

2.8.2 **Overall, the changes to the Scheme's NMU provision would only offer a potentially small benefit in a localised area compared to those effects set out in the ES; however, this would not be significant.**

2.9 People and communities

2.9.1 The changes to the Scheme's NMU provision would slightly reduce the benefits identified in Chapter 13 of the ES as there would no longer be full separation of NMUs and vehicular traffic for a significant length of the route. The proposed integrated route would include NMU provision alongside vehicular traffic across the new Washington Road bridge. However, there is still some separation of NMUs and vehicles at Downhill Lane junction and NMUs would still be routed away from traversing the actual junction itself. Information from IAMP TWO suggests that the new Washington Road bridge would have quieter traffic flows and would also not be open to heavy good vehicles (HGVs).

2.9.2 The changes would have less beneficial effects for recreational users, such as walkers and equestrians, as the route would no longer be fully segregated, which would offer less amenity benefits than that of the Scheme alone. However, while use of the Great North Forest Trail is a popular recreational route, it should be noted that the current NMU route is alongside an A-road and the official designation of this trail has lapsed.

2.9.3 The integrated route would also potentially offer benefits to commuting cyclists over the Scheme proposal, as this is a more direct route to access the Nissan Plant and the IAMP employment areas. Commuter movements of this kind represent the largest proportion of NMU movements in the area.

2.9.4 **Overall the changes to the Scheme's NMU provision would be slightly less beneficial for recreational users, such as equestrians and walkers, compared to the Scheme's NMU route because of the integrated NMU route being immediately adjacent to a local road; though the route via the new Washington Road bridge would still be an improvement over the existing A19 Downhill Lane junction. Compared to the Scheme's NMU route there would be beneficial effects for commuting users, in particular cyclists, as the route is more direct. Neither of these two changes are likely to cause a significant variation to the conclusions outlined in Chapter 13 of the ES, but the integrated option is still overall a beneficial change compared to the existing NMU provision at the junction.**

2.10 Road drainage and water environment

2.10.1 There would be a small reduction in hardstanding, through less construction of structures (the Scheme's access ramps and NMU route surfacing to the west of the A19), which may have the effect of slightly reducing operational run off; however, this would not be a significant benefit.

2.10.2 **Overall the changes to the Scheme's NMU provision may have a small positive effect on the water environment, through the requirement for slightly less hardstanding associated with the NMU route; however, this is unlikely to change the effects set out in the ES.**

