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Bramford to Twinstead Reinforcement

Volume 6: Environmental Information

Document 6.3.12.1: ES Appendix 12.1 - Traffic
and Transport Significance of Effects Tables

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1. Introduction

- 1.1.1 National Grid Electricity Transmission plc (here on referred to as National Grid) is making an application for development consent to reinforce the transmission network between Bramford Substation in Suffolk, and Twinstead Tee in Essex. The Bramford to Twinstead Reinforcement ('the project') would be achieved by the construction and operation of a new electricity transmission line over a distance of approximately 29km (18 miles), the majority of which would follow the general alignment of the existing overhead line network.
- 1.1.2 This appendix contains the traffic and transport significance of effect tables derived as part of the assessment to support the application for development consent and the accompanying Environmental Statement (ES) under the Planning Act 2008. These should be read alongside the methodology and conclusions presented in Environmental Statement (ES) Chapter 12: Traffic and Transport (**application document 6.2.12**).

2. Walkers, Cyclists and Horse Riders – Journey Length

- 2.1.1 Table 2.1 sets out the significance of effects on walkers, cyclists and horse riders (WCH) in terms of journey length. It considers the different public rights of way (PRoW) within and connecting to the Order Limits and the proposed diversion routes. These are shown on the Access, Rights of Way and Public Rights of Navigation Plans (**application document 2.7**). All PRoW within and connecting to the Order Limits have been assessed, except those that would either be not affected or would be closed for two weeks or less, which have been excluded from Table 2.1.
- 2.1.2 ES Appendix 5.4: Assessment Criteria (**application document 6.3.5.4**) sets out the criteria that has been used for assessing the value and sensitivity of receptors. The assessment of sensitivity is typically based on a desk study using mapping data and aerial photographs to understand the receptors present along the route (including areas that lie outside of the Order Limits). For example, routes with a school or church nearby may indicate a higher sensitivity or higher numbers of people using it, than other routes without such facilities.
- 2.1.3 The criteria used to assess impact magnitude on journey length are defined in ES Appendix 5.4: Assessment Criteria (**application document 6.3.5.4**). The assessment of magnitude is based on the duration of closure anticipated during construction as a result of the surrounding works. The assumptions are based on the Proposed Alignment shown on ES Figure 4.1: The Project (**application document 6.4**). Where the diversion duration is four weeks or less the magnitude of impact has been assigned minor, to reflect the short duration of the impact.

Table 2.1 – Significance of Effect Tables for WCH – Journey Length

PRoW Location	PRoW Reference Number	Receptor Sensitivity	Rationale for Sensitivity	Duration of Closure	Diversion Length	Magnitude of Impact	Significance of Effect
Section AB: Bramford Substation/Hintlesham							
Bullen Lane, Bramford, Ipswich	W-155/001/0	Low	This PRoW is also a bridleway. It runs through agricultural land, past an electricity substation. No notable receptors have been identified at either end of the PRoW.	4 weeks	600m	Small	Neutral
Off the A1071 in Hintlesham, Ipswich (through Norman's Farm)	W-318/055/0	Low	Runs through agricultural land past some farm buildings, no notable receptors/amenities at either end of the PRoW.	8 weeks	1971m	Large	Minor
Off the A1071 in Hintlesham, Ipswich (through The Old Hall House)	W-318/056/0	Low	Runs through agricultural land past Old Hall House, no notable receptors/amenities at either end of the PRoW.	4 weeks	854m	Small	Neutral
North-west of Ramsey Wood, Ipswich (towards Cobbold's Farm)	W-318/068/0	Low	Runs through a short stretch on the edge of Ramsey Wood and agricultural land, no notable receptors/amenities at either end.	4 weeks	1946m	Small	Neutral
Route through Ramsey Wood, Ipswich	W-318/046/0	Low	Runs through agricultural land and woods, no notable sensitive receptors have been identified, and no notable receptors/amenities at either end.	4 weeks	4143m	Small	Neutral
Between Pond Hall Road and Benton Street, Hadleigh	W-289/031/0	Low	Runs through agricultural land, no notable sensitive receptors, and no notable receptors/amenities at either end.	4 weeks	Two closures in two different sections: 1) 5692m 2) 6511m	Small	Neutral
Off Church Hill, Burstall, Ipswich (northern PRoW)	W-174/011/0	Low	Runs through agricultural land, no notable sensitive receptors, and no notable receptors/amenities at either end.	4 weeks	1667m	Small	Neutral
Off Church Hill, Burstall, Ipswich (southern PRoW)	W-318/031/0	Low	Runs through agricultural land, no notable sensitive receptors, and no notable receptors/amenities at either end.	4 weeks	1676m	Small	Neutral
Connection between Hintlesham Hall and A1071, Ipswich	W-318/031/0	Low	Runs between A1071 and Hintlesham Hall Manor house, also near Hintlesham golf club building.	8 weeks	170m	Small	Minor
Off the A1071 in Hintlesham, Ipswich (through Norman's Farm)	W-318/048/0	Low	Runs through agricultural land and woods, only a few residential properties nearby.	4 weeks	N/A	Small	Minor

