



The Sizewell C Project

6.14 Environmental Statement Addendum Volume 3: Environmental Statement Addendum Appendices Chapter 10 Project Wide, Cumulative and Transboundary Effects

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SIZEWELL C PROJECT ES ADDENDUM – CHAPTER 10: PROJECT-WIDE, CUMULATIVE AND TRANSBOUNDARY EFFECTS

Documents included within this Appendix are as follows:

- 10.4.A: CUMULATIVE LINK SCREENING AND TRANSPORT ASSESSMENT TABLES
- 10.4.B: CUMULATIVE TRANSPORT EMISSIONS RESULTS
- 10.4.C: ASSESSMENT OF CUMULATIVE TERRESTRIAL ECOLOGY AND ORNITHOLOGY EFFECTS WITH THE SCOTTISH POWER RENEWABLES SCHEMES
- 10.4.D: MARINE ECOLOGY AND FISHERIES AND MARINE WATER QUALITY CUMULATIVE EFFECTS ASSESSMENT
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Plates

None provided.

Figures

None provided.

1 SCREENING

Table 1.1: 2023 Screening - Cumulative

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference case + Sizewell+ SP	% change	Sensitivity
Yes	1	Sizewell Gap	7034	8049	14%	99	740	649%	Low
No	2	King George's Avenue	6163	6965	13%	92	92	0%	Medium
Yes	3	Lovers Lane ("Big Field")	3246	4920	52%	85	1006	1084%	Very Low
No	4a	B1122 (S)	3561	4105	15%	217	217	0%	Medium
Yes	4b	Lovers Lane	3294	4738	44%	87	788	806%	Very Low
Yes	4c	B1122 (N)	6047	7919	31%	212	913	331%	Medium
No	5	B1122 Abbey Road (existing level crossing)	4736	5275	11%	140	140	0%	Medium
No	6	B1119 Saxmundham Road	4824	5317	10%	62	62	0%	High
No	7	B1069 Coldfair Green	6565	7158	9%	194	192	-1%	Medium
No	8	B1122 Aldeburgh	3845	3974	3%	94	106	12%	Medium
Yes	9a	A1094 (W)	8576	9253	8%	185	351	90%	Low
No	9b	Snape Road	5465	5612	3%	178	178	0%	High
Yes	9c	A1094 (E)	9974	10712	7%	231	398	72%	Medium
Yes	10	B1122 through Theberton	6037	7911	31%	216	918	324%	Medium
No	10A	Theberton Bypass	0	0	0%	0	0	0%	Medium
Yes	11	B1125 through Westleton	2724	3379	24%	81	81	0%	High

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference + Sizewell+ SP	% change	Sensitivity
No	12a	B1121 (N)	5501	5920	8%	49	49	0%	Medium
Yes	12b	B1119 (E)	5021	5519	10%	70	70	0%	High
No	12c	B1121 (S)	5465	6089	11%	177	177	0%	Medium
No	13a	A12 (N)	15309	15981	4%	895	1118	25%	Low
Yes	13b	B1122	4150	5385	30%	177	903	410%	Low
Yes	13c	A12 (middle)	15675	17110	9%	850	1573	85%	Low
Yes	13d	A1120	4109	4599	12%	184	184	0%	High
Yes	13e	A12 (S)	12137	13285	9%	721	1445	100%	Medium
No	14	A12 north of Darsham park and ride	15027	15563	4%	837	1025	23%	Medium
No	15	A144 Halesworth	7752	7897	2%	244	242	-1%	High
Yes	16	A12 Wrentham	9625	10318	7%	436	567	30%	High
No	17a	A12 (N)	10928	11889	9%	661	854	29%	Medium
Yes	17b	B1125	1841	2446	33%	55	55	0%	High
Yes	17c	A12 (S)	9080	9434	4%	617	810	31%	Very Low
No	18	A145 Beccles	9506	9640	1%	449	516	15%	High
No	19a	A1117 (N)	10047	9815	-2%	112	110	-2%	High
Yes	19b	A12 (N)	10768	11623	8%	13	143	1023%	High
No	19c	B1384 Stradbroke Rd	9343	9433	1%	10	10	0%	High
Yes	19d	A12 (S)	11664	12073	4%	405	540	33%	High

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference + Sizewell+ SP	% change	Sensitivity
No	19e	A1145 (W)	14549	14455	-1%	318	316	-1%	High
No	20	A1095 Southwold	4227	4243	0%	73	71	-3%	High
No	21a	B1119 (west of A12)	3174	3236	2%	75	75	0%	High
Yes	21b	A12 (north of B1119)	12614	13876	10%	674	1538	128%	Medium
Yes	21c	A12 (middle)	14850	16116	9%	691	1555	125%	Medium
No	21d	B1119 (east of A12)	5585	5430	-3%	145	145	0%	High
Yes	21e	A12 (south of B1119)	14214	15151	7%	719	1583	120%	Medium
Yes	22a	A12 (N)	15748	17163	9%	637	1498	135%	Very Low
Yes	22b	A1094	8539	9489	11%	183	469	157%	Low
Yes	22c	A12 (S) (Farnham)	20922	22897	9%	915	1978	116%	Medium
Yes	23	A12 Farnham Bend	20932	22898	9%	915	1983	117%	Medium
No	23A	A12 Two Village Bypass	0	0	0%	0	0	0%	Medium
Yes	24	A12 Stratford St Andrew (Low Road)	20301	22260	10%	905	1971	118%	Medium
Yes	25	A12 Little Glemham	20301	22260	10%	905	1971	118%	Medium
Yes	26	A12 Marlesford	20914	22868	9%	914	1980	117%	Medium
Yes	27	A12 south of Wickham Market	26269	27663	5%	1186	2280	92%	Medium
No	28a	B1078 Wickham Market	5247	5751	10%	159	159	0%	Medium
No	28b	B1078 Wickham Market (east of B1438)	4317	4775	11%	170	170	0%	Medium
No	28c	B1438 High Street, Wickham Market	3002	3080	3%	11	11	0%	Medium

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference case + Sizewell+ SP	% change	Sensitivity
No	29	B1078 onslip to A12	2085	2234	7%	93	96	3%	Very Low
No	30	B1116 Hatcheston	7559	7513	-1%	79	79	0%	Low
No	31	B1069 Tunstall	3624	3764	4%	153	153	0%	Medium
Yes	32a	A12 (N)	26244	27468	5%	1190	2284	92%	Very Low
No	32b	A1152	20010	19838	-1%	787	775	-2%	High
Yes	32c	A12 (S)	42252	43164	2%	2249	3328	48%	Medium
Yes	33	A12 south of Woodbridge	38523	38542	0%	953	2007	111%	Very Low
Yes	34a	A12 (N)	40472	40842	1%	1215	2270	87%	Very Low
No	34b	Main Road (E)	5969	6108	2%	127	127	0%	High
Yes	34c	A12 (S)	43138	43341	0%	2391	3450	44%	Medium
No	34d	A1214 Main Road (W)	24843	24769	0%	659	655	-1%	High
No	35	A14 south of Ipswich (east of Copdock jcn)	81151	81380	0%	12868	13542	5%	Medium
No	36	A14 south of Ipswich (west of Seven Hills jcn)	62203	62441	0%	10194	11030	8%	Medium
No	37	A14 Felixstowe branch (east of Seven Hills jcn)	49099	49239	0%	8561	8712	2%	Medium
No	38a	B1079 Woodbridge w/o A12	15165	15021	-1%	635	631	-1%	Low
Yes	38b	A12 Woodbridge n/o B1079	42252	43164	2%	2249	3328	48%	Very Low
No	38c	B1079 Woodbridge e/o A12	14245	14219	0%	975	965	-1%	High
Yes	39a	A1094 (west of B1069)	11538	12333	7%	238	405	70%	Very Low
Yes	39b	B1069 (north of A1094)	6531	7359	13%	209	387	85%	Very Low

