliminary construction effects – Route Section 3: A63 dual carriageway to River Ouse Crossing

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction Peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
2	A1079 Beverley Bypass West	2	16974	1123	16983	1131	6.7%	9	9	0.1%	0.8%	Negligible	No	Rule 1
3	A164 - North of A1079	0	17528	810	17761	859	4.8%	233	49	1.3%	6.0%	Negligible	No	Rule 1
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23135	1287	23193	1344	5.8%	59	57	0.3%	4.5%	Negligible	No	Rule 1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23436	1245	23677	1302	5.5%	241	57	1.0%	4.6%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23379	1565	23437	1622	6.9%	59	57	0.3%	3.7%	Negligible	No	Rule 1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	6	17304	1341	17420	1455	8.4%	116	115	0.7%	8.6%	Negligible	No	Rule 1
22	A63 Petuaria Way (South)	96	33021	4861	33261	5030	15.1%	240	169	0.7%	3.5%	Low	No	Rule 1
24	Brough Road	14	6558	293	6653	327	4.9%	95	34	1.5%	11.8%	Low	No	Rule 1
24	Brough Road	15	6329	272	6424	307	4.8%	95	34	1.5%	12.6%	Low	No	Rule 1
25	A63 Petuaria Way (West)	95	30327	4621	30513	4736	15.5%	186	115	0.6%	2.5%	Negligible	No	Rule 1
26	Ings Lane	19	312	10	451	87	19.4%	138	78	44.3%	779.4%	Negligible	Yes	Rule 1
27	Carr Lane	20	335	29	422	55	13.0%	87	26	25.89%	89.07%	Low	Yes	Rule 1
28	Tongue Lane	24	541	94	949	137	14.4%	409	43	75.6%	45.9%	High	Yes	Rule 2
29	B1230 Main Road (East)	23	6986	551	7313	634	8.7%	327	83	4.7%	15.1%	Medium	No	Rule 1
29	B1230 Main Road (East)	22	7187	569	7514	653	8.7%	327	83	4.6%	14.6%	Medium	No	Rule 1
29	B1230 Main Road (East)	98	7722	586	8049	669	8.3%	327	83	4.2%	14.2%	Medium	No	Rule 1
30	M62	97	30516	4534	30686	4591	15.0%	170	57	0.6%	1.3%	Negligible	No	Rule 1
126	Willow Flats	17	4406	195	4573	301	6.6%	167	106	3.8%	54.5%	Low	Yes	Rule 1
127	Ellerker Lane	17	4406	195	4567	295	6.5%	161	100	3.7%	51.6%	Medium	Yes	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction Peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
128	Norfolk Bank Lane	18	457	33	619	134	21.6%	161	100	35.3%	303.1%	Low	Yes	Rule 1
128	Norfolk Bank Lane	18	457	33	619	134	21.6%	161	100	35.3%	303.1%	Low	Yes	Rule 1
129	Common Rd	20	335	29	422	55	13.0%	87	26	25.89%	89.07%	Negligible	Yes	Rule 1
129	Common Rd	21	599	57	686	83	12.0%	87	26	14.48%	45.51%	Negligible	Yes	Rule 1
130	Wallingfen Lane	21	599	57	686	83	12.0%	87	26	14.48%	45.51%	Low	Yes	Rule 1
131	Staddlethorpe Lane	NA	NA	NA	NA	NA	NA	84	23	NA	NA	Medium	NA	NA
132	Thornton Dam Lane / Scalby Lane	NA	NA	NA	NA	NA	NA	84	23	NA	NA	High	NA	NA
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	NA	NA	NA	NA	NA	NA	117	57	NA	NA	Medium	NA	NA
141	A63 (From A15 Interchange to A1079)	NA	NA	NA	NA	NA	NA	65	55	NA	NA	Low	NA	NA
142	M62 (From A614 Interchange to M18 Interchange)	NA	NA	NA	NA	NA	NA	170	57	NA	NA	Negligible	NA	NA
146	M180 (Between M181 Interchange and A15)	NA	NA	NA	NA	NA	NA	49	0	NA	NA	Negligible	NA	NA
147	M180 (Between A15 Interchange and A180)	NA	NA	NA	NA	NA	NA	53	0	NA	NA	Negligible	NA	NA
156	B1230 Main Road West	23	6986	551	7070	574	8.1%	84	23	1.2%	4.2%	High	No	Rule 1

- 1.4.2 From Table 1.3 above it can be seen that the majority of the routes have a predicted percentage increase in total vehicle flows of below 30%, with the exception of PAR 26 (Ings Lane), PAR 28 (Tongue Lane) and PAR 128 (Norfolk Bank Lane).
- 1.4.3 Any potential effect would then be managed through a Construction Traffic Management Plan (CTMP) that would set out measures and controls to minimise the numbers of construction vehicles wherever possible. However, it should be noted that the above is based upon a robust level of construction traffic and represents the very peak of activity.

1.5 Route Section 4: River Ouse crossing

- 1.5.1 Table 1.4 sets out the preliminary construction effects within Route Section 4.

Table 1.4 – Preliminary construction effects – Route Section 4 River Ouse crossing

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
3	A164 - North of A1079	0	17,528	810	17,529	810	4.6%	1	0	0.00%	2.10%	Negligible	No	Rule 1
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23,135	1,287	23,220	1287	5.5%	85	0	0.40%	2.60%	Negligible	No	Rule 1
5	Dunflat Road	4	3,507	171	3,591	171	4.8%	84	0	2.40%	0.00%	Negligible	No	Rule 1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,437	1245	5.3%	1	0	0.00%	2.70%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23,379	1,565	23,380	1565	6.7%	1	0	0.00%	2.10%	Negligible	No	Rule 1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	6	17,304	1,341	17,305	1341	7.7%	1	0	0.00%	1.90%	Negligible	No	Rule 1
22	A63 Petuaria Way (South)	96	33,021	4,861	33,034	4874	14.8%	13	13	0.00%	0.90%	Low	No	Rule 1
25	A63 Petuaria Way (West)	95	30,327	4,621	30,340	4634	15.3%	13	13	0.00%	0.70%	Negligible	No	Rule 1
30	M62	97	30,516	4,534	30,543	4561	14.9%	27	27	0.10%	0.70%	Negligible	No	Rule 1
31	A161 Tom Pudding Way	100	6,472	848	6,550	875	13.4%	78	27	1.20%	0.00%	Low	No	Rule 1
32	A161 Swinefleet Road	99	5,341	199	5,419	226	4.2%	78	27	1.50%	0.00%	High	No	Rule 1
33	A161 King's Causeway	25	1,340	101	1,451	128	8.8%	111	27	8.30%	0.00%	Low	No	Rule 1
33	A161 King's Causeway	26	1,335	94	1,446	121	8.4%	111	27	8.30%	0.00%	Low	No	Rule 1
37	A161 Field Lane (North of Eastoft)	27	1,348	99	1,381	99	7.2%	33	0	2.40%	0.00%	High	No	Rule 1
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	28	2,181	142	2,214	142	6.4%	33	0	1.50%	0.00%	High	No	Rule 1
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	40	7,776	468	7,809	468	6.0%	33	0	0.40%	0.00%	High	No	Rule 1
50	A161 - Between Outgate and A18 Interchange	39	8,953	571	8,986	571	6.4%	33	0	0.40%	0.00%	Low	No	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
53	A161 - Between A18 and M180	86	6,073	576	6,106	576	9.4%	33	0	0.50%	0.00%	Negligible	No	Rule 1
53	A161 - Between A18 and M180	102	5,938	564	5,971	564	9.4%	33	0	0.50%	0.00%	Negligible	No	Rule 1
139	Fledborough Road	83	1109	158	1,114	158	14.2%	5	0	0.40%	0.00%	Low	No	Rule 1
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	NA	NA	NA	NA	NA	NA	5	0	NA	NA		NA	NA
141	A63 (From A15 Interchange to A1079)	NA	NA	NA	NA	NA	NA	18	13	NA	NA		NA	NA
142	M62 (From A614 Interchange to M18 Interchange)	NA	NA	NA	NA	NA	NA	52	0	NA	NA		NA	NA
144	M180 (Between A161 and M181)	NA	NA	NA	NA	NA	NA	33	0	NA	NA		NA	NA
146	M180 (Between M181 Interchange and A15)	NA	NA	NA	NA	NA	NA	28	0	NA	NA		NA	NA
147	M180 (Between A15 Interchange and A180)	NA	NA	NA	NA	NA	NA	26	0	NA	NA		NA	NA
148	Hollingsworth Lane / Queen St	NA	NA	NA	NA	NA	NA	5	0	NA	NA		NA	NA

1.5.2 From Table 1.4 the percentage increases are all below 30% and therefore no further assessment is considered to be required.

