

**The Great Grid Upgrade**

Sea Link

# Preliminary Environmental Information Report

Volume: 2

Part 3 Kent Onshore Scheme

Appendix 3.8.H Preliminary Assessments

Version A

October 2023

nationalgrid

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# Sea Link

## Document control

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### Document Properties

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<b>Organisation</b>	AECOM
<b>Author</b>	AECOM
<b>Approved by</b>	AECOM
<b>Title</b>	Preliminary Environmental Information Report Volume: 2 Part 3 Kent Onshore Scheme Appendix 3.8.H Preliminary Assessments
<b>Data Classification</b>	Public

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### Version History

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<b>Date</b>	<b>Version</b>	<b>Status</b>	<b>Description / Changes</b>
24/10/2023	A	FINAL	First issue

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## 3.8.H Preliminary Assessments

Table 3.8.H.1 Preliminary Assessment - Construction and Decommissioning Phase - Severance and Pedestrian Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foads Lane)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/crossings) and nearby residential dwellings	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Low	30 or more movements, <90% total traffic increase AND <90% HGV increase	Medium	Minor	NO	NO	Medium	Minor	NO
K-RL9	Road Link	Jutes Lane	Single carriageway road (no-through route), with no pedestrian facilities, providing access to some employment uses	Low	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Minor	NO	NO	Small	Minor	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Minor	NO	NO	Small	Minor	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Minor	NO	NO	Small	Minor	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	30 or more movements, <60% total traffic increase AND <40% HGV increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section.	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked)	Low	Haul road construction route crossing point and a temporary diversion around cable installation works	Small	Minor	NO	NO	Small	Minor	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent	Large	Negligible	NO	NO	Large	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
					diversion to accommodate pylons (Options 2 and 3)							
K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Large	Negligible	NO	NO	Large	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south	Low	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked)	Medium	Secondary construction route crossing point	Small	Minor	NO	NO	Small	Minor	NO
K-C1	National/Regional Cycling Route	NCN Route 15/ Cantii Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W1	National Walking Route	England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			Road within the study area									
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area	Low	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottington Road and Foads Lane between Minster (west) and Sandwich Road (east)	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour (shares PRow EE42)	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Large	Negligible	NO	NO	Large	Negligible	NO

Table 3.8.H.2 Preliminary Assessment - Construction and Decommissioning Phase - Fear and Intimidation

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster	Strategic route (dual carriageway) in a rural setting,	Negligible	No change in overall level based on the	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
		and Cliffsend Roundabouts)	with no sensitive users present and limited pedestrian facilities		degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.							
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	One step change in overall level, but with <400 daily vehicle increase or <500 daily HGV increase.	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foads Lane)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road	Low	No change in overall level	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			(no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre		based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.							
K-RL9	Road Link	Jutes Lane	Single carriageway road (no-through route), with no pedestrian facilities, providing access to some employment uses	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	One step change in overall level, but with <400 daily vehicle increase or <500 daily HGV increase.	Small	Negligible	NO	NO	Small	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section.	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked)	Low	Haul road construction route crossing point and a temporary diversion around cable installation works	Small	Minor	NO	NO	Small	Minor	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate	Small	Negligible	NO	NO	Small	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
					pylons (Options 2 and 3)							
K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Small	Negligible	NO	NO	Small	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south	Low	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked)	Medium	Secondary construction route crossing point	Small	Minor	NO	NO	Small	Minor	NO
K-C1	National/Regional Cycling Route	NCN Route 15/ Cantii Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W1	National Walking Route	England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area	Low	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottington Road and Foads Lane between Minster (west) and Sandwich Road (east)	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour (shares PRow EE42)	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Small	Negligible	NO	NO	Small	Negligible	NO

Table 3.8.H.3 Preliminary Assessment - Construction and Decommissioning Phase - Non-Motorised User Amenity

