Gatwick Airport Northern Runway Project

Technical Note
Impact of Latest IEMA Guidance (2023) on the Assessment of Effects Related to Traffic and Transport

Book 8

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1 Purpose of this note

1.1. Introduction

1.1.1 On 24 October 2023, a Procedural Decision letter **[PD-006]** was published by the Examining Authority (ExA). It included a request for the Applicant to assist the ExA in understanding the implications of recent guidance issued by the Institute of Environmental Management and Assessment (IEMA) in relation to the assessment presented in ES Chapter 12: Traffic and Transport **[AS-076]**.

1.1.2 The assessment contained in ES Chapter 12: Traffic and Transport **[AS-076]** is based on guidance from IEMA which was issued in 1993, in particular 'Guidance Note No.1: Guidelines for the Environmental Assessment of Road Traffic'[1] (GERTA 1993).

1.1.3 In July 2023 the IEMA issued updated guidance entitled 'Environmental Assessment of Traffic and Movement'[2] (EATM 2023). The general principles set out in EATM 2023 remain similar to those in GERTA 1993 and no new assessment topics are introduced. In particular, the principles related to identifying the study area are unchanged and therefore there is no requirement to consider locations which were not identified in the assessment in ES Chapter 12: Traffic and Transport **[AS-076].**

1.1.4 EATM 2023 provides amended or additional guidance on the assessment of certain topics, which was not contained in GERTA 1993 and therefore was not considered directly in the assessment submitted with the Application.

1.1.5 In Appendix B of our Cover Letter responding to the Procedural Decision **[AS-073]** we provided a review and comparison between the GERTA 1993 and EATM 2023 guidance. We concluded that the general principles set out in EATM 2023 remain similar to those in GERTA 1993, but that there were some differences which required further review. We summarised this in a table of actions and advised that we would submit the outcome of the actions to the ExA by 22 December 2023. The summary table is re-provided in Table 1.

Table 1: Summary of actions required to respond to EATM 2023

Topic	Action
Study area	No change required
Assessment years	No change required
Receptors	No change required
Severance	Review method in light of EATM 2023 and update assessment if necessary
Road vehicle driver and passenger delay	No change required
Non-motorised user delay	Review method in light of EATM 2023 and update assessment if necessary
Non-motorised user amenity	No change required

[1] Institute of Environmental Assessment (now IEMA) (1993) Guidelines for the environmental assessment of road traffic. Institute of Environmental Assessment. (IEA Guidance Notes, 1).

[2] Institute of Environmental Management and Assessment (2023) Environmental Assessment of Traffic and Movement

Topic	Action
Fear and intimidation on and by road users	Review method in light of EATM 2023 and update assessment if necessary
Road user and pedestrian safety	Review method in light of EATM 2023 and update assessment if necessary
Hazardous / large loads	No change required
Effects on public transport users	No change required (not covered in EATM 2023)

1.1.6 This note describes the outcome of the review of the guidance in EATM 2023. Where EATM 2023 introduces additional or amended guidance, we have compared that guidance with the approach used in ES Chapter 12: Traffic and Transport **[AS-076]**. Where appropriate we have also provided a review of the assessment in the light of that guidance and a comparison with the conclusions that were presented in ES Chapter 12: Traffic and Transport **[AS-076]**.

1.1.7 This note considers any changes to receptor sensitivities or magnitudes of impact that result from applying the updated IEMA guidance, and whether such changes could potentially lead to new or different significant effects that were not reported in ES Chapter 12: Traffic and Transport **[AS-076]**.

1.1.8 The determination of significance remains as set out in Table 12.4.10 of ES Chapter 12: Traffic and Transport **[AS-076],** which provides the assessment matrix. This is also presented below in Table 2.

Table 2: Assessment matrix

Sensitivity	Magnitude of impact				
	No change	Negligible	Low	Medium	High
Negligible	No change	Negligible	Negligible or Minor	Negligible or Minor	Minor
Low	No change	Negligible or Minor	Negligible or Minor	Minor	Minor or Moderate
Medium	No change	Negligible or Minor	Minor	Moderate	Moderate or Major
High	No change	Minor	Minor or Moderate	Moderate or Major	Major or Substantial
Very High	No change	Minor	Moderate or Major	Major or Substantial	Substantial

1.2. Structure of this note

1.2.1 Following the review of the guidance as set out in Response to PD-006 - Cover letter in response to Procedural Decision **[AS-073]**, this note provides the outcomes of the reviews identified in Table 1, covering the following topics:

- Section 2: Severance
- Section 3: Non-motorised user delay
- Section 4: Fear and intimidation on and by road users
- Section 5: Road user and pedestrian safety
- Section 6: Summary and conclusions

2 Severance

2.1. Approach taken in ES Chapter 12: Traffic and Transport

2.1.1 Severance is defined in both GERTA 1993 and EATM 2023 as the perceived division that can occur within a community when it becomes separated by a traffic route. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by the road itself. The EATM 2023 guidance further explains that the term severance is used to describe a complex series of factors that separate people from places and other people, and notes that the measurement and prediction of severance is extremely difficult.

2.1.2 ES Chapter 12: Traffic and Transport [**AS-076**] assessed severance for those using routes adjacent to the highway links identified in the study area. The study area was determined using Rules 1 and 2, which remain unchanged in the EATM 2023 guidance. The sensitivity of pedestrians and cyclists using each of those links was identified using the criteria in Table 12.4.3 of ES Chapter 12: Traffic and Transport [**AS-076**] and set out in ES Appendix 12.9.1: Highway Flows and Driver Delay Review [**APP-153**].

2.1.3 A threshold of a 30%, 60% and 90% change in peak hour two-way traffic flows is used to assess the magnitude of impact for severance. This threshold remains unchanged in EATM 2023 guidance, but with the additional note that caution needs to be observed when applying these thresholds as very low baseline flows are unlikely to experience severance impacts even with high percentage changes in traffic.

2.1.4 ES Chapter 12: Traffic and Transport [**AS-076**] concluded that there would be no significant effects related to severance as a result of the Project.

2.2. EATM 2023 guidance

2.2.1 The EATM 2023 guidance references further resources to augment thresholds that have historically been used for severance assessment and to assist professional judgement in determining the significance of severance effects. These resources are the Transport Appraisal Guidance (TAG) Unit A4-1: Social Impact Appraisal (2021)[3] which includes guidance on assessing the hindrance of pedestrian movements, and Design Manual for Roads and Bridges (DMRB): LA112 'Population and Human Health'[4] (LA112), which contains sensitivity values for walkers, cyclists and horse riders (WCH) based on traffic flow thresholds. These additional documents have been reviewed and an updated analysis is provided in this section.