1.6 Route Section 5: River Ouse Crossing to Luddington

1.6.1 Table 1.5 sets out the preliminary construction effects within Route Section 5.

Table 1.5 – Preliminary Construction Effects – Route Section 5: River Ouse Crossing to Luddington

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
3	A164 - North of A1079	0	17,528	810	17,529	810	4.6%	1	0	0.0%	0.0%	Negligible	No	Rule 1
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23,135	1,287	23,262	1,287	5.5%	127	0	0.5%	0.0%	Negligible	No	Rule 1
5	Dunflat Road	4	3,507	171	3,633	171	4.7%	126	0	3.6%	0.0%	Negligible	No	Rule 1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,437	1,245	5.3%	1	0	0.0%	0.0%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23,379	1,565	23,380	1,565	6.7%	1	0	0.0%	0.0%	Negligible	No	Rule 1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	6	17,304	1,341	17,305	1,341	7.7%	1	0	0.0%	0.0%	Negligible	No	Rule 1
25	A63 Petuaria Way (West)	95	30,327	4,621	30,348	4,641	15.3%	20	20	0.1%	0.4%	Negligible	No	Rule 1
30	M62	97	30,516	4,534	30,536	4,554	14.9%	20	20	0.1%	0.4%	Negligible	No	Rule 1
31	A161 Tom Pudding Way	100	6,472	848	6,549	848	12.9%	77	0	1.2%	0.0%	Low	No	Rule 1
32	A161 Swinefleet Road	99	5,341	199	5,438	219	4.0%	97	20	1.8%	10.1%	High	No	Rule 1
33	A161 King's Causeway	25	1,340	101	1,487	121	8.1%	146	20	10.9%	19.9%	Low	No	Rule 1
33	A161 King's Causeway	26	1,335	94	1,481	114	7.7%	146	20	11.0%	21.3%	Low	No	Rule 1
37	A161 Field Lane (North of Eastoft)	27	1,348	99	1,417	119	8.4%	69	20	5.1%	20.2%	High	No	Rule 1
38	Luddington Road	34	382	54	394	66	16.8%	12	12	3.2%	22.5%	Low	No	Rule 1
39	Carr Lane	33	61	3	109	51	46.8%	48	48	78.9%	1551.8%	Negligible	Yes	Rule 1
40	B1392 Meredyke Road	32	582	44	602	64	10.6%	20	20	3.5%	45.7%	Medium	Yes	Rule 1
43	B1392 Luddington Road	29	948	74	996	122	12.2%	48	48	5.1%	65.4%	Low	Yes	Rule 1
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	28	2,181	142	2,258	170	7.5%	77	28	3.5%	19.9%	High	Yes	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	40	7,776	468	7,853	496	6.3%	77	28	1.0%	6.0%	High	No	Rule 1
50	A161 - Between Outgate and A18 Interchange	39	8,953	571	9,030	599	6.6%	77	28	0.9%	4.9%	Low	No	Rule 1
53	A161 - Between A18 and M180	86	6,073	576	6,150	604	9.8%	77	28	1.3%	4.9%	Negligible	No	Rule 1
53	A161 - Between A18 and M180	102	5,938	564	6,015	593	9.9%	77	28	1.3%	5.0%	Negligible	No	Rule 1
117	A57 Broad Gate	80	8,343	839	8363	859	10.3%	20	20	0.2%	2.4%	Medium	No	Rule 1
135	Meredyke Rd West	32	582	44	630	92	14.6%	48	48	8.3%	109.8%	Medium	Yes	Rule 1
136	B1392 Eastoft Rd	30	927	70	971	114	11.7%	44	44	4.8%	63.3%	Medium	Yes	Rule 1
139	Fledborough Road	83	1,109	158	1,116	158	14.2%	7	0	0.7%	0.0%	Low	No	Rule 1

- 1.6.2 As can be seen from Table 1.5 the percentage increase due to the addition of the construction traffic is below 30% for the majority of PARs with the exception of PAR 39 (Carr Lane) where there is a 1,552% increase in HGVs.
- 1.6.3 This percentage increase is however as a result of the low number of HGVs currently on the PAR, with construction phase adding 48 HGVs per day which equates to around 4 per hour on average. Therefore, given the negligible sensitivity, no further assessment is considered to be required.

1.7 Route Section 6: Luddington to M180 Motorway

- 1.7.1 Table 1.6 sets out the preliminary construction effects within Route Section 6

Table 1.6 – Preliminary construction effects – Route Section 6: Luddington to M180 Motorway

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV%	Total vehicles	HGVs	Total vehicles	HGVs			
4	A164 Beverley Road - Between A1079 and Dunflat Road	3	23,135	1,287	23,366	1,287	5.5%	231	0	1.0%	0.0%	Negligible	No	Rule 1
5	Dunflat Road	4	3507	171	3738	171	4.6%	231	0	6.6%	0.0%	Negligible	No	Rule 1
25	A63 Petuaria Way (West)	95	30327	4621	30357	4651	15.3%	29	29	0.1%	0.6%	Negligible	No	Rule 1
30	M62	97	30516	4534	30553	4571	15.0%	37	37	0.1%	0.8%	Negligible	No	Rule 1
31	A161 Tom Pudding Way	100	6472	848	6509	885	13.6%	37	37	0.6%	4.3%	Low	No	Rule 1
32	A161 Swinefleet Road	99	5341	199	5377	236	4.4%	37	37	0.7%	18.5%	High	No	Rule 1
33	A161 King's Causeway	25	1340	101	1377	138	10.0%	37	37	2.7%	36.4%	Low	Yes	Rule 1
33	A161 King's Causeway	26	1335	94	1372	131	9.5%	37	37	2.8%	39.1%	Low	Yes	Rule 1
37	A161 Field Lane (North of Eastoft)	27	1348	99	1385	136	9.8%	37	37	2.7%	37.1%	High	Yes	Rule 1
39	Carr Lane	33	61	3	68	10	14.7%	7	7	12.1%	237.1%	Negligible	Yes	Rule 1
42	Carr Lane	31	31	1	46	16	34.8%	15	15	47.1%	1185.4%	Negligible	Yes	Rule 1
43	B1392 Luddington Road	29	948	74	977	103	10.5%	29	29	3.1%	40.0%	Low	Yes	Rule 1
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	28	2181	142	2217	179	8.1%	37	37	1.7%	26.0%	High	No	Rule 1
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	40	7776	468	7813	504	6.5%	37	37	0.5%	7.9%	High	No	Rule 1
45	Outgate (West)	38	623	54	783	54	6.9%	160	0	25.6%	0.0%	High	No	Rule 1
46	Bonnyhale Dale Road	37*	99	9	288	38	13.2%	189	29	191.7%	330.8%	Negligible	Yes	Rule 1
49	Keadby Power Station Internal Roads	NA	NA	NA	NA	NA	NA	29	29	NA	NA	Negligible	No	NA
50	A161 - Between Outgate and A18 Interchange	39	8953	571	9150	607	6.6%	196	37	2.2%	6.5%	Low	No	Rule 1
51	A18 Trunk Road (East)	35	8218	672	8263	717	8.7%	44	44	0.5%	6.6%	Negligible	No	Rule 1
53	A161 - Between A18 and M180	86	6073	576	6270	613	9.8%	196	37	3.2%	6.4%	Negligible	No	Rule 1
53	A161 - Between A18 and M180	102	5938	564	6134	601	9.8%	196	37	3.3%	6.5%	Negligible	No	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV%	Total vehicles	HGVs	Total vehicles	HGVs			
135	Meredyke Rd West	32	582	44	597	59	9.9%	15	15	2.5%	33.5%	Medium	Yes	Rule 1
136	B1392 Eastoft Rd	30	927	70	942	85	9.0%	15	15	1.6%	21.1%	Medium	No	Rule 1
137	Outgate (West)	37	99	9	113	24	21.2%	15	15	14.9%	165.4%	Negligible	Yes	Rule 1
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	NA	NA	NA	NA	NA	NA	1	0	NA	NA	Medium	No	NA
141	A63 (From A15 Interchange to A1079)	NA	NA	NA	NA	NA	NA	1	0	NA	NA	Low	No	NA
143	M180 (Between M18 Interchange and A161)	NA	NA	NA	NA	NA	NA	128	0	NA	NA	Negligible	No	NA
144	M180 (Between A161 and M181)	NA	NA	NA	NA	NA	NA	55	37	NA	NA	Negligible	No	NA
145	M181	NA	NA	NA	NA	NA	NA	13	0	NA	NA	Negligible	No	NA
146	M180 (Between M181 Interchange and A15)	NA	NA	NA	NA	NA	NA	54	37	NA	NA	Negligible	No	NA
147	M180 (Between A15 Interchange and A180)	NA	NA	NA	NA	NA	NA	51	37	NA	NA	Negligible	No	NA

