

## Q5.6 - APPENDIX 1- AREAS OF ASSESSMENT IN THE TRAFFIC ASSESSMENT

### Q5.6 - Appendix 1 - Areas of Assessment in the Traffic Assessment

Area of Assessment	Brief Description	Criteria	Conclusion	Impact of mitigation
Traffic Flows			As identified within Table 4.1 of the ES, the only links experiencing daily increases of above 30% are on New Road, adjacent to the development site.	
Severance	Severance is the perceived division that can occur within a community when it becomes separated by a major traffic artery.	The assessment involves defining the facilities to which access is potentially impaired, defining catchment areas, and estimating populations and vulnerable groups.	It is not considered that any severance is caused by an increase in traffic flows, due to the location of facilities in the local area, and no need for vehicles or pedestrians to be prevented from making direct journeys.	No specific mitigation required, as severance is not created. However, a Travel Plan is to be put in place in order to reduce traffic movements where practical.
Driver Delay	The evaluation of delays can be undertaken using industry-standard computer software.	A review of the Arcady programme provides details of the delay expected due to the development traffic.	The only junction to approach maximum capacity levels during the peak construction period is the M62 northern dumbbell roundabout which highlights a delay of around 80 seconds on the approach to the junction in the worst case period (a 40 vehicle queue). However, this is based upon the ODTAB analysis option in Arcady which concentrates arrivals within an hour period.	Whilst no specific mitigation measures are in place for pedestrians, a Travel Plan to encourage sustainable transport would assist in reducing traffic levels and therefore reduce any potential driver delay.
Pedestrian Delay	Changes in the volume, composition or speed of traffic may affect the ability of people to cross roads. In general, increases in traffic levels are likely to lead to greater increases in delay.	No specific thresholds are identified within the IEA guidelines.	On-site observations, and the location of the development in a rural setting means very few pedestrians use the local highway network. As a result, pedestrian delay analysis is difficult to assess given flows have been observed to be low.	Whilst no specific mitigation measures are in place for pedestrians, a Travel Plan to encourage sustainable transport would assist in reducing traffic levels and therefore reduce any potential pedestrian delay.

Pedestrian Amenity and Fear and Intimidation	Pedestrian amenity is the relative pleasantness of a journey and may be affected by traffic flow, traffic composition and pavement width.	The threshold of significance is initially set for locations where traffic flow is halved or doubled.	No specific pedestrian routes have been identified, and pedestrian numbers in the vicinity of the site have been observed to be low.	Whilst no specific mitigation measures are in place for pedestrians, a Travel Plan to encourage sustainable transport would assist in reducing traffic levels and therefore reduce any potential pedestrian amenity issues.
Accidents and Safety	A review of the local accident records and professional judgement	The crashmap website has been used within the DCO submission to review the level of accidents on the local highway network.	An increase in traffic is likely to increase the accident risk on the local highway network, however, there is no specific accident trend identified with the existing locations of accidents, and given the local highway network has been assessed using the peak construction flows (as a worst case) and it operates within capacity levels, it is expected that the accident trend is unlikely to alter significantly.	Whilst no specific mitigation measures are in place for pedestrians, a Travel Plan to encourage sustainable transport would assist in reducing traffic levels and therefore reduce any potential accidents..
Hazardous Loads	Some developments may involve the transportation of dangerous or hazardous loads.	The final number of abnormal indivisible loads (AILs) associated with the scheme has not been provided, however, around 50 to 60 AILs over the life of the construction project were identified within Annex D of the Transport chapter.	50 to 60 AILs across the 56 month construction period equates to approximately 1 AIL per month of the construction.	

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\* - other areas contained within the IEA guidelines such as noise, air pollution, visual impact, ecological effects and heritage and conservation areas are covered by other disciplines within the DCO application submission.