TAG Unit A4-1 Social Impact Appraisal

2.2.2 Community severance is defined in TAG Unit A4-1 as the separation of residents from facilities and services they use within their community caused by substantial changes in transport infrastructure or by changes in traffic flows. Paragraph 5.1.1 of TAG Unit A4-1 says "*Severance will only be an issue where either vehicle flows are significant enough to significantly impede pedestrian movement or where infrastructure presents a physical barrier to movement*".

[3] Department for Transport: TAG Unit A4-1 Social Impact Appraisal (2021)https://www.gov.uk/government/publications/tag-unit-a4-1-social-impact-appraisal
[4] Department for Transport: Design Manual for Roads and Bridges, LA112 – Population and Human Health https://www.standardsforhighways.co.uk/search/1e13d6ac-755e-4d60-9735-f976bf64580a

2.2.3 The method suggested in TAG Unit A4-1 classifies severance into four broad levels (none, slight, moderate, severe) based on the degree of hindrance to pedestrian and cyclist movements. It is recognised that some locations in a network may experience reductions in severance and others may experience increases. Therefore for each level of change in severance, the number of people affected should be estimated and the overall conclusion is based on the overall population affected.

2.2.4 Having reviewed the guidance, it is not considered suitable to adopt the TAG Unit A4-1 approach in this instance. The study area has been defined with reference to Rules 1 and 2. These are unchanged in EATM 2023 and both rules refer specifically to identifying links where traffic flows will increase, rather than decrease.

2.2.5 To fully assess severance using the methodology in TAG Unit A4-1, the study area would need to increase to account for links with reductions in traffic flows. In addition, there would be challenges in accurately estimating the likely number of people using each of the links across such an extensive area, particularly at some distance from the Airport in areas where the effects created by the Project are likely to be smaller.

2.2.6 It is also evident that the modelled outcomes show some model noise in certain areas (as described in section 12.5 of ES Chapter 12: Traffic and Transport [**AS-076**]). This occurs where large and often unexpected changes in traffic flows are forecast between the future baseline and with Project scenarios, which on investigation are due to background traffic switching between routes that have very similar journey times within the model. In many cases this route switching is unlikely to occur in practice and can occur in locations where the amount of traffic directly related to the Project is very small. This switching behaviour in the model means some routes are forecast to have a corresponding reduction in traffic, but in ES Chapter 12: Traffic and Transport [**AS-076**] only routes with increases have been included in the study area, in accordance with IEMA Rules 1 and 2.

2.2.7 TAG Unit A4-1 also notes that the method in what is now LA112 can be used to support the classification of severance.

DMRB LA112 Population and Human Health

2.2.8 DMRB LA112 provides guidance on the environmental assessment of population and human health effects. It covers the assessment of schemes based on accessibility to different types of land use and changes in the provision of routes for WCH. This assessment is contained in ES Chapter 19 Agricultural Land Use and Recreation **[APP-044]** and therefore does not need further review.

2.2.9 In terms of severance, DMRB LA112 provides advice on determining the sensitivity of relevant receptors (Table 3.11 of DMRB LA112). For WCH, this includes whether there are national trails or routes likely to be used for commuting and / or recreation, and the volume of daily vehicle flow on or adjacent to those routes where WCH have to cross traffic flows at grade. The former point is already indirectly included in the assessment in ES Chapter 12: Traffic and Transport [**AS-076**] as part of determining pedestrian and cyclist sensitivity.

2.2.10 Table 3.12 of DMRB LA112 also provides guidance on determining the magnitude of impact on receptors and includes suggested thresholds of change in journey length for WCH. This is considered in ES Chapter 19 Agricultural Land Use and Recreation **[APP-044]**, in relation to

users of Public Rights of Way (PRoW), and also in section 3 of this note, which deals with non-motorised user delay.

2.2.11 Based on the review of DMRB LA112, there is potential for pedestrian and cyclist sensitivity to be updated to include consideration of the level of daily vehicles for WCH crossing roads at grade. It should be noted that DMRB LA112 does not define how daily vehicle volume should be measured. In the following paragraphs we have used 18hr Annual Average Weekday Traffic (AAWT) flows, which are typically higher than 24hr Annual Average Daily Traffic (AADT) flows.

2.2.12 Because LA112 refers to WCH crossing roads at grade, this further review of sensitivity has only been applied to links where footways are provided and there are no dedicated signal-controlled or other formal crossing facilities on the link or within the immediate vicinity.

2.2.13 Table 3 shows the criteria used to identify pedestrian and cyclist sensitivity in ES Chapter 12: Traffic and Transport [**AS-076**] together with additional criteria drawn from LA112.

Table 3: Additional considerations for pedestrian / cyclist sensitivity for severance, based on LA112

Pedestrian and cyclist sensitivity	DCO Application	Additional consideration
Very high	Alongside receptors with greatest sensitivity due to site-specific characteristics which make them particularly sensitive to changes in traffic flows (eg community with high incidence of mobility impairment requiring to cross roads to access essential facilities).	Rights of way for WCH crossing roads at grade (without formal crossing pedestrian facilities) with >16,000 vehicles per day.
High	Alongside sensitive receptors (eg schools, colleges, playgrounds, accident black spots, urban / residential roads without footways that are used by pedestrians)	Rights of way for WCH crossing roads at grade (without formal crossing pedestrian facilities) with >8,000 - 16,000 vehicles per day
Medium	Alongside residential frontages, or sensitive receptors (eg doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways un-segregated cycle ways, community centres, parks, recreation facilities, retirement homes).	Rights of way for WCH crossing roads at grade (without formal crossing pedestrian facilities) with >4000 - 8000 vehicles per day.
Low	With footway and / or cycle provision	Rights of way for WCH crossing roads at grade (without formal crossing pedestrian facilities) with <4000 vehicles per day
Negligible	No footway or pedestrian / cyclist desire lines	N/A

2.3. Assessment review

2.3.1 The study area links identified in ES Chapter 12: Traffic and Transport [**AS-076**] have been reviewed for each assessment scenario.

2.3.2 None of the links within the study area in the following scenarios are expected to experience changes in traffic of over 30%:

- Initial construction period: 2024-2029
- First full year of opening: 2029

2.3.3 For these scenarios the magnitude of impact in relation to severance would be negligible regardless of any change in sensitivity that might arise from the EATM 2023 guidance. The overall effect on severance would therefore be negligible adverse, which is the same as the conclusion drawn in ES Chapter 12: Traffic and Transport [**AS-076**].

2.3.4 The following scenarios have links with changes in traffic of over 30% and therefore the sensitivity of links has been considered further:

- Highway construction period: 2029
- Interim assessment year: 2032
- Design year: 2047

Highway construction period: 2029

2.3.5 Five links were assessed for severance in the 2029 highway construction period in ES Chapter 12: Traffic and Transport [**AS-076**]. Applying the EATM 2023 / LA112 approach, two of these links have been identified as being used by WCH without a dedicated formal crossing facility. Table 4 compares the sensitivity of these links reported in ES Chapter 12: Traffic and Transport [**AS-076**] and that determined from the EATM 2023 / LA112 approach, and the corresponding effect on severance.