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference + Sizewell+ SP	% change	Sensitivity
No	39c	A1094 (east of B1069)	4908	4979	1%	157	165	5%	Low
Yes	41	B1125 through Middleton	2127	2775	30%	42	42	0%	Low
Yes	42	B1125 (south of B1387)	2045	2663	30%	55	55	0%	Medium
No	43	A1120 (east of Dennington)	3006	3229	7%	230	230	0%	Medium
No	44	A1120 (west of Dennington)	5111	5348	5%	657	657	0%	High
No	45	A1120 (east of Pettaugh)	12936	13170	2%	1163	1165	0%	Medium
No	46	B1119 (east of Framlingham)	3363	3484	4%	95	95	0%	High
No	47	B1119 (through Framlingham)	8612	8737	1%	743	743	0%	High
No	48	B1119 (east of Saxstead Green)	5319	5441	2%	841	839	0%	High
No	49	B1078 (east of Clopton)	4035	4524	12%	163	163	0%	Low
No	50	B1079 (west of Clopton)	11530	12234	6%	616	616	0%	Very Low
No	51	B1078 (through Gibraltar)	9431	10147	8%	616	616	0%	High
No	52	B1078 (west of Coddenham)	8071	8248	2%	611	611	0%	High
No	53a	A144 (west of A12)	4475	4626	3%	192	190	-1%	High
Yes	53b	A12 (north of A144)	9913	10272	4%	628	825	31%	Very Low
No	53c	A12 (south of A144)	14074	14604	4%	833	1026	23%	Very Low
No	55	A140 (south of B1078)	33685	34076	1%	3928	3926	0%	Medium
No	56	A140 (north of B1078)	26125	26327	1%	3360	3356	0%	Medium
No	57	Sizewell Link Road (east of A12)	0	0	0%	0	0	0%	Medium

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference + Sizewell+ SP	% change	Sensitivity
Yes	58	A12 (north of SLR)	12079	13215	9%	713	1436	102%	Very Low
Yes	59	A12 (south of SLR)	12079	13422	11%	713	1576	121%	Very Low
No	62	B1079 (south of Otley)	2092	2078	-1%	0	0	0%	Medium
No	63	Theberton Bypass (west of B1125)	0	0	0%	0	0	0%	Medium
Yes	64	B1122 north of SZC access	6037	7911	31%	216	918	324%	Medium
No	65	Middleton Moor Link	0	0	0%	0	0	0%	Medium
Yes	66	B1122 west of B1125	3496	4710	35%	165	867	424%	Medium
Yes	67	Main Site Access	0	792	792000%	0	0	0%	Medium
Yes	68	Darsham P&R	0	282	282000%	0	46	46000%	Low
Yes	69	Wickham Market P&R	0	224	224000%	0	42	42000%	Very Low
Yes	70	A12 on-slip (west of WM P&R)	2086	2418	16%	93	132	42%	Very Low
No	71	B1116 north of B1078	8001	7958	-1%	86	84	-2%	Very Low
No	72	B1078 west of B1116	4302	4757	11%	175	175	0%	Medium
No	73	B1078 south of B1116	9996	10353	4%	225	264	17%	Medium
Yes	74	B1122 (Middleton Moor)	4150	5361	29%	177	879	396%	Medium
Yes	75	Lovers Lane	3294	4958	51%	87	1008	1059%	Very Low
No	76	B1069 (north of Aldringham Lane)	5522	6103	11%	167	167	0%	Medium
No	77	Aldeburgh Rd (north of Aldringham Lane)	4908	5086	4%	57	57	0%	Medium
Yes	78	A12 (north of B1121)	14288	15249	7%	719	1583	120%	Medium

Scoped in	Link number	Link name	2023 reference case (total traffic)	2023 reference case + Sizewell+SP	% change	2023 Reference case HDVs	2023 reference + Sizewell+ SP	% change	Sensitivity
No	79	B1121 at Benhall	5580	6140	10%	178	176	-1%	Low
No	80	A1152 at Rendlesham	7271	7345	1%	294	289	-1%	Very Low
No	81	B1078 at Campsea Ashe	1486	1518	2%	0	0	0%	High
No	82	B1438 Melton Hill	713	781	10%	81	81	0%	High
No	83	A145 west of A12	2854	3058	7%	233	300	28%	High
No	84	A12 south of B1126	8624	9332	8%	481	611	27%	Very Low
No	85	A12 south of A1095	11021	11780	7%	672	801	19%	Very Low
No	86	A12 south of B1387	9482	9857	4%	661	853	29%	Very Low
Yes	87	A12 south of Eagle Way/Anson Rd roundabout	46079	46372	1%	2200	3261	48%	Very Low
Yes	88	A12 south of Foxhall Road	37975	38605	2%	2309	3352	45%	Very Low
No	89	A1120 east of A140	13702	13939	2%	1993	1993	0%	High
Yes	90	A1120 Sibton (east of Mill Hill)	4255	4750	12%	194	194	0%	High
No	91	A1152 at Eyke	7300	7331	0%	302	296	-2%	High

Table 1.2: 2028 Busiest Screening - Cumulative

Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
Yes	1	Sizewell Gap	7239	7646	6%	99	200	103%	Low
No	2	King George's Avenue	6253	6408	2%	92	92	0%	Medium
Yes	3	Lovers Lane (LEEIE)	3371	4175	24%	85	356	318%	Very Low
Yes	4a	B1122 (S)	3732	7134	91%	217	429	98%	Medium
Yes	4b	Lovers Lane	3423	4087	19%	87	213	145%	Very Low
Yes	4c	B1122 (N)	6201	10187	64%	214	556	160%	Medium
Yes	5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	145	359	148%	Medium
Yes	6	B1119 Saxmundham Road	5227	6007	15%	62	86	39%	High
No	7	B1069 Coldfair Green	6832	7851	15%	194	198	2%	Medium
No	8	B1122 Aldeburgh	3962	4749	20%	94	106	12%	Medium
Yes	9a	A1094 (W)	8925	9359	5%	187	351	88%	Low
Yes	9b	Snape Road	5675	6290	11%	178	178	0%	High
Yes	9c	A1094 (E)	10297	11328	10%	231	394	70%	Medium
Yes	10	B1122 through Theberton	6187	610	-90%	218	0	-100%	Medium
Yes	10A	Theberton Bypass	0	9030	9030000%	0	1860	1860000%	Medium
Yes	11	B1125 through Westleton	2823	3215	14%	81	81	0%	High
Yes	12a	B1121 (N)	5645	5904	5%	53	77	45%	Medium
Yes	12b	B1119 (E)	5440	6003	10%	70	86	22%	High

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Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
No	12c	B1121 (S)	5825	6575	13%	179	173	-3%	Medium
Yes	13a	A12 (N)	15874	16839	6%	908	1320	45%	Low
Yes	13b	B1122	4288	4650	8%	177	517	192%	Low
No	13c	A12 (middle)	16327	16283	0%	862	867	1%	Low
Yes	13d	A1120	4345	5016	15%	188	192	2%	High
No	13e	A12 (S)	12643	11889	-6%	725	728	0%	Medium
Yes	14	A12 north of Darsham park and ride	15592	18144	16%	849	1109	31%	Medium
No	15	A144 Halesworth	8080	8778	9%	246	244	-1%	High
Yes	16	A12 Wrentham	10198	11461	12%	444	646	45%	High
Yes	17a	A12 (N)	11339	13220	17%	674	940	40%	Medium
Yes	17b	B1125	1870	2124	14%	55	55	0%	High
Yes	17c	A12 (S)	9456	11078	17%	630	896	42%	Very Low
No	18	A145 Beccles	9342	9657	3%	453	514	13%	High
No	19a	A1117 (N)	9849	10243	4%	26	32	21%	High
Yes	19b	A12 (N)	14482	14590	1%	210	337	60%	High
No	19c	B1384 Stradbroke Rd	10465	10551	1%	10	12	20%	High
No	19d	A12 (S)	12938	13496	4%	528	658	25%	High
No	19e	A1145 (W)	16277	16306	0%	320	320	0%	High
No	20	A1095 Southwold	4410	4460	1%	79	79	0%	High