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			limited pedestrian facilities									
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Medium	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foads Lane)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/ crossings) and nearby residential dwellings	Medium	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Low	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL9	Road Link	Jutes Lane	Single carriageway road (no-through route), with no pedestrian facilities, providing access to some employment uses	Low	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	Low	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	Medium	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	Low	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P1	PRoW	TE37	Public footpath, gated route largely along agricultural tracks running	Medium	To be managed, although no crossing points or	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section.		diversions expected							
K-P2	PRoW	TE39	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked)	Low	Haul road construction route crossing point and a temporary diversion around cable installation works	Small	Minor	NO	NO	Small	Minor	NO
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Options 2 and 3)	Small	Negligible	NO	NO	Small	Negligible	NO
K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour	Negligible	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Small	Negligible	NO	NO	Small	Negligible	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south	Low	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked)	Medium	Secondary construction route crossing point	Small	Minor	NO	NO	Small	Minor	NO
K-C1	National/Regional Cycling Route	NCN Route 15/ Cantii Way	Off-carriageway cycle route which runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W1	National Walking Route	England Coast Path	Off-carriageway route which partially runs along the eastern side of Sandwich Road and the A256 Ramsgate Road within the study area	Medium	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W2	Regional Walking Route	Contra Trail	Off-carriageway route which runs along the eastern side of Sandwich Road in the study area	Low	To be managed during trenchless construction works	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W3	Regional Walking Route	Viking Coastal Trail	Off- and on-carriageway route which runs along Cottington Road and Foads Lane between Minster (west) and Sandwich Road (east)	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-W4	Regional Walking Route	Saxon Shore Way	Off-carriageway route which runs east-west through agricultural fields (non-trafficked), parallel to the	Negligible	To be managed, haul road construction route crossing point, management during OHL	Small	Negligible	NO	NO	Small	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			southern bank of the River Stour (shares PRow EE42)		installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)							

Table 3.8.H.4 Preliminary Assessment - Construction and Decommissioning Phase - Driver Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian/ cycle facilities present	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Strategic route (dual carriageway) providing access to two Petrol Filling Stations with footways on both sides	Low	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foads Lane)	Single carriageway road in a predominantly rural setting, with some pedestrian facilities (footways/crossings) and nearby residential dwellings	Low	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	Narrow single carriageway road (no-through route) in a predominantly rural setting, providing access to some residential properties and a Golf Centre	Negligible	30 or more movements, <60% total traffic increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL9	Road Link	Jutes Lane	Single carriageway road (no-through route), with no pedestrian facilities, providing access to some employment uses	Negligible	30 or more movements, <60% total traffic increase	Small	Negligible	NO	NO	Small	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	Five-arm roundabout in a rural setting with some cycle facilities	High	30 or more movements, <30% total traffic increase	Negligible	Minor	NO	NO	Negligible	Minor	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	Four-arm roundabout serving some residential and employment uses, limited ped/ cycle facilities	High	30 or more movements, <30% total traffic increase	Negligible	Minor	NO	NO	Negligible	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Three-arm roundabout in rural setting with no ped/ cycle facilities	Medium	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Four-arm roundabout in rural setting with no ped/ cycle facilities	High	30 or more movements, <30% total traffic increase	Negligible	Minor	NO	NO	Negligible	Minor	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Four-arm roundabout serving limited employment uses, with no ped/ cycle facilities	High	30 or more movements, <30% total traffic increase	Negligible	Minor	NO	NO	Negligible	Minor	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	Three-arm signalised junction with a pedestrian crossing on one arm, near a few residential dwellings	Medium	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Table 3.8.H.5 Preliminary Assessment - Construction and Decommissioning Phase - Road Safety

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Five collisions (including one serious) in five years, however, collision rate far below national average for a rural A-road	Low	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	More than nine collisions (including five serious and one fatal) in five years, collision rate slightly above national average for a rural A-road	Very High	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Minor	NO	NO	Negligible	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Two collisions (including one serious) in five years, collision rate slightly below national average for a rural A-road	Low	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Three collisions (all slight) in five years, collision rate far below national average for a rural A-road	Low	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	Eight collisions (including three serious) in five years, however, collision rate far below national average for a rural A-road	Medium	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Two collisions (both slight) in five years	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foads Lane)	Two collisions (both slight) in five years	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	No collisions in five years	Negligible	30 or more movements, whilst HGVs > 10%, total traffic increase <60%	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL9	Road Link	Jutes Lane	No collisions in five years	Negligible	30 or more movements, whilst HGVs > 10%, total traffic increase <60%	Small	Negligible	NO	NO	Small	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	More than nine collisions (including three	Very High	30 or more movements, whilst HGVs >	Negligible	Minor	NO	NO	Negligible	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			serious) in five years		10%, total traffic increase <30%							
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	More than nine collisions (including three serious) in five years	Very High	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Minor	NO	NO	Negligible	Minor	NO
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	Six collisions (including one serious) in five years	Medium	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottingham Link Road (Sevenscore) Roundabout	More than nine collisions (including one serious and fatal) in five years	Very High	30 or more movements, whilst HGVs > 10%, total traffic increase <30%	Negligible	Minor	NO	NO	Negligible	Minor	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Four collisions (including one serious) in five years	Low	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	One collision (slight) in five years	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