Table 4: Updated severance assessment – 2029 highway construction

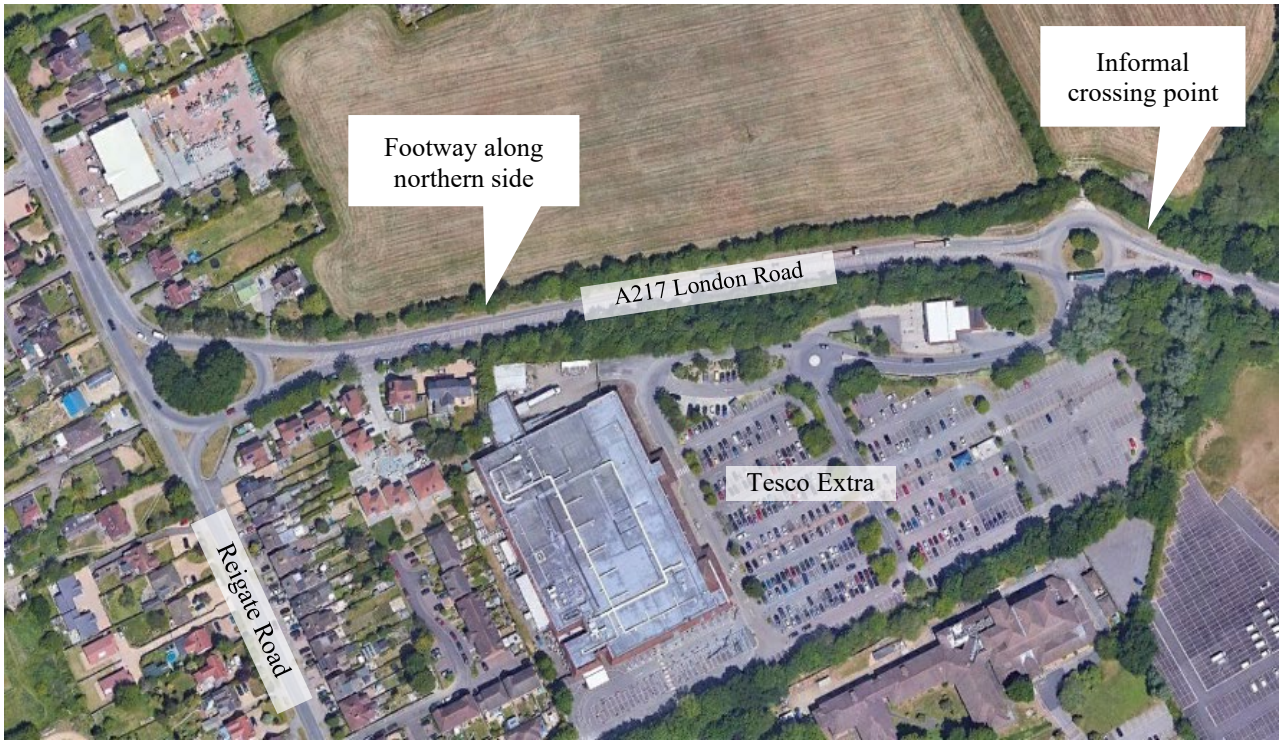
Link ID (description shown in brackets)	Sensitivity		Magnitude of impact	Severance effect	
	DCO Application	Updated		DCO Application	Updated
a08 (Reigate Road)	Medium	High	Low (all time periods)	Minor adverse	Minor adverse
rg15 (Lee Road)	High	High	Low (AM1, IP)	Minor adverse	Minor adverse

2.3.6 Table 4 shows that the EATM 2023 methodology leads to a change in the sensitivity of Reigate Road (Link ID: a08) from medium to high. However, the effect on severance on both of the links remains unchanged from that reported in ES Chapter 12: Traffic and Transport **[AS-076]**, being minor adverse and therefore not significant.

Interim assessment year: 2032

2.3.7 For the interim assessment year 2032, nine links were assessed for severance in ES Chapter 12: Traffic and Transport [**AS-076**]. Applying the EATM 2023 / LA112 approach, one of these links has been identified as being used by WCH without a dedicated formal crossing facility. This is the A217 to the north of Longbridge Roundabout (Link ID: 005), between the roundabout with the Tesco access and the roundabout with Reigate Road, shown in Figure 1.

Figure 1: A217 London Road (Link ID: 005)



2.3.8 The sensitivity of pedestrians and cyclists on this section of the A217 (Link ID: 005) was classified as 'low' in the assessment in ES Chapter 12: Traffic and Transport [**AS-076**]. Using the EATM 2023 / LA 112 methodology, the sensitivity is classified as 'very high'. Together with a low magnitude of impact in the PM peak, this means that the severance effect would increase from negligible adverse, reported in ES Chapter 12: Traffic and Transport [**AS-076**], to moderate adverse.

2.3.9 A footway exists on the northern side of the road but there is no pedestrian provision on the southern side. The Tesco store is located on the southern side of the A217 and there is an informal crossing in the form of dropped kerbs, tactile paving and a pedestrian island on the eastern arm of the Tesco access roundabout. This provides a direct crossing route between the northern footway and the Tesco access.

2.3.10 There are no direct frontages along this section of the A217 other than at its very western end. It is possible for local residents to walk into the Tesco store from Reigate Road to the west, via Brickfield Lane and Withy Meadows. This presents a shorter route for people from the surrounding area and is likely to be preferable to using the A217 to walk to and from the store.

2.3.11 Given that there are very few frontage destinations on the A217 between Reigate Road and Longbridge Roundabout, pedestrian flows on the northern footway of the A217 will be very low and the need to cross the road at the Tesco access roundabout (to enter the store car park) is therefore limited. Although the crossing at the Tesco access roundabout is not controlled, it does provide dropped kerbs and a refuge island, allowing a pedestrian to cross the opposing traffic streams in separate movements.

2.3.12 Taking this context into account, together with the fact that the low magnitude of impact is reported in the PM peak only and there are no other significant effects indicated on this part of the A217, it is considered that the overall effect on severance in this location would be minor adverse.

2.3.13 Table 5 compares the sensitivity of this link reported in ES Chapter 12: Traffic and Transport [AS-076] with that determined from the EATM 2023 / LA112 approach, and the corresponding effect on severance for the 2032 interim assessment year. Although the negligible adverse effect reported in ES Chapter 12: Traffic and Transport [AS-076] would increase to minor adverse, this remains not significant in EIA terms. All other severance effects reported in ES Chapter 12: Traffic and Transport [AS-076] for 2032 remain unchanged by the guidance in EATM 2023.