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Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
No	21a	B1119 (west of A12)	3372	3463	3%	75	75	0%	High
Yes	21b	A12 (north of B1119)	13212	14280	8%	686	1941	183%	Medium
Yes	21c	A12 (middle)	15622	16638	6%	693	1948	181%	Medium
No	21d	B1119 (east of A12)	5916	5715	-3%	145	145	0%	High
Yes	21e	A12 (south of B1119)	15223	16032	5%	721	1976	174%	Medium
Yes	22a	A12 (N)	16664	18055	8%	639	1891	196%	Very Low
Yes	22b	A1094	8900	9293	4%	187	351	88%	Low
Yes	22c	A12 (S) (Farnham)	21955	546	-98%	923	58	-94%	Medium
Yes	23	A12 Farnham Bend	21968	275	-99%	925	11	-99%	Medium
Yes	23A	A12 Two Village Bypass	0	22797	22797000%	0	2269	2269000%	Medium
Yes	24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	919	44	-95%	Medium
Yes	25	A12 Little Glemham	21333	23068	8%	919	2292	149%	Medium
Yes	26	A12 Marlesford	21956	23700	8%	926	2303	149%	Medium
Yes	27	A12 south of Wickham Market	27487	29724	8%	1194	2390	100%	Medium
No	28a	B1078 Wickham Market	5644	6710	19%	165	161	-2%	Medium
No	28b	B1078 Wickham Market (east of B1438)	4524	5550	23%	176	161	-9%	Medium
No	28c	B1438 High Street, Wickham Market	3286	3403	4%	11	0	-100%	Medium

Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
Yes	29	B1078 onslip to A12	2215	2399	8%	95	163	72%	Very Low
No	30	B1116 Hatcheston	7737	7890	2%	79	79	0%	Low
No	31	B1069 Tunstall	3838	4372	14%	153	153	0%	Medium
Yes	32a	A12 (N)	27448	29395	7%	1206	2366	96%	Very Low
No	32b	A1152	20427	20075	-2%	793	789	-1%	High
Yes	32c	A12 (S)	43491	44925	3%	2263	3388	50%	Medium
Yes	33	A12 south of Woodbridge	39427	39605	0%	971	2061	112%	Very Low
Yes	34a	A12 (N)	42247	43004	2%	1221	2310	89%	Very Low
Yes	34b	Main Road (E)	6950	7335	6%	127	199	57%	High
Yes	34c	A12 (S)	45170	45700	1%	2391	3416	43%	Medium
No	34d	A1214 Main Road (W)	25667	25946	1%	657	721	10%	High
No	35	A14 south of Ipswich (east of Copdock jcn)	84366	84911	1%	12946	13606	5%	Medium
No	36	A14 south of Ipswich (west of Seven Hills jcn)	65618	66227	1%	10239	11054	8%	Medium
No	37	A14 Felixstowe branch (east of Seven Hills jcn)	50862	50962	0%	8612	8694	1%	Medium
No	38a	B1079 Woodbridge w/o A12	15882	15862	0%	637	631	-1%	Low
Yes	38b	A12 Woodbridge n/o B1079	43491	44925	3%	2263	3388	50%	Very Low
No	38c	B1079 Woodbridge e/o A12	14662	14471	-1%	981	958	-2%	High

Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
Yes	39a	A1094 (west of B1069)	12023	13078	9%	238	401	68%	Very Low
Yes	39b	B1069 (north of A1094)	6802	8008	18%	209	395	89%	Very Low
No	39c	A1094 (east of B1069)	5144	5369	4%	155	165	6%	Low
Yes	41	B1125 through Middleton	2184	2965	36%	42	42	0%	Low
No	42	B1125 (south of B1387)	2099	2338	11%	55	55	0%	Medium
No	43	A1120 (east of Dennington)	3160	3455	9%	236	236	0%	Medium
No	44	A1120 (west of Dennington)	5364	5660	6%	663	663	0%	High
No	45	A1120 (east of Pettaugh)	13458	13857	3%	1178	1176	0%	Medium
No	46	B1119 (east of Framlingham)	3616	3738	3%	97	95	-2%	High
No	47	B1119 (through Framlingham)	9025	9284	3%	748	745	0%	High
No	48	B1119 (east of Saxstead Green)	5611	5810	4%	845	843	0%	High
No	49	B1078 (east of Clopton)	4298	5317	24%	165	163	-1%	Low
No	50	B1079 (west of Clopton)	12375	13425	8%	624	618	-1%	Very Low
Yes	51	B1078 (through Gibraltar)	10243	11275	10%	624	618	-1%	High
No	52	B1078 (west of Coddendam)	8710	9397	8%	613	613	0%	High
Yes	53a	A144 (west of A12)	4617	5317	15%	192	190	-1%	High
Yes	53b	A12 (north of A144)	10158	11853	17%	638	904	42%	Very Low
Yes	53c	A12 (south of A144)	14589	17090	17%	848	1110	31%	Very Low
No	55	A140 (south of B1078)	35655	36761	3%	3973	3965	0%	Medium

Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
No	56	A140 (north of B1078)	27451	27866	2%	3403	3395	0%	Medium
Yes	57	Sizewell Link Road (east of A12)	0	2713	2713000%	0	1372	1372000%	Medium
No	58	A12 (north of SLR)	12577	11969	-5%	725	728	0%	Very Low
Yes	59	A12 (south of SLR)	12577	14204	13%	725	1980	173%	Very Low
No	62	B1079 (south of Otley)	2138	2143	0%	0	0	0%	Medium
Yes	63	Theberton Bypass (west of B1125)	0	6986	6986000%	0	1882	1882000%	Medium
Yes	64	B1122 north of SZC access	6187	9347	51%	218	1862	753%	Medium
Yes	65	Sizewell link road	0	4416	4416000%	0	541	541000%	Medium
Yes	66	B1122 west of B1125	3588	122	-97%	169	0	-100%	Medium
Yes	67	Main Site Access	0	5830	5830000%	0	1772	1772000%	Very Low
Yes	68	Darsham P&R	0	2563	2563000%	0	152	152000%	Very Low
Yes	69	Wickham Market P&R	0	2262	2262000%	0	152	152000%	Very Low
Yes	70	A12 on-slip (west of WM P&R)	2215	4667	111%	95	163	72%	Very Low
No	71	B1116 north of B1078	8192	8351	2%	84	84	0%	Very Low
No	72	B1078 west of B1116	4500	5539	23%	183	170	-7%	Medium
Yes	73	B1078 south of B1116	10208	11683	14%	225	296	32%	Medium
Yes	74	B1122 (Middleton Moor)	4288	370	-91%	177	4	-98%	Medium
Yes	75	Lovers Lane	3423	4227	23%	87	353	306%	Very Low
Yes	76	B1069 (north of Aldringham Lane)	5713	6790	19%	169	268	59%	Medium

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Scoped in	Link number	Link name	2028 reference case (total traffic)	2028 reference case + Sizewell +SP	% change	2028 Reference case HDVs	2023 reference + Sizewell+ SP	% change	sensitivity
Yes	77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	57	150	162%	Medium
Yes	78	A12 (north of B1121)	15648	16421	5%	721	1976	174%	Medium
No	79	B1121 at Benhall	6141	6889	12%	178	170	-5%	Low
No	80	A1152 at Rendlesham	7278	7653	5%	294	292	-1%	Very Low
No	81	B1078 at Campsea Ashe	1769	1706	-4%	0	0	0%	High
Yes	82	B1438 Melton Hill	807	1062	32%	81	70	-14%	High
Yes	83	A145 west of A12	2914	3389	16%	237	302	27%	High
Yes	84	A12 south of B1126	9142	10439	14%	487	689	41%	Very Low
Yes	85	A12 south of A1095	11635	13060	12%	684	888	30%	Very Low
Yes	86	A12 south of B1387	9915	11508	16%	675	941	39%	Very Low
Yes	87	A12 south of Eagle Way/Anson Rd roundabout	48801	49351	1%	2204	3227	46%	Very Low
Yes	88	A12 south of Foxhall Road	39693	40506	2%	2297	3322	45%	Very Low
No	89	A1120 east of A140	14553	14978	3%	2018	2020	0%	High
Yes	90	A1120 Sibton (east of Mill Hill)	4489	5142	15%	196	200	2%	High
No	91	A1152 at Eyke	7358	7585	3%	300	296	-1%	High

2 ASSESSMENT TABLES

2.1 Severance

Table 2.1: Severance 2023 24hr AAWT Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT total traffic	2023 Reference+ Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7034	8049	14%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	4920	52%	Low	Very Low	Negligible
4b	Lovers Lane	3294	4738	44%	Low	Very Low	Negligible
4c	B1122 (N)	6047	7919	31%	Low	Medium	Minor adverse
9a	A1094 (W)	8576	9253	8%	Very Low	Low	Negligible
9c	A1094 (E)	9974	10712	7%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	7911	31%	Low	Medium	Minor adverse
11	B1125 through Westleton	2724	3379	24%	Very Low	High	Minor adverse
12b	B1119	5021	5519	10%	Very Low	High	Minor adverse
13b	B1122	4150	5385	30%	Low	Low	Minor adverse
13c	A12 (middle)	15675	17110	9%	Very Low	Low	Negligible
13d	A1120	4109	4599	12%	Very Low	High	Minor adverse
13e	A12 (S)	12137	13285	9%	Very Low	Medium	Minor adverse
16	A12 Wrentham	9625	10318	7%	Very Low	High	Minor adverse
17b	B1125	1841	2446	33%	Low	High	Moderate adverse