Table 3.8.H.6 Preliminary Assessment - Construction and Decommissioning Phase - Hazardous/Large Loads

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Two serious and one fatal collision involving goods vehicle(s) in the last five years	Medium	Limited AILs and Hazardous Loads (to be managed)	Small	Minor	NO	NO	Small	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL4	Road Link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL5	Road Link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	One serious collision involving goods vehicle(s) in the last five years	Low	Limited AILs and Hazardous Loads (to be managed)	Small	Minor	NO	NO	Small	Minor	NO
K-RL6	Road Link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	No AILs or Hazardous Loads	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL7	Road Link	Sandwich Road (between Ebbsfleet Roundabout and Foods Lane)	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	No AILs or Hazardous Loads	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RL8	Road Link	Ebbsfleet Lane	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RL9	Road Link	Jutes Lane	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	No AILs or Hazardous Loads	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-RJ1	Road Junction	A299/A253/Willetts Hill (Monkton) Roundabout	One serious collision involving goods vehicle(s) in the last five years	Low	Limited AILs and Hazardous Loads (to be managed)	Small	Minor	NO	NO	Small	Minor	NO
K-RJ2	Road Junction	A299/B2190/Tothill Street (Minster) Roundabout	One serious collision involving goods vehicle(s) in the last five years	Low	Limited AILs and Hazardous Loads (to be managed)	Small	Minor	NO	NO	Small	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-RJ3	Road Junction	A299/Canterbury Road West (Cliffsend) Roundabout	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RJ4	Road Junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	One serious collision involving goods vehicle(s) in the last five years	Low	Limited AILs and Hazardous Loads (to be managed)	Small	Minor	NO	NO	Small	Minor	NO
K-RJ5	Road Junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO
K-RJ6	Road Junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	No serious or fatal collisions involving goods vehicle(s) in the last five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Small	Negligible	NO	NO	Small	Negligible	NO

Table 3.8.H.7 Preliminary Assessment - Construction and Decommissioning Phase - PRow Diversions and Closures

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
K-P1	PRow	TE37	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section. East-west route which provides connections to two other PRow. Limited alternative routes available.	Medium	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P2	PRow	TE39	Public footpath which runs along Brooks Lane (lightly	Low	Haul road construction route	Small	Minor	NO	NO	Small	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant	Additional Mitigation Required	Residual Magnitude	Residual Effect	Significant
			trafficked track) and across an agricultural field (non-trafficked). North-south route which links PRow TE37 with Ebbsfleet Lane North. Ebbsfleet Lane North offers an alternative route.		crossing point and a temporary diversion around cable installation works							
K-P3	PRoW	TE26	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour. Provides connections to three other PRow. An alternative east-west route is available on the southern bank of the River Stour (PRoW EE42).	Medium	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Options 2 and 3)	Large	Moderate	YES	K-TTAM01 K-TTAM02	Small	Minor	NO
K-P4	PRoW	EE42	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour. An alternative east-west route is available on the northern bank of the River Stour (PRoW TE26).	Medium	To be managed, haul road construction route crossing point, management during OHL installation (Options 1-3), permanent diversion to accommodate pylons (Option 1 only)	Large	Moderate	YES	K-TTAM01 K-TTAM02	Small	Minor	NO
K-P5	PRoW	TE35	Restricted byway which runs along an agricultural access track, towards the River Stour to the south where it joins PRow TE26. An alternative north-south route is available (PRoW TE36).	Low	To be managed, although no crossing points or diversions expected	Negligible	Negligible	NO	NO	Negligible	Negligible	NO
K-P6	PRoW	TE36	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked) where it joins PRow TE26. An alternative north-south route is available (PRoW TE35).	Low	Secondary construction route crossing point	Negligible	Negligible	NO	NO	Negligible	Negligible	NO

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