1.7.2 The percentage increase in traffic due to the construction phase is below 30% for the majority of PARS with the exception of the following which will be assessed further:

- PAR 33 (A161 King's Causeway)
- PAR 37 (A161 Field Lane (North of Eastoft))
- PARS 39 (Carr Lane)
- PAR 42 (Carr Lane)
- PAR 43 (B1392 Luddington Road)
- PAR 46 (Bonnyhale Dale Road)
- PAR 135 (Meredyke Rd West)
- PAR 137 (Outgate East)

1.8 Route Section 7: M180 Motorway to Graizelound

1.8.1 Table 1.7 sets out the preliminary construction effects within Route Section 7.

Table 1.7 – Preliminary construction effects – Route Section 7: M180 Motorway to Graizelound

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road Sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,646	1,245	5.3%	210	0	0.9%	0.0%	Negligible	No	Rule 1
46	Bonnyhale Dale Road	37*	99	9	309	9	2.9%	210	0	213.1%	0.0%	#N/A	Yes	Rule 1
54	A161 - Between M180 and Belton	87	9,990	751	10,111	818	8.1%	121	67	1.2%	8.9%	High	No	Rule 1
55	King Edward Street	41	1,280	92	1,293	105	8.1%	13	13	1.0%	14.6%	High	No	Rule 1
56	Bracon	41	1,280	92	1,293	105	8.1%	13	13	1.0%	14.6%	#N/A	No	Rule 1
57	Belton Road	42	928	90	941	103	10.9%	13	13	1.4%	14.9%	Medium	No	Rule 1
59	Melwood Hill South	47	1,261	102	1,274	115	9.0%	13	13	1.1%	13.2%	Low	No	Rule 1
60	Blow Row	45	2,292	109	2,318	136	5.9%	27	27	1.2%	24.6%	High	No	Rule 1
61	A161 High Street - Between King Edward Street and Blow Row	88	8,493	602	8,601	656	7.6%	108	54	1.3%	8.9%	High	No	Rule 1
61	A161 High Street - Between King Edward Street and Blow Row	44	7,839	530	7,947	584	7.3%	108	54	1.4%	10.1%	High	No	Rule 1
62	Rectory Street	46	2,119	155	2,146	182	8.5%	27	27	1.3%	17.3%	High	No	Rule 1
63	Melwood Hill North	47	1,261	102	1,288	129	10.0%	27	27	2.1%	26.3%	Low	No	Rule 1
65	A161 Epworth Road	43	6,152	496	6,233	523	8.4%	81	27	1.3%	5.4%	High	No	Rule 1
65	A161 Epworth Road	51	6,087	484	6,168	510	8.3%	81	27	1.3%	5.5%	High	No	Rule 1
68	East Lound Road	48	601	66	614	79	12.9%	13	13	2.2%	20.3%	High	No	Rule 1
69	Brackenhill Road / E Lound Road	49	945	85	959	98	10.2%	13	13	1.4%	15.8%	High	No	Rule 1
70	B1396 Tower Hill	50	2,769	140	2,824	140	5.0%	54	0	2.0%	0.0%	High	No	Rule 1
71	A161 Haxey Lane	52	3,755	383	3,823	396	10.4%	68	13	1.8%	3.5%	High	No	Rule 1
72	Ferry Road / Main Street	54	833	82	846	95	11.2%	13	13	1.6%	16.3%	High	No	Rule 1
72	Ferry Road / Main Street	55	505	53	519	66	12.7%	13	13	2.7%	25.4%	High	No	Rule 1
74	A161 Station Road	53	4,450	367	4,595	367	8.0%	145	0	3.3%	0.0%	High	No	Rule 1
74	A161 Station Road	56	4,393	391	4,538	391	8.6%	145	0	3.3%	0.0%	High	No	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road Sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
76	A161 Haxey Road	103	4,357	297	4,448	297	6.7%	91	0	2.1%	0.0%	High	No	Rule 1
86	A631 (Gringley on the Hill West)	108	8,864	898	8,955	898	10.0%	91	0	1.0%	0.0%	Medium	No	Rule 1
87	A631 (Gringley on the Hill East)	59	7,464	837	7,555	837	11.1%	91	0	1.2%	0.0%	Negligible	No	Rule 1
87	A631 (Gringley on the Hill East)	60	7,459	851	7,550	851	11.3%	91	0	1.2%	0.0%	Negligible	No	Rule 1
149	Epworth Road North	47	1,261	102	1,274	115	9.0%	13	13	1.1%	13.2%	Medium	No	Rule 1

- 1.8.2 With reference to Table 1.7 above the predicted increase in traffic are below 30% for all PARS, and therefore no further assessment is required.

1.9 Route Section 8: Graizelound to Chesterfield Canal

- 1.9.1 Table 1.8 sets out the preliminary construction effects within Route Section 8.

Table 1.8 – Preliminary construction effects – Route Section 8: Graizelound to Chesterfield Canal

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVS	Total vehicles	HGVS	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	5	23,436	1,245	23,604	1,245	5.3%	168	0	0.7%	0.0%	Negligible	No	Rule 1
54	A161 - Between M180 and Belton	87	9,990	751	10,086	805	8.0%	97	54	1.0%	7.1%	High	No	Rule 1
61	A161 High Street - Between King Edward Street and Blow Row	88	8,493	602	8,590	656	7.6%	97	54	1.1%	8.9%	High	No	Rule 1
61	A161 High Street - Between King Edward Street and Blow Row	44	7,839	530	7,936	584	7.4%	97	54	1.2%	10.1%	High	No	Rule 2
65	A161 Epworth Road	43	6,152	496	6,249	549	8.8%	97	54	1.6%	10.8%	High	No	Rule 2
65	A161 Epworth Road	51	6,087	484	6,184	537	8.7%	97	54	1.6%	11.1%	High	No	Rule 2
70	B1396 Tower Hill	50	2,769	140	2,813	140	5.0%	43	0	1.6%	0.0%	High	No	Rule 1
71	A161 Haxey Lane	52	3,755	383	3,852	436	11.3%	97	54	2.6%	14.0%	High	No	Rule 1
74	A161 Station Road	53	4,450	367	4,788	421	8.8%	338	54	7.6%	14.6%	High	No	Rule 1
74	A161 Station Road	56	4,393	391	4,731	445	9.4%	338	54	7.7%	13.7%	High	No	Rule 1
76	A161 Haxey Road	103	4,357	297	4,651	350	7.5%	295	54	6.8%	18.1%	High	No	Rule 1
77	Cornley Road	57	121	11	174	65	37.4%	54	54	44.4%	488.0%	Negligible	Yes	Rule 1
78	Carr Lane	105	203	27	425	81	19.1%	222	54	109.0%	197.4%	High	Yes	Rule 2
79	B1403 Church Street	104	2,149	138	2,371	192	8.1%	222	54	10.3%	38.8%	High	Yes	Rule 2
80	Cattle Road	105	203	27	372	27	7.3%	168	0	82.7%	0.0%	Low	Yes	Rule 1
80	Cattle Road	57	121	11	289	11	3.8%	168	0	139.2%	0.0%	Low	Yes	Rule 1
86	A631 (Gringley on the Hill West)	108	8,864	898	8,937	898	10.0%	73	0	0.8%	0.0%	Medium	No	Rule 1
87	A631 (Gringley on the Hill East)	59	7,464	837	7,537	837	11.1%	73	0	1.0%	0.0%	Negligible	No	Rule 1
87	A631 (Gringley on the Hill East)	60	7,459	851	7,532	851	11.3%	73	0	1.0%	0.0%	Negligible	No	Rule 1