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Link Number	Link Name	2023 Reference Case 24hr AAWT total traffic	2023 Reference+ Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
17c	A12 (S)	9080	9434	4%	Very Low	Very Low	Negligible
19b	A12 (N)	10768	11623	8%	Very Low	High	Minor adverse
19d	A12 (S)	11664	12073	4%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	12614	13876	10%	Very Low	Medium	Minor adverse
21c	A12 (middle)	14850	16116	9%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	14214	15151	7%	Very Low	Medium	Minor adverse
22a	A12 (N)	15748	17163	9%	Very Low	Very Low	Negligible
22b	A1094	8539	9489	11%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20922	22897	9%	Very Low	Medium	Minor adverse
23	A12 Farnham Bend	20932	22898	9%	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew	20301	22260	10%	Very Low	Medium	Minor adverse
25	A12 Little Glemham	20301	22260	10%	Very Low	Medium	Minor adverse
26	A12 Marlesford	20914	22868	9%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	26269	27663	5%	Very Low	Medium	Minor adverse
32a	A12 (N)	26244	27468	5%	Very Low	Very Low	Negligible
32c	A12 (S)	42252	43164	2%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	38523	38542	0%	Very Low	Very Low	Negligible
34a	A12 (N)	40472	40842	1%	Very Low	Very Low	Negligible
34c	A12 (S)	43138	43341	0%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	42252	43164	2%	Very Low	Very Low	Negligible

Link Number	Link Name	2023 Reference Case 24hr AAWT total traffic	2023 Reference+ Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
39a	A1094 (west of B1069)	11538	12333	7%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	7359	13%	Very Low	Very Low	Negligible
41	B1125 Middleton	2127	2775	30%	Low	Low	Minor adverse
42	B112 south of B1387	2045	2663	30%	Low	Medium	Minor adverse
53b	A12 (north of A144)	9913	10272	4%	Very Low	Very Low	Negligible
58	A12 (north of SLR)	12079	13215	9%	Very Low	Very Low	Negligible
59	A12 (south of SLR)	12079	13422	11%	Very Low	Very Low	Negligible
66	B1122 west of B1125	3496	4710	35%	Low	Medium	Minor adverse
67	Main Site Access	0	792	792000%	High	Very Low	Minor adverse
68	Darsham P&R	0	282	282000%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	224	224000%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2086	2418	16%	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	4150	5361	29%	Very Low	Medium	Minor adverse
75	Lovers Lane	3294	4958	51%	Low	Very Low	Negligible
78	A12 (north of B1121)	14288	15249	7%	Very Low	Medium	Minor adverse
87	A12 south of Eagle Way	46079	46372	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	37975	38605	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4255	4750	12%	Very Low	High	Minor adverse

Table 2.2: Severance 2028 24hr AAWT Cumulative (Typical)

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4187	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7132	91%	High	Medium	Major adverse
4b	Lovers Lane	3423	4101	20%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10198	64%	Medium	Medium	Moderate
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Medium	Medium	Moderate
6	B1119 Saxmundham Road	5227	5987	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9376	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6279	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11345	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	523	-92%	High	Medium	Major adverse
10A	Theberton Bypass	0	8778	8778000%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5854	4%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	5985	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16824	6%	Very Low	Low	Negligible
13b	B1122	4288	4596	7%	Very Low	Low	Negligible
13d	A1120	4345	4953	14%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
14	A12 north of Darsham park and ride	15592	18129	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11448	12%	Very Low	High	Minor adverse
17a	A12 (N)	11339	13201	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11055	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14573	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	14087	7%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16420	5%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15862	4%	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	17915	8%	Very Low	Very Low	Negligible
22b	A1094	8900	9312	5%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major adverse
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major adverse
23A	A12 Two Village Bypass	0	22676	22676000%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major adverse
25	A12 Little Glemham	21333	22941	8%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23571	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29665	8%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
29	B1078 onslip to A12	2215	2397	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29377	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44977	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39799	1%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	43065	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7308	5%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45703	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44977	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13088	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8016	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2970	36%	Low	Low	Minor adverse
51	B1078 (through Gibraltar)	10243	11254	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5321	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11832	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17079	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2436	2436000%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	14040	12%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6656	6656000%	High	Medium	Major adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	6187	9010	46%	Low	Medium	Minor adverse
65	Middleton Moor Link	0	4366	4366000%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major adverse
67	Main Site Access	0	5482	5482000%	High	Very low	Minor adverse
68	Darsham P&R	0	2563	2563000%	High	Very low	Minor adverse
69	Wickham Market P&R	0	2277	2277000%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4680	111%	High	Very Low	Minor adverse
73	B1078 south of B1116	10208	11720	15%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	372	-91%	High	Medium	Major adverse
75	Lovers Lane	3423	4241	24%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6794	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16264	4%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1025	27%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3383	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10426	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13049	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11481	16%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49362	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40401	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5064	13%	Very Low	High	Minor adverse

Table 2.3: Severance 2028 24hr AAWT Cumulative (Busiest)

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4175	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7134	91%	High	Medium	Major adverse
4b	Lovers Lane	3423	4087	19%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10187	64%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Medium	Medium	Moderate adverse
6	B1119 Saxmundham Road	5227	6007	15%	Very Low	High	Minor Adverse
9a	A1094 (W)	8925	9359	5%	Very Low	Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
9b	Snape Road	5675	6290	11%	Very Low	High	Minor Adverse
9c	A1094 (E)	10297	11328	10%	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	6187	610	-90%	High	Medium	Major beneficial
10A	Theberton Bypass	0	9030	9030000%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor Adverse
12a	B1121 (N)	5645	5904	5%	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5440	6003	10%	Very Low	High	Minor Adverse
13a	A12 (N)	15874	16839	6%	Very Low	Low	Negligible
13b	B1122	4288	4650	8%	Very Low	Low	Negligible
13d	A1120	4345	5016	15%	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	15592	18144	16%	Very Low	Medium	Minor Adverse
16	A12 Wrentham	10198	11461	12%	Very Low	High	Minor Adverse
17a	A12 (N)	11339	13220	17%	Very Low	Medium	Minor Adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor Adverse
17c	A12 (S)	9456	11078	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14590	1%	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	13212	14280	8%	Very Low	Medium	Minor Adverse
21c	A12 (middle)	15622	16638	6%	Very Low	Medium	Minor Adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
21e	A12 (south of B1119)	15223	16032	5%	Very Low	Medium	Minor Adverse
22a	A12 (N)	16664	18055	8%	Very Low	Very Low	Negligible
22b	A1094	8900	9293	4%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22797	22797000%	High	Medium	Major adverse
24	A12 Stratford St Andrew	21333	436	-98%	High	Medium	Major beneficial
25	A12 Little Glemham	21333	23068	8%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23700	8%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29724	8%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2399	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29395	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44925	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39605	0%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	43004	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7335	6%	Very low	High	Minor adverse
34c	A12 (S)	45170	45700	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44925	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13078	9%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
39b	B1069 (north of A1094)	6802	8008	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2965	36%	Low	Low	Minor adverse
51	B1078 (through Gibraltar)	10243	11275	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5317	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11853	17%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17090	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2713	2713000%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	14204	13%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6986	6986000%	High	Medium	Major adverse
64	B1122 north of SZC access	6187	9347	51%	Low	Medium	Minor adverse
65	Middleton Moor Link	0	4416	4416000%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5830	5830000%	High	Very low	Minor adverse
68	Darsham P&R	0	2563	2563000%	High	Very low	Minor adverse
69	Wickham Market P&R	0	2262	2262000%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4667	111%	High	Very Low	Minor adverse
73	B1078 south of B1116	10208	11683	14%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	370	-91%	High	Medium	Major beneficial