PRoW Location	PRoW Reference Number	Receptor Sensitivity	Rationale for Sensitivity	Duration of Closure	Diversion Length	Magnitude of Impact	Significance of Effect
Off the A1071 in Hintlesham, Ipswich (east of Ram's Farm)	W-318/057/0	Low	Runs through agricultural land and woods, only a few residential properties nearby.	4 weeks	N/A	Small	Minor
West of Ramsey Wood, Ipswich	W-289/046/0	Low	Runs through agricultural land and woods, only a few residential properties nearby.	4 weeks	2780m	Small	Minor
East of Church Hill, Burstall, Ipswich	W-174/012/0	Low	Runs through agricultural land and woods, only a few buildings nearby.	4 weeks	N/A	Small	Minor
North of Mill Farm, Hintlesham, Ipswich	W-318/014/0	Low	Runs through agricultural land and woods, only a few buildings nearby.	3 x 4 weeks	N/A	Small	Minor
East of A1071 in Hintlesham, Ipswich	W-318/032/0	Medium	Adjacent to golf club, potential to be used more regularly, although other routes available nearby.	4 weeks	N/A	Small	Minor
Off the A1071 in Hintlesham, Ipswich (through Norman's Farm)	W-318/053/0	Low	Runs through agricultural land and woods, only a few buildings nearby	4 weeks	2241m	Small	Minor
Section C: Brett Valley							
East of Benton Street, Hadleigh	W-289/031/0	Low	Runs through agricultural land and woods, only a few buildings nearby.	2 x 4 weeks	6160m	Small	Minor
Section D: Polstead							
Off Heath Road, Polstead Heath	W-432/033/0	Low	Runs through agricultural land and woods, only a few buildings nearby.	1 day – 4 weeks	198m	Small	Minor
Section E: Dedham Vale AONB							
Adjacent to the River Box, South of Boxford, Sudbury	W-432/020/0	Low	Runs along a river, significant distance from buildings etc.	2 x 4 weeks	338m	Small	Neutral
Section F: Leavenheath/Assington							
Easterly direction Off Pebmarsh Road, Bures (towards 'Abbots')	FP 26 58	Low	Runs through agricultural land, no significant sensitive receptors, and no notable receptors/amenities at either end.	12 weeks	2284m	Large	Minor
From A131 towards Old Road, Halstead	FP 17 118	Low	Leads through agricultural land between the two roads, but there are some residential houses where it starts at the A131	12 weeks	1487m	Large	Minor
From A131, through Nether House Farm to Church Road, Halstead	FP 13 118	Medium	Passes through agricultural land. All Saints Church is near the western end of the PRoW which is several hundred metres west of the residential parts of Wickham St Paul, but the eastern end of the PRoW doesn't have any significant receptors, so it unlikely there would be notable flows of people accessing amenities via the path.	4 weeks	2233m	Small	Minor
Off the B1068 in Leavenheath, Colchester	W-362/002/0	Low	Runs through agricultural land, no buildings in close proximity.	2 x 4 weeks	220m	Small	Neutral
Off Harrow Street in Leavenheath, Colchester	W-362/001/0	Low	Runs through agricultural land, no buildings in close proximity.	4 weeks	443m	Small	Neutral
Off Barracks Road, Assington, Sudbury	W-113/007/0	Medium	Various residential properties at one end of the PRoW and connects to several other PRoWs nearby	4 weeks	N/A	Small	Minor
Off Cuckoo Hill (east of Chestnut Grove), Assington, Sudbury	W-113/005/0	Low	Appears unlikely to be much used, except for access to property (which will remain available)	4 weeks	N/A	Small	Minor