Table 5: Updated severance assessment – 2032 interim assessment year

Link ID (description shown in brackets)	Sensitivity		Magnitude of impact	Severance effect	
	DCO Application	Updated		DCO Application	Updated
005 (A217 London Road)	Low	Very high	Low (PM)	Negligible adverse	Minor adverse

Design year: 2047

2.3.14 For the design year 2047, 20 links were assessed for severance in ES Chapter 12: Traffic and Transport [AS-076]. Applying the EATM 2023 / LA112 approach, five of those links have been identified as being used by WCH without a dedicated formal crossing facility. Table 6 compares the sensitivity of these links reported in ES Chapter 12: Traffic and Transport [AS-076] and that determined from the EATM 2023 / LA112 approach, and the corresponding effect on severance for the 2047 design year.

Table 6: Updated severance assessment – 2047 design year

Link ID (description shown in brackets)	Sensitivity		Magnitude of impact	Severance effect	
	DCO Application	Updated		DCO Application	Updated
005 (A217 London Road)	Low	Very high	Low (PM)	Minor adverse	Minor adverse
cl21 (Wentworth Drive, Crawley)	Medium	High	Low (AM2)	Minor adverse	Minor adverse
cy07 (Selsdon Road)	Medium	Medium	Low (AM2)	Minor adverse	Minor adverse
cy47 (Lansdowne Road)	Medium	High	Low (AM1)	Minor adverse	Minor adverse
sr02 (Spierbridge Road)	High	High*	Medium (AM1)	Moderate adverse	Moderate adverse

** Sensitivity would be low based on traffic flows; considered to remain high based on land uses.*

2.3.15 Table 6 shows that despite the revised sensitivity levels, there would be no change to the overall severance effect assessed on all of the five links. The severance effect for A217 London Road (Link ID: 005) is judged to be minor adverse for the reasons explained in paragraphs 2.3.8 to 2.3.12. ES Chapter 12: Traffic and Transport [AS-076] identified that the effect reported on Spierbridge Road (Link ID: sr02) was the result of 'model noise' (see paragraph 12.9.152 of ES Chapter 12: Traffic and Transport [AS-076]) and did not arise as a result of the Project. The guidance in EATM 2023 therefore does not change the severance effects reported in ES Chapter 12: Traffic and Transport [AS-076].

2.4. Summary - severance

2.4.1 As suggested in EATM 2023, TAG Unit A4-1 and LA112 have been reviewed to consider how methodologies contained in that guidance could assist in determining severance effects for the Project.

2.4.2 EATM 2023 does not alter the basis on which study area links should be identified. Based on guidance in LA112, which is referenced in EATM 2023, the sensitivity of links identified for the assessment in ES Chapter 12: Traffic and Transport [**AS-076**] has been reviewed, incorporating the additional consideration of daily traffic flows on links where WCH may cross at grade without formal crossing facilities.

2.4.3 From the review of the assessment, only one link shows a different severance effect arising from the Project when compared to the conclusions reached in ES Chapter 12: Traffic and Transport [**AS-076**]. This is on the A217 to the north of the Tesco store in Hookwood in 2032 where severance effects were reported as negligible adverse in ES Chapter 12: Traffic and Transport [**AS-076**] and are noted as minor adverse in the review of the assessment in Table 5. Nevertheless, this is still not significant and therefore the EATM 2023 guidance does not change the overall outcome of the assessment reported in ES Chapter 12: Traffic and Transport [**AS-076**].

3 Non-motorised user delay

3.1. Approach taken in ES Chapter 12: Traffic and Transport

3.1.1 GERTA 1993 did not contain quantitative criteria for determining the magnitude of impact in relation to delays caused to pedestrians and cyclists as a result of a development, although it noted that changes in traffic volume, speed and composition are relevant considerations.

3.1.2 The assessment in ES Chapter 12: Traffic and Transport [**AS-076**] therefore used professional judgement to consider delays to pedestrians and cyclists, taking account of traffic changes and the nature of pedestrian and cycle routes and crossing facilities. It concluded that the effects of the Project on non-motorised user delay would be no worse than minor adverse and therefore would not be significant.

3.2. EATM 2023 guidance

3.2.1 Guidance in EATM 2023 is substantially unchanged from that in GERTA 1993. It still recommends that professional judgement is used to determine the significance of changes in non-motorised user delay, taking account of locational context. EATM 2023 also refers to TAG Unit A4-1 and DMRB LA112 as being useful resources to assist the assessment.

3.2.2 Changes to journey distance on pedestrian and cycle routes were considered as part of the assessment reported in ES Chapter 12: Traffic and Transport [**AS-076**]. DMRB LA112 includes criteria which consider the change in journey distance experienced by WCH in order to determine the magnitude of impact of a scheme. Table 3.12 of DMRB LA112 provides magnitude of impact criteria for changes in journey length. The LA112 criteria are summarised in Table 7.

3.2.3 This review considers whether applying the criteria in LA112 would lead to a different outcome at any of the locations reported in ES Chapter 12: Traffic and Transport [**AS-076**].

Table 7: Journey length magnitude of impact consideration from DMRB LA112

Magnitude of impact	WCH journey length increment
High	>500m
Medium	>250m-500m
Low	>50m-250m
Negligible	<50m

3.3. Assessment review

3.3.1 The ability of pedestrians and cyclists to cross roads is considered as part of the assessments of severance and fear and intimidation (sections 2 and 4 of this note respectively). Those assessments also inherently reflect potential changes in delay, particularly where no formal crossing facilities exist; for example, a significant adverse effect on severance is likely to mean that pedestrians and cyclists would also experience additional delay. Where formal crossing facilities are provided, additional delay is less likely (because traffic is controlled, for instance through the presence of traffic signals, affording pedestrians and cyclists greater opportunity to cross).

3.3.2 This review of the assessment therefore focuses on whether applying the banded changes in journey length indicated in LA112 would lead to any different conclusion on the significance of effects on pedestrian and cyclist delay.

3.3.3 ES Chapter 12: Traffic and Transport [**AS-076**] indicated that in the initial construction period (2024-2029) and first full year of opening (2029), the change in traffic flows affecting pedestrian and cycle routes would be such that it would be unlikely to create additional delays to non-motorised users.

3.3.4 In these years, the highway works which form part of the Project would not yet have been completed and therefore journey lengths for non-motorised users would be unchanged. This represents a negligible magnitude of impact using the criteria from LA112. In turn this means that there would be no change to the effects reported in ES Chapter 12: Traffic and Transport [**AS-076**] which were negligible adverse for the initial construction period (2024-2029) and minor adverse for the first full year of opening (2029), neither of which is significant.