- 1.9.2 Table 1.8 above shows that the majority of the PARS have no impact with all percentage increases below 30% with the exception of:
- PAR 77 (Cornley Road)
 - PAR 78 (Carr Lane)
 - PAR 79 (B1403 Church Street)
 - PAR 80 (Cattle Road)
- 1.9.3 Both PAR 78 (Carr Lane) and PAR 79 (B1403 Church Street) have a high sensitivity and an increase of 222 HGVs per day which is around 18 per hour, although it must be restated that this is based upon a robust trip generation and is at the very peak of construction.

1.10 Route Section 9: Chesterfield Canal to A620 east of North Wheatley

- 1.10.1 Table 1.9 sets out the preliminary construction effects within Route Section 9.

Table 1.9 – Preliminary construction effects – Route Section 9: Chesterfield Canal to A620 east of North Wheatley

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day)		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
1	A1079 Beverley Bypass East	1	16,683	941	16,703	961	5.8%	20	20	0.1%	2.1%	Negligible	No	Rule 1
1	A1079 Beverley Bypass East	94	16,662	1,201	16,682	1,221	7.3%	20	20	0.1%	1.7%	Negligible	No	Rule 1
2	A1079 Beverley Bypass West	2	16,974	1,123	17,100	1,123	6.6%	126	0	0.7%	0.0%	Negligible	No	Rule 1
84	Walkeringham Road	90	202	12	289	12	4.2%	87	0	43.2%	0.0%	Negligible	Yes	Rule 1
85	B1403 Walkeringham Road	91	2,424	203	2,511	203	8.1%	87	0	3.6%	0.0%	Low	No	Rule 1
86	A631 (Gringley on the Hill West)	108	8,864	898	8,961	918	10.2%	98	20	1.1%	2.2%	Medium	No	Rule 1
87	A631 (Gringley on the Hill East)	59	7,464	837	7,514	877	11.7%	50	40	0.7%	4.8%	Negligible	No	Rule 1
87	A631 (Gringley on the Hill East)	60	7,459	851	7,509	892	11.9%	50	40	0.7%	4.7%	Negligible	No	Rule 1
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	109	6,508	430	6,521	444	6.8%	13	13	0.2%	3.1%	Low	No	Rule 1
98	A620 - Gainsborough Road	92	4,376	381	4,389	395	9.0%	13	13	0.3%	3.5%	Low	No	Rule 1

- 1.10.2 From Table 1.9 above the majority of PARS have a forecast percentage increase of below 30% with the exception of PAR 84 (Walkeringham Road) which has an increase of 43.2% in all vehicles.
- 1.10.3 However, given it is not considered to be sensitive then no further assessment is required.

1.11 Route Section 10: A620 east of North Wheatley to Fledborough

- 1.11.1 Table 1.10 sets out the preliminary construction effects within Route Section 10.

Table 1.10 – Preliminary construction effects – Route Section 10: A620 east of North Wheatley to Fledborough

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
1	A1079 Beverley Bypass East	1	16,683	941	16,695	953	5.7%	12	12	0.1%	1.2%	Negligible	No	Rule 1
1	A1079 Beverley Bypass East	94	16,662	1,201	16,674	1,212	7.3%	12	12	0.1%	1.0%	Negligible	No	Rule 1
86	A631 (Gringley on the Hill West)	108	8,864	898	8,875	909	10.2%	12	12	0.1%	1.3%	Medium	No	Rule 1
87	A631 (Gringley on the Hill East)	59	7,464	837	7,487	860	11.5%	23	23	0.3%	2.8%	Negligible	No	Rule 1
87	A631 (Gringley on the Hill East)	60	7,459	851	7,482	875	11.7%	23	23	0.3%	2.7%	Negligible	No	Rule 1
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	109	6,508	430	6,531	454	7.0%	23	23	0.4%	5.4%	Low	No	Rule 1
92	Sturton Road	62	2,427	307	2,443	323	13.2%	15	15	0.6%	5.0%	Negligible	No	Rule 1
93	Gainsborough Road	62	2,427	307	2,443	323	13.2%	15	15	0.6%	5.0%	Low	No	Rule 1
94	Station Road	61	732	67	748	82	11.0%	15	15	2.1%	23.2%	Medium	No	Rule 1
98	A620 - Gainsborough Road	92	4,376	381	4,384	389	8.9%	8	8	0.2%	2.0%	Low	No	Rule 1
100	A620 Amcott Way	67	17,577	757	17,802	788	4.4%	225	31	1.3%	4.1%	High	No	Rule 1
103	Retford Road West	64	3,289	225	3,538	256	7.2%	249	31	7.6%	13.8%	Negligible	No	Rule 1
104	Leverton Road / Spital Hill	65	3,204	195	3,453	226	6.5%	249	31	7.8%	15.8%	Negligible	No	Rule 1
104	Leverton Road / Spital Hill	66	3,674	176	3,923	207	5.3%	249	31	6.8%	17.6%	Negligible	No	Rule 1
105	A638 Arlington Way/London Road	68	11,834	611	11,889	642	5.4%	55	31	0.5%	5.1%	High	No	Rule 1
105	A638 Arlington Way/London Road	71	12,862	640	12,917	671	5.2%	55	31	0.4%	4.8%	High	No	Rule 1
106	A638 Great North Road - To the A1	70	9,072	629	9,127	660	7.2%	55	31	0.6%	4.9%	Low	No	Rule 1
110	Grove Road	72	1,646	102	1,677	133	7.9%	31	31	1.9%	30.2%	Low	No	Rule 1
111	Lady Well Lane	72	1,646	102	1,677	133	7.9%	31	31	1.9%	30.2%	Low	No	Rule 1
112	Main Street	74	453	39	468	54	11.5%	15	15	3.4%	40.1%	Low	No	Rule 1
113	Hazelwood Lane	73	1,383	64	1,398	80	5.7%	15	15	1.1%	24.1%	Low	No	Rule 1
115	Retford Road (North of Rampton Hospital)	75	1,377	76	1,392	92	6.6%	15	15	1.1%	20.3%	Medium	No	Rule 1

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs			
117	A57 Broad Gate	80	8,343	839	8,406	877	10.4%	63	39	0.8%	4.6%	Medium	No	Rule 1
118	A57 - Between Darlton Road and BM 127	79	8,280	873	8,343	911	10.9%	63	39	0.8%	4.4%	Medium	No	Rule 1
119	A57 - Between BM 127 and BM 126 (Option 3)	116	8,408	700	8,470	739	8.7%	63	39	0.7%	5.5%	Negligible	No	Rule 1
120	A57 - Between BM 126 and A57/Main Street Junction	116	8,408	700	8,415	708	8.4%	8	8	0.1%	1.1%	Negligible	No	Rule 1
121	A57 - Between A57/Main Street Junction East	81	8,268	833	8,330	871	10.5%	63	39	0.8%	4.6%	High	No	Rule 1
153	Leverton Rd	111	2,721	179	2,736	194	7.1%	15	15	0.6%	8.6%	Medium	No	Rule 1
153	Leverton Rd	112	2,746	156	2,762	171	6.2%	15	15	0.6%	9.9%	Medium	No	Rule 1
154	Main St	118	1,981	111	1,993	122	6.1%	12	12	0.6%	10.5%	Medium	No	Rule 1
155	Retford Road East	118	1,981	111	1,997	126	6.3%	15	15	0.8%	14.0%	Negligible	No	Rule 1

- 1.11.2 From Table 1.10 the percentage increase in traffic during the construction phase is below 30% on all PARS and therefore no further assessment is required.