PRoW Location	PRoW Reference Number	Receptor Sensitivity	Rationale for Sensitivity	Duration of Closure	Diversion Length	Magnitude of Impact	Significance of Effect
Section G: Stour Valley							
South of Lorkin's Farm, off Lorkin's Lane, Twinstead	FP 13 116	Low	Does not appear to be much used, only nearby buildings appear industrial	2 x 4 weeks	425m	Small	Neutral
East of St Edmund's Hill, Sudbury	W-171/001/0	Medium	Appears to connect to a small cluster of residential properties	4 weeks	242m	Small	Minor
Off Twinstead Road, Bures	FP 7 93	Low	Runs through agricultural land, no buildings in close proximity.	4 weeks	278m	Small	Neutral
North of Twinstead Road, Bures	FP 23 84	Low	Runs through agricultural land, no buildings in close proximity.	4 weeks	N/A	Small	Neutral

3. WCH – Severance

3.1.1 Table 3.1 sets out the significance of effects on WCH in terms of severance.

3.1.2 ES Appendix 5.4: Assessment Criteria (**application document 6.3.5.4**) sets out the criteria that has been used for assessing the value and sensitivity of receptors. The assessment of sensitivity is typically based on a desk study using mapping data and aerial photographs to understand the receptors present along the road (including areas that lie outside of the Order Limits). For example, roads with a school or church nearby may indicate a higher sensitivity or higher numbers of people using it, than other roads without such facilities.

3.1.3 The criteria used to assess impact magnitude on severance are defined in ES Appendix 5.4 (**application document 6.3.5.4**). Impacts have been assessed related to temporary changes in traffic flow on roads during construction, which could hinder WCH when crossing the road. The assessment of magnitude is based on Design Manual for Roads and Bridges guidance, Volume 11, Section 3, Part 8 on ‘relief from existing severance’ (Highways Agency, 1994), which provides quantifiable thresholds based on percentage changes in traffic flow. On some road segments, very low baseline traffic flows resulted in very large forecast ‘with project’ percentage changes. In these cases, magnitude of impact was defined with reference to absolute changes in daily vehicles. Where roads where ‘with project’ daily traffic is forecast to increase to 8,000 vehicles or less the magnitude of impact has been downgraded.

Table 3.1 - Significance of Effect Tables for WCH – Severance

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact	Significance of Effect	Notes
A1214 - Northern Segment	Negligible	Shops in the area but segregated roads for pedestrians and cyclists	14047	591	14638	4%	Negligible	Neutral	N/A
A1214 - Southern Segment	Negligible	Shops in the area but segregated roads for pedestrians and cyclists	27575	591	28166	2%	Negligible	Neutral	N/A
A1071/8	Low	Bus stop and no crossings	12324	591	12915	5%	Negligible	Neutral	N/A
A1071/7	Very High	Primary school access (including pedestrian footways)	13449	554	14003	4%	Negligible	Minor	N/A
B1113/1 - Northern Segment	Negligible	No receptors	15307	10	15317	0%	Negligible	Neutral	N/A
B1113/1 - Southern Segment	Negligible	No receptors	5973	18	5991	0%	Negligible	Neutral	N/A
Bullen Lane	Negligible	Route access to Bramford substation	227	18	245	8%	Negligible	Neutral	N/A
The Street, Burstall	Medium	Village hall	816	30	846	4%	Negligible	Neutral	N/A
Church Hill	Medium	Village hall	816	30	846	4%	Negligible	Neutral	N/A
A1071/6	Negligible	Hotel but no footways on the A1071	9010	463	9473	5%	Negligible	Neutral	N/A
Duke Street	Medium	Bus stops	2517	92	2609	4%	Negligible	Neutral	N/A
A1071/5	Low	Car access only to a nursery	8983	446	9429	5%	Negligible	Neutral	N/A
Pond Hall Road	Low	Shop and holiday apartments but only car access	2068	92	2160	4%	Negligible	Neutral	N/A
B1070/5 - Northern Segment	Medium	Bus stops	5001	55	5056	1%	Negligible	Neutral	N/A
B1070/5 - Southern Segment	Negligible	No receptors	8054	39	8093	0%	Negligible	Neutral	N/A
A1071/4	Low	School but only car access	8764	438	9202	5%	Negligible	Neutral	N/A
Clay Lane	Negligible	No receptors and no pathway	450	6	456	1%	Negligible	Neutral	N/A