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Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	3423	4227	23%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6790	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16421	5%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1062	32%	Low	High	Moderate adverse
83	A145 west of A12	2914	3389	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10439	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13060	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11508	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49351	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40506	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5142	15%	Very Low	High	Minor adverse

2.2 Pedestrian Delay

Table 2.4: Pedestrian Delay 2023 24 AAWT Cumulative

Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7034	293	1.6	8049	335	1.8	0.1	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	135	1.3	4920	205	1.5	0.1	Very Low	Very Low	Negligible
4b	Lovers Lane	3294	137	1.3	4738	197	1.4	0.1	Very Low	Very Low	Negligible
4c	B1122 (N)	6047	252	1.5	7919	330	1.8	0.2	Very Low	Medium	Minor adverse
9a	A1094 (W)	8576	357	1.8	9253	386	1.9	0.1	Very Low	Low	Negligible
9c	A1094 (E)	9974	416	2.0	10712	446	2.2	0.1	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	252	1.5	7911	330	1.8	0.2	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2724	113	1.3	3379	141	1.4	0.0	Very Low	High	Minor adverse
13b	B1122	4150	173	1.40	5385	224	1.49	0.09	Very Low	Low	Negligible

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Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
13c	A12 (middle)	15675	653	3.20	17110	713	3.57	0.37	Very Low	Low	Negligible
13d	A1120	4109	171	1.4	4599	192	1.4	0.0	No change	High	Negligible
13e	A12 (S)	12137	506	2.42	13285	554	2.65	0.23	Very Low	Medium	Minor adverse
16	A12 Wrentham	9625	401	1.99	10318	430	2.10	0.11	Very Low	High	Moderate adverse
17b	B1125	1841	77	1.3	2446	102	1.3	0.0	Very Low	High	Minor adverse
17c	A12 (S)	9080	378	1.91	9434	393	1.96	0.05	Very Low	Very Low	Negligible
18	A145 Beccles	9506	396	1.97	9640	402	1.99	0.02	Very Low	High	Minor adverse
19b	A12 (N)	10768	449	2.17	11623	484	2.32	0.15	Very Low	High	Minor adverse
19d	A12 (S)	11664	486	2.33	12073	503	2.41	0.08	Very Low	High	Minor adverse
21b	A12 (north of B1119)	12614	526	2.51	13876	578	2.78	0.26	Very Low	Medium	Minor adverse

Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
21c	A12 (middle)	14850	619	3.00	16116	671	3.31	0.31	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	14214	592	2.85	15151	631	3.07	0.22	Very Low	Medium	Minor adverse
22a	A12 (N)	15748	656	3.21	17163	715	3.58	0.37	Very Low	Very Low	Negligible
22b	A1094	8539	356	1.8	9489	395	2.0	0.1	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20922	872	4.71	22897	954	5.39	0.68	Very Low	Medium	Minor adverse
23	A12 Farnham Bend	20932	872	4.71	22898	954	5.39	0.68	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	20301	846	4.51	22260	927	5.17	0.66	Very Low	Medium	Minor adverse
25	A12 Little Glemham	20301	846	4.51	22260	927	5.17	0.66	Very Low	Medium	Minor adverse
26	A12 Marlesford	20914	871	4.71	22868	953	5.38	0.67	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	26269	1095	6.70	27663	1153	7.29	0.59	Very Low	Medium	Minor adverse

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Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
32a	A12 (N)	26244	1093	6.69	27468	1144	7.21	0.52	Very Low	Very Low	Negligible
32c	A12 (S)	42252	1760	15.33	43164	1799	15.95	0.61	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	38523	1605	12.96	38542	1606	12.97	0.01	Very Low	Very Low	Negligible
34a	A12 (N)	40472	1686	14.17	40842	1702	14.41	0.24	Very Low	Very Low	Negligible
34c	A12 (S)	43138	1797	15.93	43341	1806	16.07	0.14	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	42252	1760	15.33	43164	1799	15.95	0.61	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	11538	481	2.3	12333	514	2.5	0.1	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	272	1.6	7359	307	1.7	0.1	Very Low	Very Low	Negligible
53b	A12 (north of A144)	9913	413	2.03	10272	428	2.09	0.06	Very Low	Very Low	Negligible
58	A12 (north of SLR)	12079	503	2.41	13215	551	2.64	0.23	Very Low	Very Low	Negligible
59	A12 (south of SLR)	12079	503	2.41	13422	559	2.68	0.27	Low	Very Low	Negligible

Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
64	B1122 north of SZC access	6037	252	1.5	7911	330	1.8	0.2	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3496	146	1.36	4710	196	1.43	0.08	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	792	33	1.3	0.0	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	282	12	1.3	0.0	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	224	9	1.3	0.0	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2086	87	1.29	2418	101	1.31	0.01	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	4150	173	1.40	5361	223	1.49	0.09	Very Low	Medium	Minor adverse
75	Lovers Lane	3294	137	1.3	4958	207	1.5	0.1	Very Low	Very Low	Negligible
78	A12 (north of B1121)	14288	595	2.87	15249	635	3.09	0.22	Very Low	Medium	Minor adverse
83	A145 west of A12	2854	119	1.32	3058	127	1.33	0.01	Very Low	High	Minor adverse

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Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way/Anson Rd roundabout	46079	1920	18.00	46372	1932	18.21	0.21	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	37975	1582	12.63	38605	1609	13.01	0.38	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4255	177	1.4	4750	198	1.4	0.0	Very Low	High	Minor adverse

Table 2.5: Pedestrian Delay 2028 24 AAWT Cumulative (Typical)

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7239	302	1.7	7646	319	1.7	0.0	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	140	1.3	4187	174	1.4	0.0	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	155	1.4	7132	297	1.7	0.3	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	143	1.4	4101	171	1.4	0.0	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	258	1.6	10198	425	2.1	0.5	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	206	1.5	8381	349	1.8	0.4	Very Low	Medium	Minor adverse
6	B1119 Saxmundham Road	5227	218	1.5	5987	249	1.5	0.1	Very Low	High	Minor adverse
9a	A1094 (W)	8925	372	1.9	9376	391	2.0	0.1	Very Low	Low	Negligible
9b	Snape Road	5675	236	1.5	6279	262	1.6	0.1	Very Low	High	Minor adverse
9c	A1094 (E)	10297	429	2.1	11345	473	2.3	0.2	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
10	B1122 through Theberton	6187	258	1.6	523	22	1.3	-0.3	Very Low	Medium	Minor adverse
10A	Theberton Bypass	0	0	1.3	8778	366	1.9	0.6	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2823	118	1.3	3215	134	1.3	0.0	Very Low	High	Minor adverse
12a	B1121 (N)	5645	235	1.5	5854	244	1.5	0.0	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	227	1.5	5985	249	1.5	0.0	Very Low	High	Minor adverse
13a	A12 (N)	15874	661	3.2	16824	701	3.5	0.2	Very Low	Low	Negligible
13b	B1122	4288	179	1.4	4596	191	1.4	0.0	Very Low	Low	Negligible
13d	A1120	4345	181	1.4	4953	206	1.5	0.0	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	650	3.2	18129	755	3.9	0.7	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	425	2.1	11448	477	2.3	0.2	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
17a	A12 (N)	11339	472	2.3	13201	550	2.6	0.4	Very Low	Medium	Minor adverse
17b	B1125	1870	78	1.3	2124	89	1.3	0.0	Very Low	High	Minor adverse
17c	A12 (S)	9456	394	2.0	11055	461	2.2	0.3	Very Low	Very Low	Negligible
19b	A12 (N)	14482	603	2.9	14573	607	2.9	0.0	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	550	2.6	14087	587	2.8	0.2	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	651	3.2	16420	684	3.4	0.2	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	634	3.1	15862	661	3.2	0.2	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	694	3.4	17915	746	3.8	0.3	Very Low	Very Low	Negligible
22b	A1094	8900	371	1.9	9312	388	1.9	0.1	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	915	5.1	546	23	1.3	-3.8	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
23	A12 Farnham Bend	21968	915	5.1	275	11	1.3	-3.8	Very Low	Medium	Minor adverse
23A	A12 Two Village Bypass	0	0	1.3	22676	945	5.3	4.1	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	21333	889	4.8	436	18	1.3	-3.6	Very Low	Medium	Minor adverse
25	A12 Little Glemham	21333	889	4.8	22941	956	5.4	0.6	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	915	5.1	23571	982	5.6	0.6	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	1145	7.2	29665	1236	8.2	1.0	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	92	1.3	2397	100	1.3	0.0	Very Low	Very Low	Negligible
32a	A12 (N)	27448	1144	7.2	29377	1224	8.1	0.9	Very Low	Very Low	Negligible
32c	A12 (S)	43491	1812	16.2	44977	1874	17.2	1.0	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	1643	13.5	39799	1658	13.7	0.2	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
34a	A12 (N)	42247	1760	15.3	43065	1794	15.9	0.6	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	290	1.6	7308	305	1.7	0.0	Very Low	High	Minor adverse
34c	A12 (S)	45170	1882	17.3	45703	1904	17.7	0.4	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	1812	16.2	44977	1874	17.2	1.0	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	501	2.4	13088	545	2.6	0.2	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	283	1.6	8016	334	1.8	0.1	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	91	1.3	2970	124	1.3	0.0	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	427	2.1	11254	469	2.3	0.2	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	192	1.4	5321	222	1.5	0.1	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	423	2.1	11832	493	2.4	0.3	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	608	2.9	17079	712	3.6	0.6	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	0	1.3	2436	102	1.3	0.0	Very Low	Medium	Minor adverse
59	A12 (south of SLR)	12577	524	2.5	14040	585	2.8	0.3	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.3	6656	277	1.6	0.3	Very Low	Medium	Minor adverse
64	B1122 north of SZC access	6187	258	1.6	9010	375	1.9	0.3	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	0	1.3	4366	182	1.4	0.2	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3588	150	1.4	122	5	1.3	-0.1	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	5482	228	1.5	0.2	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	2563	107	1.3	0.1	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	2277	95	1.3	0.0	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2215	92	1.3	4680	195	1.4	0.1	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicle s per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicle s per hour	Mean Pedestrian Delay (seconds)				
73	B1078 south of B1116	10208	425	2.1	11720	488	2.3	0.3	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	179	1.4	372	15	1.3	-0.1	Very Low	Medium	Minor adverse
75	Lovers Lane	3423	143	1.4	4241	177	1.4	0.0	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	238	1.5	6794	283	1.6	0.1	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	208	1.5	6443	268	1.6	0.1	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	652	3.2	16264	678	3.3	0.2	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	34	1.3	1025	43	1.3	0.0	Very Low	High	Minor adverse
83	A145 west of A12	2914	121	1.3	3383	141	1.4	0.0	Very Low	High	Minor adverse
84	A12 south of B1126	9142	381	1.9	10426	434	2.1	0.2	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	485	2.3	13049	544	2.6	0.3	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	413	2.0	11481	478	2.3	0.3	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (typical)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way/Anson Rd roundabout	48801	2033	20.0	49362	2057	20.5	0.4	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	1654	13.7	40401	1683	14.1	0.4	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	187	1.4	5064	211	1.5	0.0	Very Low	High	Minor adverse