1.12 Route Section 11: Fledborough to High Marnham

- 1.12.1 Table 1.11 sets out the preliminary construction effects within Route Section 11.

Table 1.11 – Preliminary construction effects – Route Section 11: Fledborough to High Marnham

PAR	Road ID	Survey site	2028 future baseline 12hr weekday flows (07:00 to 19:00)		Baseline + construction traffic flows (07:00 to 19:00) construction			Construction peak traffic flows, per day		% increase in 12h weekday flows (07:00 to 19:00)		Road sensitivity	Assessment required	Rule criteria
			Total vehicles	HGVs	Total vehicles	HGVs	HGVs %	Total vehicles	HGVs	Total vehicles	HGVs			
3	A164 - North of A1079	0	17,528	810	17,591	810	4.6%	63	0	0.4%	0.0%	Negligible	No	Rule 1
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	7	23,379	1,565	23,442	1,565	6.7%	63	0	0.3%	0.0%	Negligible	No	Rule 1
117	A57 Broad Gate	80	8,343	839	8,392	849	10.1%	49	10	0.6%	1.2%	Medium	No	Rule 1
118	A57 - Between Darlton Road and BM 127	79	8,280	873	8,329	883	10.6%	49	10	0.6%	1.2%	Medium	No	Rule 1
119	A57 - Between BM 127 and BM 126 (Option 3)	116	8,408	700	8,457	710	8.4%	49	10	0.6%	1.4%	Negligible	No	Rule 1
120	A57 - Between BM 126 and A57/Main Street Junction	116	8,408	700	8,457	710	8.4%	49	10	0.6%	1.4%	Negligible	No	Rule 1
121	A57 - Between A57/Main Street Junction East	81	8,268	833	8,283	843	10.2%	15	10	0.2%	1.2%	High	No	Rule 1
122	Main Street	82	1,159	152	1,222	172	14.1%	64	20	5.5%	13.2%	Medium	No	Rule 1
139	Fledborough Road	83	1,109	158	1,158	168	14.5%	49	10	4.4%	6.4%	Low	No	Rule 1

- 1.12.2 From Table 1.11 above the percentage increase on all PARS is below 30% and therefore no further assessment is required.

1.13 Combined Route Sections: Total Flows

- 1.13.1 Table 1.12 sets out the preliminary construction effects of all 11 Route Sections combined providing the total traffic flows across the Project.