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact	Significance of Effect	Notes
Overbury Hall Road	Medium	Church and pub but only car access	450	11	461	2%	Negligible	Neutral	N/A
Rands Road	Negligible	No pathways	211	143	354	68%	Medium	Neutral	The future baseline has a total of 211 daily vehicles and the additional construction traffic 143. This gives a total of 16 vehicles over a 12 hour day. This equates to one vehicle approximately every 2 minutes. Therefore, this magnitude of impact has been lowered from large to medium.
A1071/3	Negligible	No receptors	8556	273	8829	3%	Negligible	Neutral	N/A
Millwood Road	Negligible	No receptors	257	15	272	6%	Negligible	Neutral	N/A
Stackwood Road	Negligible	No pathways	515	30	545	6%	Negligible	Neutral	N/A
Heath Road	Low	Residential road	405	15	420	4%	Negligible	Neutral	N/A
A1071/2	Low	Bus stops	8183	303	8486	4%	Negligible	Neutral	N/A
A134/1 - Northern Segment	Medium	Pub with parking, pavements, bus stops	24803	359	25162	1%	Negligible	Neutral	N/A
A134/1 - Southern Segment	Medium	Stadium	18464	359	18823	2%	Negligible	Neutral	N/A
A134/2 - Northern Segment	High	Health centre within 500m, footways/crossings and some residential frontage	10722	359	11081	3%	Negligible	Minor	N/A
A134/2 - Southern Segment	High	Health centre within 500m	14370	359	14729	2%	Negligible	Minor	N/A
Holt Road	Low	Caravan park	631	15	646	2%	Negligible	Neutral	N/A
A1071/1	Low	Pedestrian crossing	7520	330	7850	4%	Negligible	Neutral	N/A
Hadleigh Road	Negligible	No pathways	462	12	474	3%	Negligible	Neutral	N/A
A134/3	Medium	On-street parking/ surgery	9292	359	9651	4%	Negligible	Neutral	N/A
B1068/1	Low	Church within 500m, pathways	3572	14	3586	0%	Negligible	Neutral	N/A
A134/4	Low	Church accessible by pavement, bus stop	9434	363	9797	4%	Negligible	Neutral	N/A
High Road	Low	Village hall within 100m, village green but pathways	231	19	250	8%	Negligible	Neutral	N/A
A134/5	Negligible	No pathways	9456	455	9911	5%	Negligible	Neutral	N/A
A134/6	Negligible	No pathways, no receptors	10444	405	10849	4%	Negligible	Neutral	N/A

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact	Significance of Effect	Notes
The Street, Assington	Medium	Village hall, shops	1425	178	1603	12%	Negligible	Neutral	N/A
A134/7	Medium	Village hall	14671	164	14835	1%	Negligible	Neutral	N/A
A1124	Very High	Within 200m of vehicle and pedestrian access to school	9638	38	9676	0%	Negligible	Minor	N/A
Wood Lane	Very High	Pedestrian and vehicle access to primary school within 100m	See notes.	23	N/A	N/A	Negligible	Minor	Magnitude of Impact assessed as negligible due to very low construction vehicle forecast (<24 vehicles per day during assessed peak period) - no baseline surveys undertaken as a result
Fiddlers Hill	Very High	Primary school access (including pedestrian footways)	See notes.	23	N/A	N/A	Negligible	Minor	
Fordham Road	Negligible	Businesses with off-road parking, no footways	See notes.	23	N/A	N/A	Negligible	Neutral	
Plummers Road	Medium	Recreation ground/park	See notes.	23	N/A	N/A	Negligible	Neutral	
Moat Road	Medium	Road passes quilters green and is within 100m of pedestrian access to recreation ground	See notes.	23	N/A	N/A	Negligible	Neutral	
Mill Road	High	Primary school access	See notes.	23	N/A	N/A	Negligible	Minor	
Church Road	High	Primary school access, access to recreation ground	See notes.	23	N/A	N/A	Negligible	Minor	
Sandy Hill	Negligible	No receptors	See notes.	23	N/A	N/A	Negligible	Neutral	
Lower Road	Negligible	No receptors	See notes.	23	N/A	N/A	Negligible	Neutral	
Cuckoo Hill	Negligible	Church, small pathways	1067	96	1163	9%	Negligible	Neutral	
Colchester Road	Medium	Bures town centre shops, churches, footways, bus stops	5413	160	5573	3%	Negligible	Neutral	N/A
B1508/1	Negligible	No receptors (only a village hall 500m away)	4766	109	4875	2%	Negligible	Neutral	N/A
Station Hill	Low	Narrow footways/vehicle and pedestrian access to Bures station, pedestrian footways	2673	137	2810	5%	Negligible	Neutral	N/A
Lamarsh Hill	Low	Bures railway station within 100m, some stretches of pavement	845	111	956	13%	Negligible	Neutral	N/A
Colne Road	Low	Bures railway station within 100m, some stretches of pavement	1502	56	1558	4%	Negligible	Neutral	N/A
Shawlands Avenue - Northern Segment	High	School within 500m, residential with footways and bus stops	12062	45	12107	0%	Negligible	Minor	N/A
Shawlands Avenue - Southern Segment	High	Footways and some residential frontage	8595	45	8640	1%	Negligible	Minor	N/A