Table 2.6: Pedestrian Delay 2028 24 AAWT Cumulative (Busiest)

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7239	302	1.7	7646	319	1.7	0.0	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	140	1.3	4175	174	1.4	0.0	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	155	1.4	7134	297	1.7	0.3	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	143	1.4	4087	170	1.4	0.0	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	258	1.6	10187	424	2.1	0.5	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	206	1.5	8381	349	1.8	0.4	Very Low	Medium	Minor adverse
6	B1119 Samundham Road	5227	218	1.5	6007	250	1.5	0.1	Very Low	High	Minor adverse
9a	A1094 (W)	8925	372	1.9	9359	390	2.0	0.1	Very Low	Low	Negligible
9b	Snape Road	5675	236	1.5	6290	262	1.6	0.1	Very Low	High	Minor adverse
9c	A1094 (E)	10297	429	2.1	11328	472	2.3	0.2	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
10	B1122 through Theberton	6187	258	1.6	610	25	1.3	-0.3	Very Low	Medium	Minor adverse
10A	Theberton Bypass	0	0	1.3	9030	376	1.9	0.6	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2823	118	1.3	3215	134	1.3	0.0	Very Low	High	Minor adverse
12a	B1121 (N)	5645	235	1.5	5904	246	1.5	0.0	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	227	1.5	6003	250	1.5	0.1	Very Low	High	Minor adverse
13a	A12 (N)	15874	661	3.2	16839	702	3.5	0.2	Very Low	Low	Negligible
13b	B1122	4288	179	1.4	4650	194	1.4	0.0	Very Low	Low	Negligible
13d	A1120	4345	181	1.4	5016	209	1.5	0.0	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	650	3.2	18144	756	3.9	0.7	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	425	2.1	11461	478	2.3	0.2	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
17a	A12 (N)	11339	472	2.3	13220	551	2.6	0.4	Very Low	Medium	Minor adverse
17b	B1125	1870	78	1.3	2124	89	1.3	0.0	Very Low	High	Minor adverse
17c	A12 (S)	9456	394	2.0	11078	462	2.2	0.3	Very Low	Very Low	Negligible
19b	A12 (N)	14482	603	2.9	14590	608	2.9	0.0	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	550	2.6	14280	595	2.9	0.2	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	651	3.2	16638	693	3.4	0.3	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	634	3.1	16032	668	3.3	0.2	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	694	3.4	18055	752	3.8	0.4	Very Low	Very Low	Negligible
22b	A1094	8900	371	1.9	9293	387	1.9	0.1	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	915	5.1	546	23	1.3	-3.8	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
23	A12 Farnham Bend	21968	915	5.1	275	11	1.3	-3.8	Very Low	Medium	Minor adverse
23A	A12 Two Village Bypass	0	0	1.3	22797	950	5.4	4.1	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	21333	889	4.8	436	18	1.3	-3.6	Very Low	Medium	Minor adverse
25	A12 Little Glemham	21333	889	4.8	23068	961	5.5	0.6	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	915	5.1	23700	988	5.7	0.6	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	1145	7.2	29724	1239	8.2	1.0	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	92	1.3	2399	100	1.3	0.0	Very Low	Very Low	Negligible
32a	A12 (N)	27448	1144	7.2	29395	1225	8.1	0.9	Very Low	Very Low	Negligible
32c	A12 (S)	43491	1812	16.2	44925	1872	17.2	1.0	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	1643	13.5	39605	1650	13.6	0.1	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
34a	A12 (N)	42247	1760	15.3	43004	1792	15.8	0.5	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	290	1.6	7335	306	1.7	0.0	Very Low	High	Minor adverse
34c	A12 (S)	45170	1882	17.3	45700	1904	17.7	0.4	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	1812	16.2	44925	1872	17.2	1.0	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	501	2.4	13078	545	2.6	0.2	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	283	1.6	8008	334	1.8	0.1	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	91	1.3	2965	124	1.3	0.0	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	427	2.1	11275	470	2.3	0.2	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	192	1.4	5317	222	1.5	0.1	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	423	2.1	11853	494	2.4	0.3	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	608	2.9	17090	712	3.6	0.6	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
57	Sizewell Link Road (east of A12)	0	0	1.3	2713	113	1.3	0.1	Very Low	Medium	Minor adverse
59	A12 (south of SLR)	12577	524	2.5	14204	592	2.9	0.3	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.3	6986	291	1.6	0.4	Very Low	Medium	Minor adverse
64	B1122 north of SZC access	6187	258	1.6	9347	389	1.9	0.4	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	0	1.3	4416	184	1.4	0.2	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3588	150	1.4	122	5	1.3	-0.1	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	5830	243	1.5	0.3	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	2563	107	1.3	0.1	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	2262	94	1.3	0.0	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2215	92	1.3	4667	194	1.4	0.1	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
73	B1078 south of B1116	10208	425	2.1	11683	487	2.3	0.3	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	179	1.4	370	15	1.3	-0.1	Very Low	Medium	Minor adverse
75	Lovers Lane	3423	143	1.4	4227	176	1.4	0.0	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	238	1.5	6790	283	1.6	0.1	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	208	1.5	6443	268	1.6	0.1	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	652	3.2	16421	684	3.4	0.2	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	34	1.3	1062	44	1.3	0.0	Very Low	High	Minor adverse
83	A145 west of A12	2914	121	1.3	3389	141	1.4	0.0	Very Low	High	Minor adverse
84	A12 south of B1126	9142	381	1.9	10439	435	2.1	0.2	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	485	2.3	13060	544	2.6	0.3	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	413	2.0	11508	480	2.3	0.3	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
87	A12 south of Eagle Way	48801	2033	20.0	49351	2056	20.5	0.4	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	1654	13.7	40506	1688	14.2	0.5	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	187	1.4	5142	214	1.5	0.0	Very Low	High	Minor