Table 1.12 – Preliminary construction effects - all Route Sections

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 1	A1079 Beverley Bypass East (Link PAR 1)	1	19,121	819	19,274	867	4.5%	154	48	1%	6%	Negligible	No
PAR 1	A1079 Beverley Bypass East (Link PAR 1)	94	18,751	1,103	18,904	1,151	6.1%	154	48	1%	4%	Negligible	No
PAR 2	A1079 Beverley Bypass West (Link PAR 2)	2	19,603	985	20,015	1,060	5.3%	412	76	2%	8%	Negligible	No
PAR 3	A164 - North of A1079 (Link PAR 3)	0	20,582	697	20,897	762	3.6%	316	66	2%	9%	Negligible	No
PAR 4	A164 Beverley Road - Between A1079 and Dunflat Road (Link PAR 4)	3	26,257	1,340	26,885	1,453	5.4%	629	113	2%	8%	Negligible	No
PAR 5	Dunflat Road (Link PAR 5)	4	3,633	147	4,126	164	4.0%	493	17	14%	11%	Negligible	No
PAR 6	A164 - Between Dunflat Road and B1233/A164 Roundabout (Link PAR 6)	5	26,806	1,296	27,646	1,432	5.2%	840	136	3%	10%	Negligible	No
PAR 7	Main Street (Link PAR 7)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	505	-	#N/A	#N/A	Medium	No
PAR 8	Little Weighton Road (Link PAR 8)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	315	-	#N/A	#N/A	Low	No
PAR 9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout (Link PAR 9)	7	26,529	1,513	26,825	1,638	6.1%	296	124	1%	8%	Negligible	No
PAR 10	Riplingham Road (Link PAR 10)	8	5,491	200	5,533	242	4.4%	42	42	1%	21%	Low	No
PAR 10	Riplingham Road (Link PAR 10)	9	5,113	211	5,154	253	4.9%	42	42	1%	20%	Low	No
PAR 11	Rowley Road (Link PAR 11)	8	5,491	200	5,517	225	4.1%	25	25	0%	13%	Low	No
PAR 11	Rowley Road (Link PAR 11)	9	5,113	211	5,138	237	4.6%	25	25	0%	12%	Low	No
PAR 12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout (Link PAR 12)	6	19,229	1,302	19,511	1,475	7.6%	282	173	1%	13%	Negligible	No
PAR 13	Lambwell Hill (Link PAR 13)	11	1,723	36	1,723	36	2.1%	-	-	0%	0%	Negligible	No
PAR 14	Westoby Lane (Link PAR 14)	10	2,287	87	2,287	87	3.8%	-	-	0%	0%	Low	No
PAR 15	Brick Dike Lane (Link PAR 15)	12	2,077	90	2,077	90	4.3%	-	-	0%	0%	Low	No
PAR 16	B1230 - Hunsley Road (Link PAR 16)	13	9,164	466	9,164	466	5.1%	-	-	0%	0%	Low	No
PAR 17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North) (Link PAR 17)	85	7,175	606	7,175	606	8.4%	-	-	0%	0%	Low	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 18	A1034 - Between Hunsley Road and Beverley Road (South) (Link PAR 18)	84	9,275	880	9,275	880	9.5%	-	-	0%	0%	High	No
PAR 19	A1034 - Beverley Road and A63 (Link PAR 19)	84	9,275	880	9,308	913	9.8%	33	33	0%	4%	High	No
PAR 20	Beverley Road (Link PAR 20)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	50	50	#N/A	#N/A	Medium	No
PAR 21	Ellerker Road (Link PAR 21)	16	657	28	893	53	5.9%	235	25	36%	91%	Negligible	Yes
PAR 22	A63 Petuaria Way (South) (Link PAR 22)	96	39,853	5,661	40,311	5,902	14.6%	458	241	1%	4%	Low	No
PAR 23	Brantingham Road (Link PAR 23)	16	657	28	893	53	5.9%	235	25	36%	91%	Low	Yes
PAR 24	Brough Road (Link PAR 24)	14	7,229	260	7,770	320	4.1%	541	60	7%	23%	Low	No
PAR 24	Brough Road (Link PAR 24)	15	6,966	245	7,507	305	4.1%	541	60	8%	24%	Low	No
PAR 25	A63 Petuaria Way (West) (Link PAR 25)	95	36,733	5,391	37,225	5,619	15.1%	492	228	1%	4%	Negligible	No
PAR 26	Ings Lane (Link PAR 26)	19	350	9	489	87	17.8%	138	78	40%	831%	Negligible	Yes
PAR 27	Carr Lane (Link PAR 27)	20	405	26	492	52	10.5%	87	26	21%	100%	Low	Yes
PAR 28	Tongue Lane (Link PAR 28)	24	624	75	1,032	119	11.5%	409	43	66%	57%	Low	Yes
PAR 29	B1230 Main Road (East) (Link PAR 29)	23	7,810	492	8,137	575	7.1%	327	83	4%	17%	Medium	No
PAR 29	B1230 Main Road (East) (Link PAR 29)	22	8,097	516	8,424	599	7.1%	327	83	4%	16%	Medium	No
PAR 29	B1230 Main Road (East) (Link PAR 29)	98	8,454	520	8,781	604	6.9%	327	83	4%	16%	Medium	No
PAR 30	M62 (Link PAR 30)	97	37,155	5,301	37,652	5,492	14.6%	497	191	1%	4%	Negligible	No
PAR 31	A161 Tom Pudding Way (Link PAR 31)	100	7,219	757	7,412	821	11.1%	193	64	3%	8%	Low	No
PAR 32	A161 Swinefleet Road (Link PAR 32)	99	6,135	192	6,348	275	4.3%	213	84	3%	44%	High	Yes
PAR 33	A161 King's Causeway (Link PAR 33)	25	1,554	104	1,848	187	10.1%	294	84	19%	81%	Low	Yes
PAR 33	A161 King's Causeway (Link PAR 33)	26	1,537	98	1,831	181	9.9%	294	84	19%	86%	Low	Yes
PAR 34	Pennyhill Cottages (Link PAR 34)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Low	No
PAR 35	Main Street (Link PAR 35)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 36	Church Lane (Link PAR 36)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Low	No
PAR 37	A161 Field Lane (North of Eastoft) (Link PAR 37)	27	1,553	103	1,691	160	9.4%	138	57	9%	56%	High	Yes
PAR 38	Luddington Road (Link PAR 38)	34	400	47	412	59	14.3%	12	12	3%	26%	Low	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 39	Carr Lane (Link PAR 39)	33	74	3	130	59	45.2%	56	56	75%	1789%	Negligible	Yes
PAR 40	B1392 Meredyke Road (Link PAR 40)	32	620	38	640	59	9.1%	20	20	3%	52%	Negligible	Yes
PAR 41	Ox Pasture Lane (Link PAR 41)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Negligible	No
PAR 42	Carr Lane (Link PAR 42)	31	38	1	52	16	30.4%	15	15	39%	1245%	Negligible	Yes
PAR 43	B1392 Luddington Road (Link PAR 43)	29	1,020	64	1,097	142	12.9%	78	78	8%	121%	Low	Yes
PAR 44	A161 Crowle Road/Wharf Road - Eastoft to Ealand (Link PAR 44)	28	2,387	134	2,534	199	7.8%	146	65	6%	49%	High	Yes
PAR 44	A161 Crowle Road/Wharf Road - Eastoft to Ealand (Link PAR 44)	40	8,594	444	8,740	509	5.8%	146	65	2%	15%	High	No
PAR 45	Outgate (West) (Link PAR 45)	38	708	47	868	47	5.4%	160	-	23%	0%	High	No
PAR 46	Bonnyhale Dale Road (Link PAR 46)	37*	124	8	523	37	7.2%	399	29	323%	369%	Negligible	Yes
PAR 47	Main Street (Link PAR 47)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 48	Bonnyhale Road (Link PAR 48)	36	107	13	107	13	12.0%	-	-	0%	0%	Low	No
PAR 49	Keadby Power Station Internal Roads / Unamed Roads (Link PAR 49)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	240	29	#N/A	#N/A	Negligible	No
PAR 50	A161 - Between Outgate and A18 Interchange (Link PAR 50)	39	9,956	544	10,262	609	5.9%	306	65	3%	12%	Low	No
PAR 51	A18 Trunk Road (East) (Link PAR 51)	35	9,147	627	9,191	671	7.3%	44	44	0%	7%	Negligible	No
PAR 52	A18 High Levels Bank (West) (Link PAR 52)	101	5,410	435	5,410	435	8.0%	-	-	0%	0%	Negligible	No
PAR 53	A161 - Between A18 and M180 (Link PAR 53)	86	6,740	552	7,046	617	8.8%	306	65	5%	12%	Negligible	No
PAR 53	A161 - Between A18 and M180 (Link PAR 53)	102	6,635	515	6,941	580	8.4%	306	65	5%	13%	Negligible	No
PAR 54	A161 - Between M180 and Belton (Link PAR 54)	87	10,665	680	10,883	801	7.4%	218	121	2%	18%	High	No
PAR 55	King Edward Street (Link PAR 55)	41	1,414	85	1,427	98	6.9%	13	13	1%	16%	High	No
PAR 56	Bracon (Link PAR 56)	41	1,414	85	1,427	98	6.9%	13	13	1%	16%	Medium	No
PAR 57	Belton Road (Link PAR 57)	42	1,022	84	1,035	97	9.4%	13	13	1%	16%	Medium	No
PAR 58	Hollingsworth Lane (Link PAR 58)	89	689	61	689	61	8.8%	-	-	0%	0%	Medium	No
PAR 59	Melwood Hill South (Link PAR 59)	47	1,351	94	1,365	107	7.9%	13	13	1%	14%	Low	No
PAR 60	Blow Row (Link PAR 60)	45	2,381	95	2,408	122	5.1%	27	27	1%	28%	High	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 61	A161 High Street - Between King Edward Street and Blow Row (Link PAR 61)	88	9,057	545	9,262	652	7.0%	205	107	2%	20%	High	No
PAR 61	A161 High Street - Between King Edward Street and Blow Row (Link PAR 61)	44	8,413	469	8,618	576	6.7%	205	107	2%	23%	High	No
PAR 62	Rectory Street (Link PAR 62)	46	2,295	144	2,322	171	7.4%	27	27	1%	19%	High	No
PAR 63	Melwood Hill North (Link PAR 63)	47	1,351	94	1,378	121	8.8%	27	27	2%	29%	Low	No
PAR 64	Newland Lane (Link PAR 64)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Low	No
PAR 65	A161 Epworth Road (Link PAR 65)	43	6,636	441	6,814	521	7.6%	178	80	3%	18%	High	No
PAR 65	A161 Epworth Road (Link PAR 65)	51	6,553	428	6,731	509	7.6%	178	80	3%	19%	High	No
PAR 66	Burnham Road West (Link PAR 66)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	13	13	#N/A	#N/A	Low	No
PAR 67	Church Walk (Link PAR 67)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 68	East Lound Road (Link PAR 68)	48	630	53	643	67	10.4%	13	13	2%	25%	High	No
PAR 69	Brackenhill Road / E Lound Road (Link PAR 69)	49	992	71	1,006	85	8.4%	13	13	1%	19%	High	No
PAR 70	B1396 Tower Hill (Link PAR 70)	50	2,988	126	3,086	126	4.1%	97	-	3%	0%	High	No
PAR 71	A161 Haxey Lane (Link PAR 71)	52	4,119	334	4,283	401	9.4%	164	67	4%	20%	High	No
PAR 72	Ferry Road / Main Street (Link PAR 72)	54	930	76	944	89	9.5%	13	13	1%	18%	High	No
PAR 72	Ferry Road / Main Street (Link PAR 72)	55	572	50	586	63	10.7%	13	13	2%	27%	High	No
PAR 73	Stockwith Road (Link PAR 73)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	210	-	#N/A	#N/A	Negligible	No
PAR 74	A161 Station Road (Link PAR 74)	53	4,925	327	5,408	381	7.0%	483	54	10%	16%	High	No
PAR 74	A161 Station Road (Link PAR 74)	56	4,864	349	5,347	402	7.5%	483	54	10%	15%	High	No
PAR 75	Tindale Bank Road (Link PAR 75)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Negligible	No
PAR 76	A161 Haxey Road (Link PAR 76)	103	4,766	266	5,152	319	6.2%	386	54	8%	20%	High	No
PAR 77	Cornley Road (Link PAR 77)	57	125	10	178	63	35.6%	54	54	43%	549%	Negligible	Yes
PAR 78	Carr Lane (Link PAR 78)	105	211	24	432	78	17.9%	222	54	105%	224%	High	Yes
PAR 79	B1403 Church Street (Link PAR 79)	104	2,296	125	2,518	179	7.1%	222	54	10%	43%	High	Yes
PAR 80	Cattle Road (Link PAR 80)	105	211	24	379	24	6.3%	168	-	80%	0%	Low	Yes
PAR 80	Cattle Road (Link PAR 80)	57	125	10	293	10	3.3%	168	-	135%	0%	Low	Yes
PAR 81	A161 High Street to A161/A631 Roundabout (Link PAR 81)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	164	-	#N/A	#N/A	High	No
PAR 82	B1403 Gringley Road (Link PAR 82)	91	2,584	183	2,584	183	7.1%	-	-	0%	0%	Negligible	No
PAR 83	B1403 Fountain Hill (Link PAR 83)	91	2,584	183	2,584	183	7.1%	-	-	0%	0%	Low	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 84	Walkeringham Road (Link PAR 84)	90	221	13	308	13	4.2%	87	-	39%	0%	Negligible	Yes
PAR 85	B1403 Walkeringham Road (Link PAR 85)	91	2,584	183	2,671	183	6.9%	87	-	3%	0%	Low	No
PAR 86	A631 (Gringley on the Hill West) (Link PAR 86)	108	9,747	860	10,020	892	8.9%	273	32	3%	4%	Medium	No
PAR 87	A631 (Gringley on the Hill East) (Link PAR 87)	59	8,630	818	8,867	882	9.9%	237	63	3%	8%	Negligible	No
PAR 87	A631 (Gringley on the Hill East) (Link PAR 87)	60	8,628	828	8,865	891	10.1%	237	63	3%	8%	Negligible	No
PAR 88	A631 - Between A161/A631 Roundabout and Wood Lane (Link PAR 88)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	60	50	#N/A	#N/A	Medium	No
PAR 89	A631 - Between Wood Lane and A620/A631 Roundabout (Link PAR 89)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	10	-	#N/A	#N/A	Medium	No
PAR 90	Wood Lane (Link PAR 90)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout (Link PAR 91)	109	6,960	387	6,996	424	6.1%	37	37	1%	9%	Low	No
PAR 92	Sturton Road (Link PAR 92)	62	2,585	261	2,601	277	10.6%	15	15	1%	6%	Negligible	No
PAR 93	Gainsborough Road (Link PAR 93)	62	2,585	261	2,601	277	10.6%	15	15	1%	6%	Low	No
PAR 94	Station Road (Link PAR 94)	61	772	57	788	72	9.1%	15	15	2%	27%	Medium	No
PAR 95	Wheatley Road (Link PAR 95)	61	772	57	772	57	7.3%	-	-	0%	0%	Medium	No
PAR 96	Sturton Road (Link PAR 96)	63	1,008	60	1,008	60	5.9%	-	-	0%	0%	Medium	No
PAR 97	Low Street (Link PAR 97)	63	1,008	60	1,008	60	5.9%	-	-	0%	0%	Medium	No
PAR 98	A620 - Gainsborough Road (Link PAR 98)	92	4,720	356	4,741	377	8.0%	21	21	0%	6%	Low	No
PAR 99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford (Link PAR 99)	93	5,316	379	5,316	379	7.1%	-	-	0%	0%	High	No
PAR 99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford (Link PAR 99)	110	6,969	302	6,969	302	4.3%	-	-	0%	0%	High	No
PAR 99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford (Link PAR 99)	69	7,079	394	7,079	394	5.6%	-	-	0%	0%	High	No
PAR 100	A620 Amcott Way (Link PAR 100)	67	19,341	778	19,566	809	4.1%	225	31	1%	4%	High	No
PAR 101	Cross Street (Link PAR 101)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 102	Springs Lane (Link PAR 102)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	15	15	#N/A	#N/A	Low	No
PAR 103	Retford Road West (Link PAR 103)	64	3,594	203	3,843	234	6.1%	249	31	7%	15%	Negligible	No
PAR 104	Leverton Road / Spital Hill (Link PAR 104)	65	3,538	177	3,786	208	5.5%	249	31	7%	17%	Negligible	No
PAR 104	Leverton Road / Spital Hill (Link PAR 104)	66	4,152	161	4,401	192	4.4%	249	31	6%	19%	Negligible	No
PAR 105	A638 Arlington Way/London Road (Link PAR 105)	68	13,373	590	13,428	621	4.6%	55	31	0%	5%	High	No
PAR 105	A638 Arlington Way/London Road (Link PAR 105)	71	14,455	614	14,510	645	4.4%	55	31	0%	5%	High	No
PAR 106	A638 Great North Road - To the A1 (Link PAR 106)	70	10,009	607	10,064	638	6.3%	55	31	1%	5%	Low	No
PAR 107	Cocking Lane (Link PAR 107)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 108	Town Street / Forewood Lane (Link PAR 108)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 109	Wood Lane / Main Street (Link PAR 109)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Low	No
PAR 110	Grove Road (Link PAR 110)	72	1,884	92	1,915	123	6.4%	31	31	2%	33%	Negligible	Yes
PAR 111	Lady Well Lane (Link PAR 111)	72	1,884	92	1,915	123	6.4%	31	31	2%	33%	Low	Yes
PAR 112	Main Street (Link PAR 112)	74	509	33	525	49	9.3%	15	15	3%	46%	Low	Yes
PAR 113	Hazelwood Lane (Link PAR 113)	73	1,552	57	1,567	73	4.6%	15	15	1%	27%	Medium	No
PAR 114	Ashley Lane (Link PAR 114)	120	67	5	67	5	7.3%	-	-	0%	0%	Medium	No
PAR 115	Retford Road (North of Rampton Hospital) (Link PAR 115)	75	1,448	68	1,464	84	5.7%	15	15	1%	23%	High	No
PAR 116	Laneham Road (Link PAR 116)	76	3,016	207	3,016	207	6.9%	-	-	0%	0%	High	No
PAR 116	Laneham Road (Link PAR 116)	77	2,341	181	2,341	181	7.7%	-	-	0%	0%	High	No
PAR 116	Laneham Road (Link PAR 116)	78	2,831	198	2,831	198	7.0%	-	-	0%	0%	High	No
PAR 116	Laneham Road (Link PAR 116)	126	2,474	183	2,474	183	7.4%	-	-	0%	0%	High	No
PAR 117	A57 Broad Gate (Link PAR 117)	80	9,720	856	9,852	925	9.4%	132	69	1%	8%	Medium	No
PAR 118	A57 - Between Darlton Road and BM 127 (Link PAR 118)	79	9,638	890	9,750	938	9.6%	111	49	1%	5%	Medium	No
PAR 119	A57 - Between BM 127 and BM 126 (Option 3) (Link PAR 119)	116	9,789	697	9,901	746	7.5%	111	49	1%	7%	Negligible	No
PAR 120	A57 - Between BM 126 and A57/Main Street Junction (Link PAR 120)	116	9,789	697	9,846	715	7.3%	57	18	1%	3%	Negligible	No
PAR 121	A57 - Between A57/Main Street Junction East (Link PAR 121)	81	9,624	841	9,702	889	9.2%	78	49	1%	6%	High	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 122	Main Street (Link PAR 122)	82	1,285	142	1,349	162	12.0%	64	20	5%	14%	Medium	No
PAR 123	Retford Road (East Drayton) (Link PAR 123)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 124	Top Street / Darlton Road (Link PAR 124)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Low	No
PAR 125	Dale Road (Link PAR 125)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	50	50	#N/A	#N/A	Negligible	No
PAR 126	Willow Flats (Link PAR 126)	17	4,771	174	4,938	280	5.7%	167	106	4%	61%	Low	Yes
PAR 127	Ellerker Lane (Link PAR 127)	17	4,771	174	4,932	274	5.6%	161	100	3%	58%	Low	Yes
PAR 128	Norfolk Bank Lane (Link PAR 128)	18	518	32	679	133	19.6%	161	100	31%	310%	Low	Yes
PAR 128	Norfolk Bank Lane (Link PAR 128)	18	518	32	679	133	19.6%	161	100	31%	310%	Low	Yes
PAR 129	Common Rd (Link PAR 129)	20	405	26	492	52	10.5%	87	26	21%	100%	Negligible	Yes
PAR 129	Common Rd (Link PAR 129)	21	686	52	773	78	10.1%	87	26	13%	50%	Negligible	Yes
PAR 130	Wallingfen Lane (Link PAR 130)	21	686	52	773	78	10.1%	87	26	13%	50%	Low	Yes
PAR 131	Staddlethorpe Lane (Link PAR 131)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	84	23	#N/A	#N/A	Medium	No
PAR 132	Thornton Dam Lane / Scalby Lane (Link PAR 132)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	84	23	#N/A	#N/A	High	No
PAR 133	Meredyke Rd East (Between Carr Ln and B1392 Shore Rd) (Link PAR 133)	32	620	38	620	38	6.2%	-	-	0%	0%	Negligible	No
PAR 133	Meredyke Rd East (Between Carr Ln and B1392 Shore Rd) (Link PAR 133)	33	74	3	74	3	4.2%	-	-	0%	0%	Negligible	No
PAR 134	B1392 (Link PAR 134)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	High	No
PAR 135	Meredyke Rd West (Link PAR 135)	32	620	38	683	101	14.8%	63	63	10%	164%	Medium	Yes
PAR 136	B1392 Eastoft Rd (Link PAR 136)	30	998	61	1,057	119	11.3%	59	59	6%	97%	Medium	Yes
PAR 137	Outgate East (Link PAR 137)	37	124	8	138	23	16.4%	15	15	12%	184%	Negligible	Yes
PAR 138	Greengate (Link PAR 138)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	4	4	#N/A	#N/A	Medium	No
PAR 139	Fledborough Road (Link PAR 139)	83	1,230	148	1,292	158	12.2%	61	10	5%	7%	Low	No
PAR 140	A15 (From Wingfield Farm Roundabout to A180 Interchange) (Link PAR 140)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	286	67	#N/A	#N/A	Medium	No
PAR 141	A63 (From A15 Interchange to A1079) (Link PAR 141)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	254	143	#N/A	#N/A	Low	No
PAR 142	M62 (From A614 Interchange to M18 Interchange) (Link PAR 142)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	546	74	#N/A	#N/A	Negligible	No
PAR 143	M180 (Between M18 Interchange and A161) (Link PAR 143)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	273	76	#N/A	#N/A	Negligible	No