3.3.5 For the highway construction period (2029), some localised changes are expected to be necessary to allow the works to take place. ES Appendix 5.3.2: Code of Construction Practice [**APP-082**] sets out a series of principles that will be used to address potential impacts during construction. In relation to recreation, it notes that *"…the Project has sought to minimise the closure of pedestrian and cyclist routes where reasonably practicable. Where this is not the case, adequate alternate diversion routes will be provided for pedestrians and non-motorised users that are affected by construction works where reasonably practicable to do so. A PRoW Management Strategy has been prepared (see ES Appendix 19.8.2: Public Rights of Way Management Strategy (Doc Ref. 5.3)) which identifies measures to safely maintain public access along footpaths and National Cycle Route 21 (NCR 21) including proposed permanent and temporary diversions."* (paragraph 5.12.6)

3.3.6 The principle of minimising pedestrian and cycle route closures, and providing alternative routes where it is possible to do so, means that changes to journey distances are likely to be relatively small and occur for a temporary period only. In this context the criteria from EATM 2023 and LA112 do not introduce any different considerations that affect the conclusions presented in ES Chapter 12: Traffic and Transport [**AS-076**], which were a minor adverse effect at Longbridge Roundabout and no change elsewhere, and therefore not significant.

3.3.7 For the interim assessment year (2032) and the design year (2047), the highway works are assumed to be completed and would introduce changes to pedestrian and cycle routes. The changes in journey lengths on pedestrian and cycle routes as part of the Project are shown in Table 8.

3.3.8 Table 8 shows that the Project would introduce several new pedestrian and cycle routes in the vicinity of the Airport, and would shorten two existing routes, all of which represent beneficial magnitudes of impact in relation to non-motorised user delay.

3.3.9 In most other locations, the change in journey length involved would be very small, leading to a negligible magnitude of impact, or would not change.

Table 8: Change in journey length

Location	Journey length (m)			
	Existing	Proposed	Change	Magnitude of impact
Povey Cross Road	50	50	0	No change
A217 north of Longbridge Roundabout	70	70	0	No change
A23 Brighton Road east of Longbridge Roundabout	260	260	0	No change
Longbridge Roundabout (edge of circulatory carriageway, islands and A23 London Road crossing)	280	305	+25	Negligible. Roundabout increases in size with negligible journey length increase for some travel routes and no change for others.
A23 Brighton Road westbound left turn (Texaco petrol station to new Riverside Garden Park ramp)	255	255	0	No change
A23 London Road eastern footway (including A23 London Road staggered crossing)	670	670	0	No change
Riverside Garden Park ramp	n/a	120	n/a	Beneficial - New connection between A23 London Road and Riverside Garden Park
New footway link between Riverside Garden Park and Car Park B	n/a	220	n/a	Beneficial - New connection between Riverside Garden Park and Car Park B
New active travel path for pedestrians and cyclists between Longbridge Roundabout and North Terminal Roundabout (western side of A23 London Road)	n/a	730	n/a	Beneficial - New connection between Longbridge Roundabout and North Terminal Roundabout including upgrades to 230m long section of existing Longbridge Way footway
North Terminal Link (including Longbridge Way crossing)	n/a	160	n/a	Beneficial - New connection between A23 London Road and Longbridge Way
Northway	50	50	0	No change
North Terminal Approach & Gatwick Way	270	260	-10	Beneficial
Perimeter Road North (Northern side)	570	570	0	No change
Balcombe Road	150	150	0	No change
New footway connection between B2036 Balcombe Road and Ring Road South	n/a	380	n/a	Beneficial - New connection between B2036 Balcombe Road and Ring Road South
Footpath 346_2Sy (between Longbridge Way and A23 London Road)	260	245	-15	Beneficial
Footpath 367Sy (east of Balcombe Road to edge of field)	290	300	+10	Negligible

3.3.10 Applying the criteria in LA112 therefore indicates magnitudes of impact which are no change, negligible or beneficial. Taken together with the other pedestrian and cyclist delay considerations used in preparing the assessment in ES Chapter 12: Traffic and Transport [**AS-076**], this means that the additional guidance provided in EATM 2023 and LA112 would not change the outcomes of that assessment, which were that effects on pedestrian and cyclist delay would range from negligible to minor beneficial in 2032 and 2047, neither of which are considered to be significant in EIA terms.

3.4. Summary – non-motorised user delay

3.4.1 Both GERTA 1993 and EATM 2023 indicate that determining the significance of effects related to non-motorised user delay requires professional judgement, taking into account the context of the location.

3.4.2 EATM 2023 suggests referring to criteria in LA112 to determine the magnitude of impact related to changes in journey length in a given location. The assessment of non-motorised user delay has therefore been reviewed by considering the criteria in LA112.

3.4.3 The highway works that form part of the Project include enhancements to the active travel network in the immediate vicinity of the Airport and consequently have the greatest potential to change pedestrian and cyclist journey lengths during operation and construction.

3.4.4 The highway works are assumed to be constructed between the first year of opening (2029) and the interim year (2032) in the assessment. Prior to this, there would be no changes to the pedestrian and cycle network outside the Airport boundary. The additional criteria from LA112 have been reviewed and would not change the effects on non-motorised user delay reported in ES Chapter 12: Traffic and Transport [**AS-076**], which would not be significant.

3.4.5 During the construction of the highway works, temporary changes may be made to pedestrian and cycle routes, which could involve localised closures and diversions. Through the principles set out in ES Appendix 5.3.2: Code of Construction Practice [**APP-082**], alternative routes would be provided so as to be as convenient as possible and minimise additional journey time. Although specific details of diversions are not yet available, they would be temporary and localised in nature, which means that changes in journey length would be minimised as far as reasonably possible. Having considered LA112 the effects on non-motorised user delay would remain as reported in ES Chapter 12: Traffic and Transport [**AS-076**], ranging between no change and minor adverse and therefore not significant.

3.4.6 The highway works are assumed to be in place in the interim year (2032) and design year (2047) for the assessment. The active travel infrastructure contained within the design means that several beneficial effects would arise as a result of introducing new pedestrian and cycle connections, and elsewhere the works would result in either no or very limited change to the journey distances. The use of the additional criteria from LA112 confirms that magnitudes of impact related to changes in journey length would generally be negligible to minor beneficial and not significant and that the conclusions reported in ES Chapter 12: Traffic and Transport [**AS-076**] are not changed by the guidance in EATM 2023.

4 Fear and intimidation on and by road users

4.1. Approach taken in ES Chapter 12: Traffic and Transport

4.1.1 Fear and intimidation experienced by pedestrians and cyclists may be influenced by the volume of road traffic, the number of heavy goods vehicles (HGV) and proximity to moving traffic.