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Table 2.7: Amenity 2023 24hr AAWT Total Traffic Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7034	8049	14%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	4920	52%	Very Low	Very Low	Negligible
4b	Lovers Lane	3294	4738	44%	Very Low	Very Low	Negligible
4c	B1122 (N)	6047	7919	31%	Very Low	Medium	Minor adverse
9a	A1094 (W)	8576	9253	8%	Very Low	Low	Negligible
9c	A1094 (E)	9974	10712	7%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	7911	31%	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2724	3379	24%	Very Low	High	Minor adverse
12b	B1119	5021	5519	10%	Very Low	High	Minor adverse
13b	B1122	4150	5385	30%	Very Low	Low	Negligible
13c	A12 (middle)	15675	17110	9%	Very Low	Low	Negligible
13d	A1120	4109	4599	12%	Very Low	High	Minor adverse
13e	A12 (S)	12137	13285	9%	Very Low	Medium	Minor adverse

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
16	A12 Wrentham	9625	10318	7%	Very Low	High	Minor adverse
17b	B1125	1841	2446	33%	Very Low	High	Minor adverse
17c	A12 (S)	9080	9434	4%	Very Low	Very Low	Negligible
19b	A12 (N)	10768	11623	8%	Very Low	High	Minor adverse
19d	A12 (S)	11664	12073	4%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	12614	13876	10%	Very Low	Medium	Minor adverse
21c	A12 (middle)	14850	16116	9%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	14214	15151	7%	Very Low	Medium	Minor adverse
22a	A12 (N)	15748	17163	9%	Very Low	Very Low	Negligible
22b	A1094	8539	9489	11%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20922	22897	9%	Very Low	Medium	Minor adverse
23	A12 Farnham Bend	20932	22898	9%	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	20301	22260	10%	Very Low	Medium	Minor adverse
25	A12 Little Glemham	20301	22260	10%	Very Low	Medium	Minor adverse
26	A12 Marlesford	20914	22868	9%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	26269	27663	5%	Very Low	Medium	Minor adverse

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Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	26244	27468	5%	Very Low	Very Low	Negligible
32c	A12 (S)	42252	43164	2%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	38523	38542	0%	Very Low	Very Low	Negligible
34a	A12 (N)	40472	40842	1%	Very Low	Very Low	Negligible
34c	A12 (S)	43138	43341	0%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	42252	43164	2%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	11538	12333	7%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	7359	13%	Very Low	Very Low	Negligible
41	B1125 Middleton	2127	2775	30%	Very Low	Low	Negligible
42	B1125 south of B1387	2045	2663	30%	Very Low	Medium	Minor adverse
53b	A12 (north of A144)	9913	10272	4%	Very Low	Very Low	Negligible
58	A12 (north of SLR)	12079	13215	9%	Very Low	Very Low	Negligible
59	A12 (south of SLR)	12079	13422	11%	Very Low	Very Low	Negligible
64	B1122 north of SZC access	6037	7911	31%	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3496	4710	35%	Very Low	Medium	Minor adverse
67	Main Site Access	0	792	7922287%	High	Very Low	Minor adverse

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
68	Darsham P&R	0	282	2819900%	Medium	Very Low	Minor adverse
69	Wickham Market P&R	0	224	2239900%	Medium	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2086	2418	16%	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	4150	5361	29%	Very Low	Medium	Minor adverse
75	Lovers Lane	3294	4958	51%	Very Low	Very Low	Negligible
83	A145 west of A12	2854	3058	7%	Very Low	High	Minor adverse
87	A12 south of Eagle Way/Anson Rd roundabout	46079	46372	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	37975	38605	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4255	4750	12%	Very Low	High	Minor adverse

Table 2.8: Amenity 2023 24hr AAWT HDVs Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	740	649%	High	Low	Moderate Adverse
3	Lovers Lane ("Big Field")	85	1006	1084%	High	Very Low	Minor adverse
4b	Lovers Lane	87	788	806%	High	Very Low	Minor adverse
4c	B1122 (N)	212	913	331%	High	Medium	Major adverse
9a	A1094 (W)	185	351	90%	Very Low	Low	Negligible
9c	A1094 (E)	231	398	72%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	216	918	324%	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	No change	High	Negligible
12b	B1119	70	70	0%	No change	High	Negligible
13b	B1122	177	903	410%	High	Low	Moderate adverse
13c	A12 (middle)	850	1573	85%	Very Low	Low	Negligible
13d	A1120	184	184	0%	Very Low	High	Minor adverse
13e	A12 (S)	721	1445	100%	Low	Medium	Minor adverse
16	A12 Wrentham	436	567	30%	Very Low	High	Minor adverse
17b	B1125	55	55	0%	No change	High	Negligible

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Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
17c	A12 (S)	617	810	31%	Very Low	Very Low	Negligible
19b	A12 (N)	13	143	1023%	High	High	Major adverse
19d	A12 (S)	405	540	33%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	674	1538	128%	Low	Medium	Minor adverse
21c	A12 (middle)	691	1555	125%	Low	Medium	Minor adverse
21e	A12 (south of B1119)	719	1583	120%	Low	Medium	Minor adverse
22a	A12 (N)	637	1498	135%	Low	Very Low	Negligible
22b	A1094	183	469	157%	Medium	Low	Minor adverse
22c	A12 (S) (Farnham)	915	1978	116%	Low	Medium	Minor adverse
23	A12 Farnham Bend	915	1983	117%	Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	905	1971	118%	Low	Medium	Minor adverse
25	A12 Little Glemham	905	1971	118%	Low	Medium	Minor adverse
26	A12 Marlesford	914	1980	117%	Low	Medium	Minor adverse
27	A12 south of Wickham Market	1186	2280	92%	Very Low	Medium	Minor adverse
32a	A12 (N)	1190	2284	92%	Very Low	Very Low	Negligible
32c	A12 (S)	2249	3328	48%	Very Low	Medium	Minor adverse

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
33	A12 south of Woodbridge	953	2007	111%	Low	Very Low	Negligible
34a	A12 (N)	1215	2270	87%	Very Low	Very Low	Negligible
34c	A12 (S)	2391	3450	44%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	2249	3328	48%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	238	405	70%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	387	85%	Very Low	Very Low	Negligible
41	B1125 Middleton	42	42	0%	Nil	Low	Negligible
42	B1125 (south of B1387)	55	55	0%	Nil	Medium	Negligible
53b	A12 (north of A144)	628	825	31%	Very Low	Very Low	Negligible
58	A12 (north of SLR)	713	1436	102%	Low	Very Low	Negligible
59	A12 (south of SLR)	713	1576	121%	Low	Very Low	Negligible
64	B1122 north of SZC access	216	918	324%	High	Medium	Major adverse
66	B1122 west of B1125	165	867	424%	High	Medium	Major adverse
67	Main Site Access	0	0	0%	Nil	Very Low	Negligible
68	Darsham P&R	0	46	459900%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	42	419900%	High	Very Low	Minor adverse

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
70	A12 on-slip (west of WM P&R)	93	132	42%	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	177	879	396%	High	Medium	Major adverse
75	Lovers Lane	87	1008	1059	High	Very Low	Minor adverse
78	A12 (north of B1121)	719	1583	120	Low	Medium	Minor
83	A145 west of A12	233	300	28	Very Low	High	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2200	3261	48	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	2309	3352	45	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	194	194	0	No change	High	Minor adverse

Table 2.9: Amenity 2028 24hr AAWT Cumulative (Typical)