PAR	Road ID	Survey site	2028 future baseline 24hr AADT		2028 Future baseline + construction traffic 24 hr AADT			Construction traffic flows, 24 hr AADT		% increase		Road sensitivity	Assessment required
			Total vehicles	HGVs	Total vehicles	HGVs	HGV %	Total vehicles	HGVs	Total vehicles	HGVs		
PAR 144	M180 (Between A161 and M181) (Link PAR 144)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	246	117	#N/A	#N/A	Negligible	No
PAR 145	M181 (Link PAR 145)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	46	33	#N/A	#N/A	Negligible	No
PAR 146	M180 (Between M181 Interchange and A15) (Link PAR 146)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	282	117	#N/A	#N/A	Negligible	No
PAR 147	M180 (Between A15 Interchange and A180) (Link PAR 147)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	358	164	#N/A	#N/A	Negligible	No
PAR 148	Hollingsworth Lane / Queen St (Link PAR 148)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	13	-	#N/A	#N/A	Medium	No
PAR 149	Epworth Road North (Link PAR 149)	47	1,351	94	1,365	107	7.9%	13	13	1%	14%	Medium	No
PAR 150	Epworth Road South (Link PAR 150)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	#N/A	#N/A	Medium	No
PAR 151	Burnham Road East (Link PAR 151)	NA	#N/A	#N/A	#N/A	#N/A	#N/A	13	13	#N/A	#N/A	Medium	No
PAR 152	Church Street (Link PAR 152)	48	630	53	630	53	8.5%	-	-	0%	0%	Medium	No
PAR 153	Leverton Rd (Link PAR 153)	111	2,847	152	2,863	168	5.9%	15	15	1%	10%	Medium	No
PAR 153	Leverton Rd (Link PAR 153)	112	2,864	132	2,879	147	5.1%	15	15	1%	12%	Medium	No
PAR 154	Main St (Link PAR 154)	118	2,155	98	2,166	110	5.1%	12	12	1%	12%	Medium	No
PAR 155	Retford Road East (Link PAR 155)	118	2,155	98	2,170	113	5.2%	15	15	1%	16%	Negligible	No
PAR 156	B1230 Main Road West (Link PAR 156)	23	7,810	492	7,894	515	6.5%	84	23	1%	5%	Medium	No
PAR 157	A18 Althorpe Byp (Link Par 157)	35	9,147	627	9,147	627	6.9%	-	-	0%	0%	Low	No