4.1.2 In the assessment in ES Chapter 12: Traffic and Transport [**AS-076**], fear and intimidation caused by road traffic was not identified explicitly but was considered as part of assessing effects on pedestrian and cyclist amenity, as described in paragraph 12.4.51 of that chapter. Professional judgement was applied to determine the magnitude of impact on pedestrian and cyclist amenity by considering the degree of hazard presented by road traffic in particular locations, the scale of change in traffic flows and the availability of facilities for pedestrians and cyclists.

4.2. EATM 2023 guidance

4.2.1 The underlying approach for assessing fear and intimidation in EATM 2023 remains the same as in GERTA 1993. However, EATM 2023 introduces a weighting system to support the assessment (paragraphs 3.32 to 3.40 and Tables 3.1 to 3.3 of EATM 2023). This creates a more structured approach than in GERTA 1993 by scoring the 'degree of hazard' in a particular location based on traffic speed, hourly traffic flow and daily HGV flow. This produces an overall score for the level of fear and intimidation and the guidance suggests how changes in that overall score, resulting from the Project, equate to different magnitudes of impact.

4.2.2 EATM 2023 provides scores for the degree of hazard at a given location, as shown in Table 9. The level of fear and intimidation is then classified into four categories, based on the degree of hazard score, as shown in Table 10.

4.2.3 EATM 2023 also provides guidance on determining the magnitude of impact resulting from a change in traffic flow and in the identified level of fear and intimidation, as shown in Table 11.

Table 9: Fear and intimidation degree of hazard (EATM 2023)

Average hourly traffic flow (18hr AAWT) (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
>1800	>3000	>40	30
1,200 - 1800	2,000 - 3,000	30 - 40	20
600-1200	1,000-2,000	20 - 30	10
<600	<1,000	<20	0

Table 10: Levels of fear and intimidation (EATM 2023)

Level of fear and intimidation	Total hazard score (a)+(b)+(c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Table 11: Fear and intimidation magnitude of impact (EATM 2023)

Magnitude of impact	Change in step / traffic flows (AADT) from baseline conditions
High	Two step changes in level
Medium	One step change in level, but with: >400 vehicle increase in average 18hr AV two-way all vehicle flow; and / or >500 HV increase in total 18hr HV flow
Low	One step change in level, with: <400 vehicle increase in average 18hr AV two-way all vehicle flow; and / or <500 HV increase in total 18hr HV flow
Negligible	No change in level
No change	

4.3. Assessment review

4.3.1 Although fear and intimidation were considered as part of the assessment of effects on pedestrian and cyclist amenity in ES Chapter 12: Traffic and Transport [**AS-076**], we have undertaken an additional assessment using the criteria from EATM 2023 for completeness.

4.3.2 As for other aspects of this review, the study links identified in the assessment in ES Chapter 12: Traffic and Transport [**AS-076**] have not been changed, because the use of Rules 1 and 2 to determine the study area is consistent between GERTA 1993 and EATM 2023.

4.3.3 Using the EATM 2023 methodology, the degree of hazard for each study area link has been assessed for the following scenarios:

- Initial construction period (2024-2029)
- First full year of opening (2029)
- Highway construction period (2029)
- Interim assessment year (2032)
- Design year (2047)

4.3.4 Low and medium magnitudes of impact have been identified in one or more of the assessment years for the 14 links identified in Table 12. The sensitivity of these links has been considered following the considerations set out in Table 3 (as for the review of the severance assessment). The additional assessment outcomes are provided in Table 12 and described in the following paragraphs.

Table 12: Additional fear and intimidation assessment

Link ID (description shown in brackets)	Sensitivity	Magnitude of impact	Fear and intimidation effect
Initial construction period (2024-2029)			
003 (A23 London Road, North Terminal - Longbridge Roundabout)	Negligible	Medium	Negligible adverse
006 (North Terminal Roundabout to A23 London Road)	Low	Low	Negligible adverse
First full year of opening (2029)			
004 (A217 London Road, Longbridge Roundabout - Parking Entry)	Low	Low	Negligible adverse
005 (A217 London Road, Parking Entry-A217 Reigate Road)	Very High	Low	Minor adverse*
NT1 (North Terminal Entry/Exit)	Very High	Low	Negligible adverse*
Highway construction period (2029)			
008 (Perimeter Road North, Gatwick Way)	Negligible	Low	Negligible adverse
NT1 (North Terminal Entry/Exit)	Very High	Low	Negligible adverse*
ST1 (South Terminal Entry/Exit)	Negligible	Low	Negligible adverse
a06 (Lowfield Heath Road)	Negligible	Low	Negligible adverse
cl03 (Manor Royal, Newton Road, Crawley)	Low	Low	Negligible adverse
Cl07 (Crawley Avenue, Hazelwick Avenue A2011)	Low	Low	Negligible adverse
cl22 (Gatwick Road Slip Road, Maxwell Way-Hazelwick Avenue)	Low	Low	Negligible adverse
cy51 (Selsdon Road, Sussex Road-Jarvis Road, B275)	Low	Low	Negligible adverse
Interim assessment year (2032)			
004 (A217 London Road, Longbridge Roundabout - Parking Entry)	Low	Low	Negligible adverse
005 (A217 London Road, Parking Entry-A217 Reigate Road)	Very High	Low	Minor adverse*
006 (North Terminal Roundabout to A23 London Road)	Low	Medium	Minor adverse
rg13 (Brighton Road, Albert Road-Hevers Avenue, A23)	High	Low	Minor adverse
Design year (2047)			
006 (North Terminal Roundabout to A23 London Road)	Low	Medium	Minor adverse
NT1 (North Terminal Entry/Exit)	Very High	Medium	Minor adverse*
a04 (Old Brighton Road South, Lowfield Heath Roundabout - Charlwood Road/Church Road)	Very High	Low (2047)	Minor adverse*

* See following paragraphs for explanation of conclusion at this location

Initial construction period (2024-2029)

4.3.5 For the initial construction period (2024-2029) the additional fear and intimidation assessment indicates two links with low or medium magnitudes of impact. Given the sensitivity of receptors on these links, the effects related to fear and intimidation are considered to be negligible adverse, which is not significant. This is consistent with the negligible adverse effect reported for pedestrian and cycle amenity in ES Chapter 12: Traffic and Transport [**AS-076**].

First full year of opening (2029)

4.3.6 In the first full year of opening (2029) the additional assessment indicates three links with low or medium magnitudes of impact. One of these is the A217 London Road (between Reigate Road and the Tesco roundabout, Link ID: 005 as shown in Figure 1). This link was also identified as part of the severance assessment reported in section 2 of this note. The fear and intimidation assessment leads to a 'very high' sensitivity level with a low magnitude of impact, which could be considered to present a moderate adverse effect. However, as described in paragraphs 2.3.8 to 2.3.12, the locational context means that the effect on this link related to fear and intimidation is judged to be minor adverse, which is not significant.