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact	Significance of Effect	Notes
Head Lane	Very High	Primary school access (including pedestrian footways)	6727	45	6772	1%	Negligible	Minor	N/A
B1508/2 - Northern Segment	Very High	Within 200m of school access, adjacent to park with playground, large grocery store with off-street parking	12267	102	12369	1%	Negligible	Minor	N/A
B1508/2 - Southern Segment	High	Mental health centre, village hall	5955	102	6057	2%	Negligible	Minor	N/A
Springett's Hill	Negligible	No receptors	948	111	1059	12%	Negligible	Neutral	N/A
Bell Hill	Medium	Church, no good pathways	948	111	1059	12%	Negligible	Neutral	
Henny Road	Medium	Village hall, church, no footways	684	111	795	16%	Small	Minor	N/A
Henny Street	Low	On street parking for pub	580	96	676	17%	Small	Neutral	N/A
Bures Road	Medium	Village hall	1429	56	1485	4%	Negligible	Neutral	N/A
Church Road, Twinstead - Eastern Segment	Medium	Village hall, church, residential properties	90	96	186	107%	Medium	Minor	The future baseline has a total of 90 daily vehicles and the additional construction traffic 96. This gives a total of 16 vehicles over a 12 hour day. This equates to one vehicle approximately every 3 minutes. Therefore, this magnitude of impact has been lowered from Large to Medium.
A1124/1 - Eastern Segment	Very High	Directly next to school, playground, high street shops	9760	41	9801	0%	Negligible	Minor	N/A
A1124/1 - Western Segment	Very High	Directly next to school, playground, high street shops	12443	41	12484	0%	Negligible	Minor	N/A
Church Road, Twinstead - Western Segment	Medium	Village hall	434	96	530	22%	Small	Minor	N/A
A131/1	Negligible	No pathways	8976	109	9085	1%	Negligible	Neutral	N/A
Old Road	Negligible	No receptors	257	2	259	1%	Negligible	Neutral	N/A
A131/3 - Northern Segment	Very High	Shops with off-road parking, pavements, village centre, church, hospital not far	17346	162	17508	1%	Negligible	Minor	N/A
A131/3 - Southern Segment	Medium	Footways and some residential frontage	13505	162	13667	1%	Negligible	Neutral	N/A
A131/2 - Northern Segment	Very High	Hospital	8741	181	8922	2%	Negligible	Minor	N/A

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact	Significance of Effect	Notes
A131/2 - Southern Segment	Very High	Hospital	12326	121	12447	1%	Negligible	Minor	N/A
A131/4	Low	Residential road	23912	162	24074	1%	Negligible	Neutral	N/A
A131/5	Low	School but fully segregated	19006	162	19168	1%	Negligible	Neutral	N/A

4. WCH – Pedestrian Amenity, Fear and Intimidation

- 4.1.1 Table 4.1 sets out the significance of effects on WCH in terms of amenity, fear and intimidation. Project impacts have been assessed related to temporary changes in traffic flow on roads during construction, which could impact on the pleasantness of WCH journeys.
- 4.1.2 ES Appendix 5.4: Assessment Criteria (**application document 6.3.5.4**) sets out the criteria that has been used for assessing the value and sensitivity of receptors. The assessment of sensitivity is typically based on a desk study using mapping data and aerial photographs to understand the receptors present along the road (including areas that lie outside of the Order Limits). For example, roads with a school or church nearby may indicate a higher sensitivity or higher numbers of people using it, than other roads without such facilities.
- 4.1.3 The criteria used to assess impact magnitude on pedestrian amenity, fear and intimidation are defined in ES Appendix 5.4: Assessment Criteria (**application document 6.3.5.4**). The assessment methodology for magnitude of impact is based on Guidelines for the Environmental Assessment of Road Traffic (GEART) (Institute for Environmental Assessment (IEA), 1993), which is based on forecast percentage changes in total traffic flow and heavy goods vehicle (HGV) flow. On some road segments, very low baseline traffic flows resulted in very large forecast 'with project' percentage changes. In these cases, magnitude of impact was defined with reference to absolute changes in daily vehicles.