1.14 Network Rail Assets

1.14.1 The following Table 1.13 sets out the numbers of construction vehicles across Network Rail assets throughout the full length of the Project as given in Table 1.12Table 1.13.

Table 1.13 Network Rail Assets

PAR	RouteSection	Bridge/ crossing	Daily all vehicles increase	Daily HGVS increase
PAR 1: A1079 Beverley Bypass East	1	Bridge	154	48
PAR 3: A164 - North of A1079	1	Bridge	316	66
PAR 27: Carr Lane	3	Crossing	87	26
PAR 28: Tongue Lane	3	Crossing	409	43
PAR 131: Staddlethorpe Lane	3	Bridge	84	23
PAR 31: A161 Tom Pudding Way	4	Bridge	193	64
PAR 50: A161 - Between Outgate and A18 Interchange	6	Bridge	306	65
PAR 49: Keadby Power Station Internal Roads	6	Bridge	240	29
PAR 157: A18 Althorpe Bypass	6	Bridge	0	0
PAR 145: M181	6	Bridge	46	33
PAR 74: A161 Station Road	8	Crossing	483	54
PAR 81 (1): A161 High Street to A161/A631 Roundabout	8	Bridge	164	0
PAR 86: A631 (Gringley on the Hill West)	8	Bridge	273	32
PAR 81 (2): A161 High Street to A161/A631 Roundabout	9	Bridge	164	0
PAR 93: Gainsborough Road	10	Bridge	15	15
PAR 94: Station Road	10	Bridge	15	15
PAR 99 (1): A620 - Between Low Street in North Wheatley to Spital Hill in Retford	10	Bridge	0	0
PAR 99 (2): A620 - Between Low Street in North Wheatley to Spital Hill in Retford	10	Bridge	0	0

PAR	RouteSection	Bridge/ crossing	Daily all vehicles increase	Daily HGVS increase
PAR 104: Leverton Road / Spital Hill	10	Bridge	249	31
PAR 105 (1): A638 Arlington Way/London Road	10	Bridge	55	31
PAR 105 (2): A638 Arlington Way/London Road	10	Bridge	55	31
PAR 110: Grove Road	10	Crossing	31	31
PAR 154: Main St	10	Bridge	12	12
PAR 117: A57 Broad Gate	10	Bridge	132	69
PAR 139: Fledborough Road	11	Bridge	69	10

1.14.2 The above then provides the additional construction traffic numbers associated with the Project during the peak of activity, and it should be restated that this is considered to provide a robust level of assessment.

1.14.3 From the above it can then be seen that all increases in HGVs are a maximum of 69 per day and as such this is not considered to represent a significant or material increase.

2. References

- Ref 14.4.1 Institute of Environmental Management and Assessment (2023). Environmental Assessment of Traffic and Movement [Online]. Available at: <https://www.iema.net/resources/blogs/2023/07/12/iema-guidance-ea-of-traffic-and-movement/> [Accessed: 30 September 2024].

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