4.3.7 The additional assessment for the first full year of opening also identifies link NT1 (North Terminal entry / exit), as shown in Figure 2, as experiencing a low magnitude of impact for fear and intimidation. The level of traffic flow and lack of a controlled crossing here would suggest a 'very high' level of sensitivity, applying the criteria in Table 3. Coupled with a low magnitude of impact this would suggest a moderate adverse effect. However, this link is around 50m in length and is the main vehicular entry from and exit to North Terminal Roundabout. It has no other frontage access and can be expected to have extremely low pedestrian flows, as pedestrians are generally not encouraged to walk to and from the terminal along the access roads. The link does have an informal crossing point with dropped kerbs and a pedestrian refuge should anyone need to cross the road. As a result of this context it is judged that the effects related to fear and intimidation on this link would be negligible adverse and not significant.

Figure 2: North Terminal (NT) entry / exit (Link ID: NT1)

4.3.8 In the first full year of opening, therefore, the effects related to fear and intimidation would be negligible or minor adverse and not significant. This compares with the effects related to pedestrian and cyclist amenity reported in ES Chapter 12: Traffic and Transport [**AS-076**] which are negligible adverse and not significant.

Highway construction period (2029)

4.3.9 In the highway construction period (2029) the additional assessment indicates eight links with low or medium magnitudes of impact. On seven of these links the sensitivity of receptors means that the effects related to fear and intimidation would be negligible adverse. The remaining link is the North Terminal entry / exit (Link ID: NT1), where receptor sensitivity would be classed as 'very high' but the locational context discussed in paragraph 4.3.7 means that the effect related to fear and intimidation is considered to be negligible adverse. None of the effects related to fear and intimidation in this assessment year are therefore significant.

4.3.10 This compares with the effects related to pedestrian and cyclist amenity reported in ES Chapter 12: Traffic and Transport [**AS-076**] for this assessment year, which were considered to be minor adverse and not significant.

Interim assessment year (2032)

4.3.11 In the interim assessment year (2032) the additional assessment indicates four links with low or medium magnitudes of impact. On three of these links the sensitivity of receptors means that the effects related to fear and intimidation would be negligible adverse or minor adverse, which is not significant. The fourth link is the section of A217 London Road between Reigate Road and the Tesco roundabout (Link ID: 005), which was also indicated in the first full opening year. As paragraph 4.3.6 explains, the locational context of this link means that the effect related to fear and intimidation is considered to be minor adverse.

4.3.12 None of the effects related to fear and intimidation in this assessment year are therefore significant. This compares with the conclusion on the effects related to pedestrian and cyclist amenity presented in ES Chapter 12: Traffic and Transport [**AS-076**], which were either negligible adverse or minor adverse which is not significant.

Design year (2047)

4.3.13 In the design year (2047) the additional assessment indicates three links with low or medium magnitudes of impact. On one of these links the sensitivity of receptors is low and therefore the effect related to fear and intimidation is considered to be minor adverse.

4.3.14 The second link is the North Terminal entry / exit (Link ID: NT1). In this year the magnitude of impact would be medium, which combined with a 'very high' sensitivity would lead to a major adverse effect. However, the locational context, as explained in paragraph 4.3.7, means that the effect related to fear and intimidation in this year is judged to be minor adverse.

4.3.15 The third link is on Old Brighton Road between Lowfield Heath roundabout and Charlwood Road (Link ID: a04). This is a short section of road approximately 150m long, serving a series of light industrial units, shown in Figure 3. The sensitivity of pedestrians and cyclists on this section of road was previously assessed as low but using the LA112 criteria in Table 3 would be categorized as 'very high' (because of the lack of a formal crossing point and the volume of traffic flow in 2047).

4.3.16 Nevertheless, pedestrian and cycle flows along the road are comparatively low because of the nature of the uses it serves, which do not include places where more vulnerable users might be present. There is no residential development in the immediate vicinity. There are also existing footways on both side of the roads, with a verge providing separation between pedestrians and vehicles along most of the eastern side. The low magnitude of impact results from an increase in the proportion of HGV, within a relatively modest hourly increase in total flows, and does not occur until the 2047 assessment year. Furthermore, this link was not identified as experiencing a significant effect for pedestrian and cyclist amenity in the assessment presented in ES Chapter 12: Traffic and Transport [**AS-076**].

Figure 3: Old Brighton Road, between Lowfield Heath Roundabout to Charlwood Road (Link ID: a04)

4.3.17 Given the locational context of this link and the fact that in all other assessment years the effect in this location is negligible, it is considered that the effects related to fear and intimidation would be minor adverse in 2047.

4.3.18 None of the effects related to fear and intimidation in this assessment year are therefore significant. This compares with the conclusion on the effects related to pedestrian and cyclist amenity presented in ES Chapter 12: Traffic and Transport [**AS-076**], which were either negligible adverse or minor adverse which is not significant.

4.4. Summary – fear and intimidation

4.4.1 EATM 2023 guidance is based on similar principles to those in GERTA 1993 but introduces a more structured and weighted approach to the assessment of fear and intimidation. Fear and intimidation was considered as part of effects on pedestrian and cyclist amenity in the assessment presented in ES Chapter 12: Traffic and Transport [**AS-076**].

4.4.2 The EATM 2023 approach has been applied to produce an additional assessment. This has identified 14 individual links that would experience low or medium magnitudes of impact in one or

more of the assessment years and time periods. No links were identified with a high magnitude of impact.

4.4.3 All of the 14 links have been assessed as experiencing no more than a minor adverse effect related to fear and intimidation, which is not significant, taking account of locational context where relevant. This aligns with the assessment presented in ES Chapter 12: Traffic and Transport [**AS-076**] which concluded that there would be no significant effects for pedestrian and cyclist amenity as a result of the Project.

5 Road user and pedestrian safety

5.1. Approach taken in ES Chapter 12: Traffic and Transport

5.1.1 In ES Chapter 12: Traffic and Transport [**AS-076**], the effects of the Project on accidents and safety are assessed using professional judgement, as recommended in GERTA 1993. To inform the assessment, an analysis was undertaken to identify accident occurrences, and any accident clusters, on roads in the vicinity of the study area links (Section 12.6 ES Chapter 12: Traffic and Transport [**AS-076**]).

5.1.2 ES Chapter 12: Traffic and Transport [**AS-076**] noted that changes in traffic flows and highway layouts could change the risk of accidents occurring, but also noted that design changes to the highway network that form part of the Project have been or will be subject to a formal Road Safety Audit process. That process will, inherently, seek to minimise accident risks arising from the physical layout of the highway network.