Table 4.1 – Significance of Effect Tables for WCH – Pedestrian, Amenity, Fear and Intimidation

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline Traffic and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact (Total Vehicles)	HGV Future Baseline Traffic	HGV Construction Vehicles	HGV Future Baseline Traffic and HGV Construction Vehicles	Total HGV % Change	Magnitude of Impact (HGV)	Significance of Effect	Notes
A1214 - Northern Segment	Negligible	Shops in the area but segregated roads for pedestrians and cyclists	14047	591	14638	4%	Negligible	980	125	1105	13%	Negligible	Neutral	N/A
A1214 - Southern Segment	Negligible	Shops in the area but segregated roads for pedestrians and cyclists	27575	591	28166	2%	Negligible	1615	125	1740	8%	Negligible	Neutral	N/A
A1071/8	Low	Bus stop and no crossings	12324	591	12915	5%	Negligible	1467	125	1592	9%	Negligible	Neutral	N/A
A1071/7	Very High	Primary school access (including pedestrian footways)	13449	554	14003	4%	Negligible	1427	120	1547	8%	Negligible	Minor	N/A
B1113/1 - Northern Segment	Negligible	No receptors	15307	10	15317	0%	Negligible	1627	6	1633	0%	Negligible	Neutral	N/A
B1113/1 - Southern Segment	Negligible	No receptors	5973	18	5991	0%	Negligible	713	6	719	1%	Negligible	Neutral	N/A
Bullen Lane	Negligible	Route access to Bramford substation	227	18	245	8%	Negligible	65	6	71	9%	Negligible	Neutral	N/A
The Street, Burstall	Medium	Village hall	816	30	846	4%	Negligible	97	6	103	6%	Negligible	Neutral	N/A
Church Hill	Medium	Village hall	816	30	846	4%	Negligible	97	6	103	6%	Negligible	Neutral	N/A
A1071/6	Negligible	Hotel but no footways on the A1071	9010	463	9473	5%	Negligible	788	87	875	11%	Negligible	Neutral	N/A
Duke Street	Medium	Bus stops	2517	92	2609	4%	Negligible	205	33	238	16%	Negligible	Neutral	N/A

Road	Receptor Sensitivity	Rationale for Sensitivity	Future Baseline Traffic	Construction Vehicles	Future Baseline Traffic and Construction Vehicles	Total Vehicles % Change	Magnitude of Impact (Total Vehicles)	HGV Future Baseline Traffic	HGV Construction Vehicles	HGV Future Baseline Traffic and HGV Construction Vehicles	Total HGV % Change	Magnitude of Impact (HGV)	Significance of Effect	Notes
A1071/5	Low	Car access only to a nursery	8983	446	9429	5%	Negligible	971	81	1052	8%	Negligible	Neutral	N/A
Pond Hall Road	Low	Shop and holiday apartments but only car access	2068	92	2160	4%	Negligible	154	33	187	21%	Negligible	Neutral	N/A
B1070/5 - Northern Segment	Medium	Bus stops	5001	55	5056	1%	Negligible	548	29	577	5%	Negligible	Neutral	N/A
B1070/5 - Southern Segment	Negligible	No receptors	8054	39	8093	0%	Negligible	822	29	851	4%	Negligible	Neutral	N/A
A1071/4	Low	School but only car access	8764	438	9202	5%	Negligible	1051	71	1122	7%	Negligible	Neutral	N/A
Clay Lane	Negligible	No receptors and no pathway	450	6	456	1%	Negligible	56	0	56	0%	Negligible	Neutral	N/A
Overbury Hall Road	Medium	Church and pub but only car access	450	11	461	2%	Negligible	40	0	40	0%	Negligible	Neutral	N/A
Rands Road	Negligible	No pathways	211	143	354	68%	Medium	23	58	81	252%	Large	Minor	N/A
A1071/3	Negligible	No receptors	8556	273	8829	3%	Negligible	1158	0	1158	0%	Negligible	Neutral	N/A
Millwood Road	Negligible	No receptors	257	15	272	6%	Negligible	45	0	45	0%	Negligible	Neutral	N/A
Stackwood Road	Negligible	No pathways	515	30	545	6%	Negligible	61	0	61	0%	Negligible	Neutral	N/A
Heath Road	Low	Residential road	405	15	420	4%	Negligible	41	0	41	0%	Negligible	Neutral	N/A
A1071/2	Low	Bus stops	8183	303	8486	4%	Negligible	1176	0	1176	0%	Negligible	Neutral	N/A
A134/1 - Northern Segment	Medium	Pub with parking, pavements, bus stops	24803	359	25162	1%	Negligible	2444	194	2638	8%	Negligible	Neutral	N/A
A134/1 - Southern Segment	Medium	Stadium	18464	359	18823	2%	Negligible	1849	194	2043	10%	Negligible	Neutral	N/A
A134/2 - Northern Segment	High	Health centre within 500m, footways/crossings and some residential frontage	10722	359	11081	3%	Negligible	996	194	1190	19%	Negligible	Minor	N/A