2.11 Register of environmental actions and commitments

2.11.1 Removal of the Scheme's NMU bridge would only affect environmental commitments relating to:

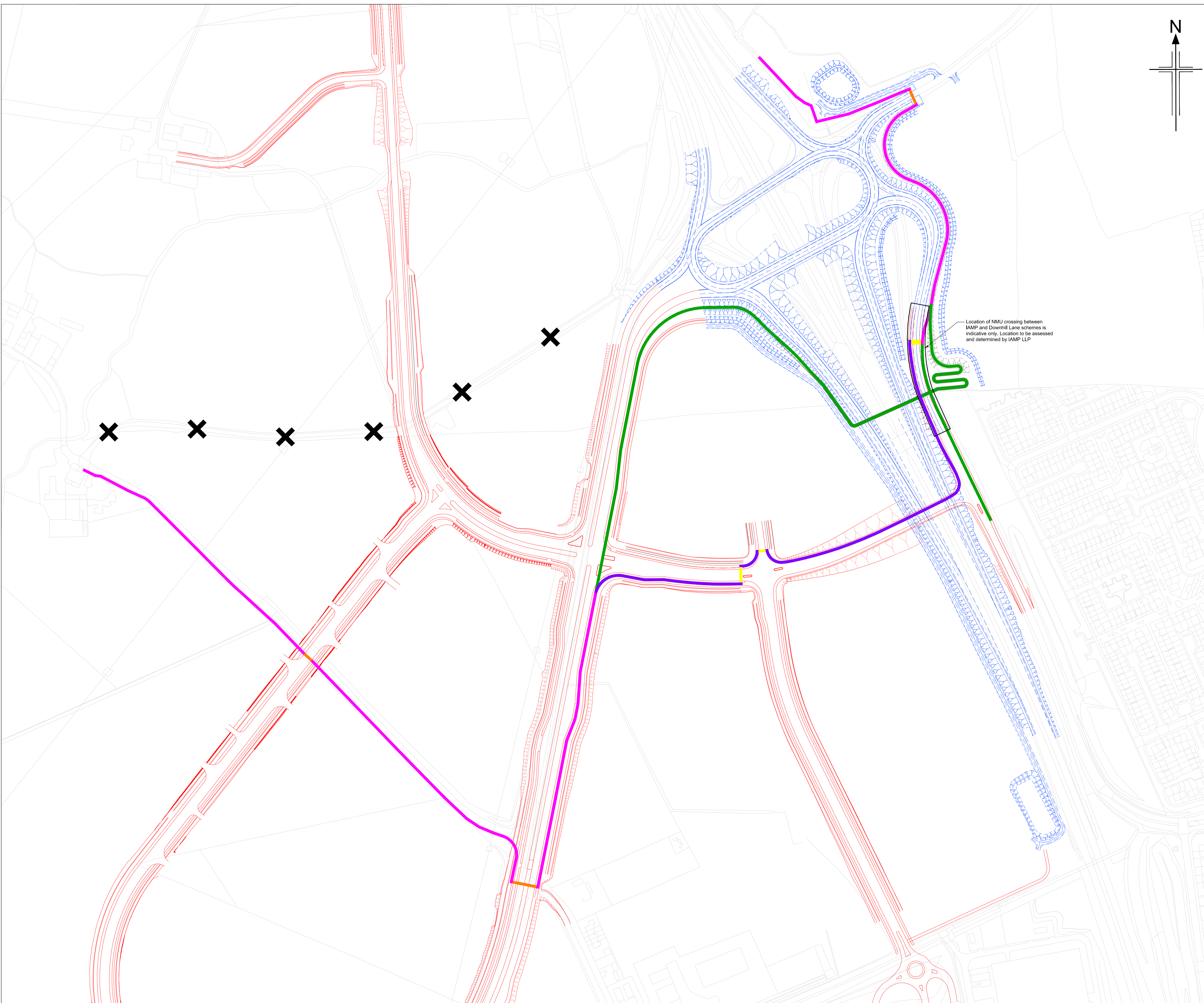
- Landscape planting to screen the Scheme's NMU bridge (LVIA 5, 8 and 14-19, plus P3.2 – 3.5) – the change does not affect these commitments as a planting scheme still needs approval at the detailed design stage for other purposes, just the need to specifically screen the NMU bridge has been removed.
- Delivery of safety with a segregated Scheme NMU route (P&C 14 + 16) – as outlined in Section 3.9, above, the improved safety commitment is still maintained compared to the existing baseline situation.

2.11.2 **Overall the proposed changes to the Scheme's NMU provision reported in the ES would not affect the environmental actions and commitments in Appendix 1.3 of the ES.**

APPENDIX A: INTEGRATED NMU ROUTE SCENARIOS

Drawing TR010024_APP_6.11 *'Downhill Lane Non-Motorised User Routes Integrated Scenarios'.*

P:\B0000000\B0140301 - A19 Testos Junction\11.0 DCO\25.0 DCO Submission - Downhill Lane Only\TR010024_APP_6.11 - ES Addendum Integrated NMU Solution\Draft - Issued for Review by B001\TR010024_APP_6.11 - Appendix A - Integrated NMU Route Scenarios.dwg - 04/07/2019 14:51:35 - Plan - RutaC



NOTES

- All dimensions are in metres unless stated otherwise.
- Non-motorised user (NMU) routes shown in this drawing are based on preliminary design. NMU routes within the Downhill Lane scheme are subject to detailed design development. The NMU routes within the IAMP TWO development will be determined by IAMP LLP and included as part of the IAMP TWO DCO application.
- This drawing presents the proposed NMU connectivity at Downhill Lane junction under two potential scenarios:
 - A19 Downhill Lane
 - IAMP TWO & A19 Downhill Lane

KEY

- Downhill Lane Junction
- IAMP Highway Arrangement
- NMU route common to both schemes
- HE NMU route authorised by Downhill Lane DCO
- IAMP TWO NMU route
- NMU Crossings (Equestrian friendly) common to both schemes
- IAMP TWO NMU Crossings (Equestrian friendly)
- Roads to be stopped up under IAMP TWO

0 50 100 150 200 m
SCALE 1 : 2000

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. HIGHWAYS ENGLAND 10030649 2017

Rev	Revision date	Purpose of Revision	Drawn	Check'd	Rev'd	Appr'd
0	02/07/2019	DCO APPLICATION	CR	AP	AP	GW

Client:

Designer: Contractor:

Project: **A19 DOWNHILL LANE JUNCTION IMPROVEMENT**

Drawing title: **APPENDIX A
NON-MOTORISED USER ROUTES
INTEGRATED SOLUTION PLAN**

Drawing status: **DCO APPLICATION**

Scale	1:2000 @ A1	DO NOT SCALE
Jacobs No.	B0140301	
Client no.	HE514495	

Drawing number: **TR010024/APP/6.11** Rev: **0**

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.