5.1.3 Professional judgement was used as part of the assessment, taking account of any clusters of accidents in particular locations and any measures which form part of the Project that would reduce the risk of accidents occurring. Those measures include the principles set out in ES Appendix 5.3.2: Code of Construction Practice [**APP-082**] and ES Appendix 5.3.2: Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan [**APP-085**]. The assessment concluded that the effect on accident and safety would either be negligible or minor in all scenarios and therefore would not be significant.

5.2. EATM 2023 guidance

5.2.1 EATM 2023 makes reference to identifying collision clusters as a means of considering the potential impacts of a scheme. It also references the use of a 'Safe System' approach and suggests that this could be used to consider the road safety impacts of a scheme and ultimately the proportionate changes in likelihood of fatal and serious injuries as a result of the scheme (paragraphs 3.43 to 3.46 of EATM 2023). EATM 2023 does not, however, set out a detailed methodology.

5.2.2 The International Road Assessment Programme (iRAP) Star Ratings[5] approach is referenced in EATM 2023 as a possible source of guidance for considering changes to safety risk. The iRAP approach provides a grading of road safety by allocating a star rating derived from a variety of risk factors. Those factors are related to the physical characteristics of the road, associated street furniture and other roadside features. Higher star ratings reflect roads with fewer or better mitigated roadside hazards and thus a lower inherent risk of accident.

5.2.3 The highway works which form part of the Project are being designed to meet current standards and have been the subject of detailed engagement with National Highways and the local highway authorities. A Stage 1 Road Safety Audit has been undertaken on the preliminary design and changes made to the design where necessary to address the audit findings. The scheme will pass through subsequent stages of the audit process during detailed design and following construction. Where departures from standard may be required, these have been discussed with the relevant highway authorities and will be subject to an ongoing formal approvals process as the design progresses. A continuous safety review process has also been established with

[5] https://irap.org/rap-tools/infrastructure-ratings/star-ratings/

National Highways. These actions represent the normal evolution of highway design and can be expected to lead to a scheme which minimises roadside hazards as far as reasonably possible.

5.2.4 There are no physical changes proposed elsewhere on the highway network as part of the Project and therefore there will be no inherent change to the degree of roadside hazard arising from the layout of roads or associated roadside conditions.

5.2.5 The only other changes caused by the Project which is relevant to assessing accidents and safety are changes in traffic flow. These were considered as part of the assessment reported in ES Chapter 12: Traffic and Transport [**AS-076**], which concluded that the effect of the Project on accidents and safety would not be significant.

5.3. Summary – road safety

5.3.1 Guidance in EATM 2023 is similar to that in GERTA 1993 but suggests that alongside the use of data to identify accident clusters, and the consideration of traffic flow change, a 'Safe System' approach could be used to consider relevant impacts.

5.3.2 The safe system approach aims to ensure that the physical highway layout minimises the risk of accident to its users. In this case, the highway works which form part of the Project are being designed to current standards and will be subject to the normal safety audit and approval processes applied by the relevant highway authorities. The Project will not require physical alterations elsewhere on the highway network.

5.3.3 Changes in traffic flows will also influence the significance of effects on road safety but these have already been considered as part of the assessment presented with the DCO application.

5.3.4 The EATM 2023 guidance therefore does not change the conclusions reached in ES Chapter 12: Traffic and Transport [**AS-076**] about effects related to road safety.

6 Summary

6.1.1 The assessment of environmental effects related to traffic and transport was presented in ES Chapter 12: Traffic and Transport [**AS-076**] and was based on guidance in GERTA 1993.

6.1.2 Updated guidance in EATM 2023 has been reviewed to determine the implications of that guidance for the conclusions reported in ES Chapter 12: Traffic and Transport [**AS-076**].

6.1.3 The general principles in EATM 2023 remain similar to those in GERTA 1993. Key thresholds for defining the study area and identifying road links of interest remains the same. EATM 2023 contains additional guidance in relation to severance, non-motorised user delay, fear and intimidation and road safety which builds on that in GERTA 1993.

6.1.4 Those four aspects of the assessment have therefore been reviewed to determine whether different outcomes would arise from applying the EATM 2023 guidance.

6.1.5 Effects related to severance would not be significant when the EATM 2023 guidance is considered. Although the sensitivity of receptors would be classed differently in some locations, the effects would only differ from those in ES Chapter 12: Traffic and Transport [**AS-076**] in one location. On the A217 between Reigate Road and Longbridge Roundabout a minor adverse effect is identified in 2032 using guidance in EATM 2023, where a negligible adverse effect was identified in ES Chapter 12: Traffic and Transport [**AS-076**]. However, despite this change, all effects related to severance as a result of the Project remain not significant.

6.1.6 Effects related to non-motorised user delay have been reviewed with reference to criteria for journey length set out in LA112. The review concludes that these criteria would not change the conclusions reported in ES Chapter 12: Traffic and Transport [**AS-076**], which indicated that the effects related to non-motorised user delay would be beneficial in some cases or where they are adverse, would not be significant.

6.1.7 Although fear and intimidation had been considered as part of the assessment of effects related to pedestrian and cyclist amenity in ES Chapter 12: Traffic and Transport [**AS-076**], an additional assessment has been made of effects related to fear and intimidation using the weighting system introduced in EATM 2023. This shows that although 14 links would experience a magnitude of impact which is low or greater, none would experience more than a minor adverse effect and therefore there would be no significant effect related to fear and intimidation as a result of the Project. This aligns with the conclusions on effects related to pedestrian and cycle amenity in ES Chapter 12: Traffic and Transport [**AS-076**].

6.1.8 ES Chapter 12: Traffic and Transport [**AS-076**] reported that effects related to road safety would not be significant. EATM 2023 suggests using a ‘safe system’ approach, which considers inherent risk created by the physical layout of the highway. The highway works which form part of the Project have been designed in accordance with current standards and are (and will continue to be) subject to a number of safety audit and approval processes. The Project will not introduce physical alterations elsewhere on the highway network and therefore no additional consequent accident risk is likely to arise. The assessment presented in ES Chapter 12: Traffic and Transport [**AS-076**] therefore remains appropriate.

6.1.9 In conclusion, the guidance set out in EATM 2023 would not lead to any new or different significant effects being identified as a result of the Project and therefore would not change the conclusions of the assessment presented in ES Chapter 12: Traffic and Transport [**AS-076**].

7 Glossary

Table 13: Glossary of Terms

Term	Description
DMRB	Design Manual for Roads and Bridges
EATM	Environmental Assessment of Traffic and Movement (2023)
ES	Environmental Statement
GERTA	Guidance Note No.1: Guidelines for the Environmental Assessment of Road Traffic (1993)
HGVs	Heavy Goods Vehicles
IEMA	Institute of Environmental Management and Assessment
iRAP	International Road Assessment Programme
NT	North Terminal
PRoW	Public Rights of Way
ST	South Terminal
TAG	Transport Appraisal Guidance
WCH	Walkers, cyclists and horse riders