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A134/2 - Southern Segment	High	Health centre within 500m	14370	359	14729	2%	Negligible	1180	194	1374	16%	Negligible	Minor	N/A
Holt Road	Low	Caravan park	631	15	646	2%	Negligible	65	0	65	0%	Negligible	Neutral	N/A
A1071/1	Low	Pedestrian crossing	7520	330	7850	4%	Negligible	1228	0	1228	0%	Negligible	Neutral	N/A
Hadleigh Road	Negligible	No pathways	462	12	474	3%	Negligible	60	0	60	0%	Negligible	Neutral	N/A
A134/3	Medium	On-street parking/ surgery	9292	359	9651	4%	Negligible	1495	194	1689	13%	Negligible	Neutral	N/A
B1068/1	Low	Church within 500m, pathways	3572	14	3586	0%	Negligible	395	0	395	0%	Negligible	Neutral	N/A
A134/4	Low	Church accessible by pavement, bus stop	9434	363	9797	4%	Negligible	1157	194	1351	17%	Negligible	Neutral	N/A
High Road	Low	Village hall within 100m, village green but pathways	231	19	250	8%	Negligible	26	3	29	12%	Negligible	Neutral	N/A
A134/5	Negligible	No pathways	9456	455	9911	5%	Negligible	1593	194	1787	12%	Negligible	Neutral	N/A
A134/6	Negligible	No pathways, no receptors	10444	405	10849	4%	Negligible	1407	87	1494	6%	Negligible	Neutral	N/A
The Street, Assington	Medium	Village hall, shops	1425	178	1603	12%	Negligible	169	34	203	20%	Negligible	Neutral	N/A
A134/7	Medium	Village hall	14671	164	14835	1%	Negligible	1764	87	1851	5%	Negligible	Neutral	N/A
A1124	Very High	Within 200m of vehicle and pedestrian access to school	9638	38	9676	0%	Negligible	1262	0	1262	0%	Negligible	Minor	N/A
Wood Lane	Very High	Pedestrian and vehicle access to primary school within 100m	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Minor	Magnitude of Impact assessed as negligible due to very low construction vehicle forecast (<24 vehicles per day during assessed peak period) - no baseline surveys undertaken as a result
Fiddlers Hill	Very High	Primary school access (including pedestrian footways)	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Minor	
Fordham Road	Negligible	Businesses with off-road parking, no footways	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Neutral	
Plummers Road	Medium	Recreation ground/park	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Neutral	

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Moat Road	Medium	Road passes quilters green and is within 100m of pedestrian access to recreation ground	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Neutral	
Mill Road	High	Primary school access	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Minor	
Church Road	High	Primary school access, access to recreation ground	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Minor	
Sandy Hill	Negligible	No receptors	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Neutral	
Lower Road	Negligible	No receptors	See notes.	23	N/A	N/A	Negligible	See notes.	0	N/A	N/A	Negligible	Neutral	
Cuckoo Hill	Negligible	Church, small pathways	1067	96	1163	9%	Negligible	136	0	136	0%	Negligible	Neutral	N/A
Colchester Road	Medium	Bures town centre shops, churches, footways, bus stops	5413	160	5573	3%	Negligible	624	0	624	0%	Negligible	Neutral	N/A
B1508/1	Negligible	No receptors (only a village hall 500m away)	4766	109	4875	2%	Negligible	498	0	498	0%	Negligible	Neutral	N/A
Station Hill	Low	Narrow footways/vehicle and pedestrian access to Bures station, pedestrian footways	2673	137	2810	5%	Negligible	301	0	301	0%	Negligible	Neutral	N/A
Lamarsh Hill	Low	Bures railway station within 100m, some stretches of pavement	845	111	956	13%	Negligible	98	0	98	0%	Negligible	Neutral	N/A
Colne Road	Low	Bures railway station within 100m, some stretches of pavement	1502	56	1558	4%	Negligible	163	0	163	0%	Negligible	Neutral	N/A
Shawlands Avenue - Northern Segment	High	School within 500m, residential with footways and bus stops	12062	45	12107	0%	Negligible	755	0	755	0%	Negligible	Minor	N/A
Shawlands Avenue - Southern Segment	High	Footways and some residential frontage	8595	45	8640	1%	Negligible	574	0	574	0%	Negligible	Minor	N/A

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Head Lane	Very High	Primary school access (including pedestrian footways)	6727	45	6772	1%	Negligible	403	0	403	0%	Negligible	Minor	N/A
B1508/2 - Northern Segment	Very High	Within 200m of school access, adjacent to park with playground, large grocery store with off-street parking	12267	102	12369	1%	Negligible	786	87	873	11%	Negligible	Minor	N/A
B1508/2 - Southern Segment	High	Mental health centre, village hall	5955	102	6057	2%	Negligible	608	87	695	14%	Negligible	Minor	N/A
Springett's Hill	Negligible	No receptors	948	111	1059	12%	Negligible	116	0	116	0%	Negligible	Neutral	N/A
Bell Hill	Medium	Church, no good pathways	948	111	1059	12%	Negligible	116	0	116	0%	Negligible	Neutral	N/A
Henny Road	Medium	Village hall, church, no footways	684	111	795	16%	Negligible	125	0	125	0%	Negligible	Neutral	N/A
Henny Street	Low	On street parking for pub	580	96	676	17%	Negligible	111	0	111	0%	Negligible	Neutral	N/A
Bures Road	Medium	Village hall	1429	56	1485	4%	Negligible	184	0	184	0%	Negligible	Neutral	N/A
Church Road, Twinstead - Eastern Segment	Medium	Village hall, church, residential properties	90	96	186	107%	Large	10	0	10	0%	Medium	Moderate	N/A
A1124/1 - Eastern Segment	Very High	Directly next to school, playground, high street shops	9760	41	9801	0%	Negligible	1240	0	1240	0%	Negligible	Minor	N/A
A1124/1 - Western Segment	Very High	Directly next to school, playground, high street shops	12443	41	12484	0%	Negligible	1421	0	1421	0%	Negligible	Minor	N/A
Church Road, Twinstead - Western Segment	Medium	Village hall	434	96	530	22%	Negligible	62	0	62	0%	Negligible	Neutral	N/A
A131/1	Negligible	No pathways	8976	109	9085	1%	Negligible	1265	11	1276	1%	Negligible	Neutral	N/A
Old Road	Negligible	No receptors	257	2	259	1%	Negligible	32	1	33	3%	Negligible	Neutral	N/A

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A131/3 - Northern Segment	Very High	Shops with off-road parking, pavements, village centre, church, hospital not far	17346	162	17508	1%	Negligible	1277	33	1310	3%	Negligible	Minor	N/A
A131/3 - Southern Segment	Medium	Footways and some residential frontage	13505	162	13667	1%	Negligible	1578	33	1611	2%	Negligible	Neutral	N/A
A131/2 - Northern Segment	Very High	Hospital	8741	181	8922	2%	Negligible	1168	33	1201	3%	Negligible	Minor	N/A
A131/2 - Southern Segment	Very High	Hospital	12326	121	12447	1%	Negligible	1286	33	1319	3%	Negligible	Minor	N/A
A131/4	Low	Residential road	23912	162	24074	1%	Negligible	2508	33	2541	1%	Negligible	Neutral	N/A
A131/5	Low	School but fully segregated	19006	162	19168	1%	Negligible	2190	33	2223	2%	Negligible	Neutral	N/A

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