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
3	Lovers Lane ("Big Field")	3371	4187	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7132	91%	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	4101	20%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10198	64%	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Very Low	Medium	Minor adverse
6	B1119 Saxmundham Road	5227	5987	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9376	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6279	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11345	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	523	-92%	High	Medium	Major beneficial
10A	Theberton Bypass	0	8778	87779718%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5854	4%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	5985	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16824	6%	Very Low	Low	Negligible
13b	B1122	4288	4596	7%	Very Low	Low	Negligible
13d	A1120	4345	4953	14%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
14	A12 north of Darsham park and ride	15592	18129	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11448	12%	Very Low	High	Minor adverse
17a	A12 (N)	11339	13201	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11055	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14573	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	14087	7%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16420	5%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15862	4%	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	17915	8%	Very Low	Very Low	Negligible
22b	A1094	8900	9312	5%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22676	226756321 %	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
25	A12 Little Glemham	21333	22941	8%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23571	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29665	8%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2397	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29377	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44977	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39799	1%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	43065	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7308	5%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45703	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44977	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13088	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8016	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2970	36%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	11254	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5321	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11832	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17079	17%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	2436	24362958%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	14040	12%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6656	66562412%	High	Medium	Major adverse
64	B1122 north of SZC access	6187	9010	46%	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	4366	43660613%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5482	54822949%	High	Medium	Major adverse
68	Darsham P&R	0	2563	25625379%	High	Low	Moderate adverse
69	Wickham Market P&R	0	2277	22768788%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4680	111%	Low	Very Low	Negligible
73	B1078 south of B1116	10208	11720	15%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	372	-91%	High	Medium	Major beneficial
75	Lovers Lane	3423	4241	24%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6794	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
78	A12 (north of B1121)	15648	16264	4%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1025	27%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3383	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10426	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13049	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11481	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49362	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40401	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5064	13%	Very Low	High	Minor adverse

Table 2.10: Amenity 2028 24hr AAWT Cumulative (Busiest)

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4175	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7134	91%	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	4087	19%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10187	64%	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Very Low	Medium	Minor adverse
6	B1119 Saxmundham Road	5227	6007	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9359	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6290	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11328	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	610	-90%	High	Medium	Major beneficial
10A	Theberton Bypass	0	9030	90304034%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5904	5%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	6003	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16839	6%	Very Low	Low	Negligible

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Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
13b	B1122	4288	4650	8%	Very Low	Low	Negligible
13d	A1120	4345	5016	15%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	18144	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11461	12%	Very Low	High	Minor adverse
17a	A12 (N)	11339	13220	17%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11078	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14590	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	14280	8%	Very Low	Medium	Negligible
21c	A12 (middle)	15622	16638	6%	Very Low	Medium	Negligible
21e	A12 (south of B1119)	15223	16032	5%	Very Low	Medium	Negligible
22a	A12 (N)	16664	18055	8%	Very Low	Very Low	Negligible
22b	A1094	8900	9293	4%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22797	227969577%	High	Medium	Major adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial
25	A12 Little Glemham	21333	23068	8%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23700	8%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29724	8%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2399	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29395	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44925	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39605	0%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	43004	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7335	6%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45700	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44925	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13078	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8008	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2965	36%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	11275	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5317	15%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
53b	A12 (north of A144)	10158	11853	17%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17090	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2713	27126470%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	14204	13%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6986	69858027%	High	Medium	Major adverse
64	B1122 north of SZC access	6187	9347	51%	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	4416	44160065%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5830	58303376%	High	Very Low	Minor adverse
68	Darsham P&R	0	2563	25625379%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	2262	22621526%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4667	111%	Low	Very Low	Negligible
73	B1078 south of B1116	10208	11683	14%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	370	-91%	High	Medium	Major beneficial
75	Lovers Lane	3423	4227	23%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6790	19%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16421	5%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1062	32%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3389	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10439	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13060	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11508	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49351	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40506	2%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5142	15%	Very Low	High	Minor adverse

Table 2.11: Amenity 2028 24hr AAWT HDVs Cumulative (Typical)

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	200	103%	Low	Low	Minor adverse
3	Lovers Lane ("Big Field")	85	356	318%	High	Very Low	Minor adverse
4a	B1122 (S)	217	429	98%	Very Low	Medium	Minor adverse
4b	Lovers Lane	87	213	145%	Medium	Very Low	Minor adverse
4c	B1122 (N)	214	556	160%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	145	359	148%	Medium	Medium	Moderate adverse
6	B1119 Saxmundham Road	62	86	39%	Very Low	High	Minor adverse
9a	A1094 (W)	187	351	88%	Very Low	Low	Negligible
9b	Snape Road	178	178	0%	Very Low	High	Minor adverse
9c	A1094 (E)	231	394	70%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	218	0	-100%	High	Medium	Major beneficial
10A	Theberton Bypass	0	1510	15095698%	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	Very Low	High	Minor adverse
12a	B1121 (N)	53	77	45%	Very Low	Medium	Minor adverse
12b	B1119 (E)	70	86	22%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
13a	A12 (N)	908	1268	40%	Very Low	Low	Negligible
13b	B1122	177	465	163%	High	Low	Minor adverse
13d	A1120	188	192	2%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	849	1057	25%	Very Low	Medium	Minor adverse
16	A12 Wrentham	444	612	38%	Very Low	High	Minor adverse
17a	A12 (N)	674	888	32%	Very Low	Medium	Minor adverse
17b	B1125	55	55	0%	No change	High	Negligible
17c	A12 (S)	630	844	34%	Very Low	Very Low	Negligible
19b	A12 (N)	210	303	44%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	686	1643	139%	Medium	Medium	Moderate adverse
21c	A12 (middle)	693	1650	138%	Medium	Medium	Moderate adverse
21e	A12 (south of B1119)	721	1678	133%	Medium	Medium	Moderate adverse
22a	A12 (N)	639	1593	149%	Medium	Very Low	Minor adverse
22b	A1094	187	351	88%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	923	58	-94%	High	Medium	Major beneficial

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Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
23	A12 Farnham Bend	925	11	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	1971	19706706%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	919	44	-95%	High	Medium	Major beneficial
25	A12 Little Glemham	919	1994	117%	Low	Medium	Minor adverse
26	A12 Marlesford	926	2005	116%	Low	Medium	Minor adverse
27	A12 south of Wickham Market	1194	2092	75%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	95	163	72%	Very Low	Very Low	Negligible
32a	A12 (N)	1206	2068	71%	Very Low	Very Low	Negligible
32c	A12 (S)	2263	3090	37%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	971	1763	82%	Very Low	Very Low	Negligible
34a	A12 (N)	1221	2016	65%	Very Low	Very Low	Negligible
34b	Main Road (E)	127	199	57%	Very Low	High	Minor adverse
34c	A12 (S)	2391	3120	31%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	2263	3090	37%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	238	401	68%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	395	89%	Very Low	Very Low	Negligible
41	B1125 through Middleton	42	42	0%	No change	Low	Negligible

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
51	B1078 (through Gibraltar)	624	618	-1%	Very Low	High	Minor beneficial
53a	A144 (west of A12)	192	190	-1%	Very Low	High	Minor beneficial
53b	A12 (north of A144)	638	852	34%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	848	1058	25%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	1074	10737153%	High	Medium	Major adverse
59	A12 (south of SLR)	725	1682	132%	Medium	Very Low	Minor adverse
63	Theberton Bypass (west of B1125)	0	1532	15321727%	High	Medium	Major adverse
64	B1122 north of SZC access	218	1512	593%	High	Medium	Major adverse
65	Middleton Moor Link	0	489	4893732%	High	Medium	Major adverse
66	B1122 west of B1125	169	0	-100%	High	Medium	Major beneficial
67	Main Site Access	0	1422	14224284%	High	Medium	Major adverse
68	Darsham P&R	0	152	1519900%	High	Low	Moderate adverse
69	Wickham Market P&R	0	152	1519900%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	95	163	72%	Very Low	Very Low	Negligible
73	B1078 south of B1116	225	296	32%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	177	4	-98%	High	Medium	Major beneficial
75	Lovers Lane	87	353	306%	High	Very Low	Minor adverse

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Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
76	B1069 (north of Aldringham Lane)	169	268	59%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	57	150	162%	Medium	Medium	Moderate adverse
78	A12 (north of B1121)	721	1678	133%	Medium	Medium	Moderate adverse
82	B1438 Melton Hill	81	70	-14%	Very Low	High	Minor beneficial
83	A145 west of A12	237	284	20%	Very Low	High	Minor adverse
84	A12 south of B1126	487	655	34%	Very Low	Very Low	Negligible
85	A12 south of A1095	684	854	25%	Very Low	Very Low	Negligible
86	A12 south of B1387	675	889	32%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2204	2929	33%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	2297	3034	32%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	196	200	2%	Very Low	High	Minor adverse

Table 2.12: Amenity 2028 24hr AAWT HDVs Cumulative (Busiest)

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	200	103%	Low	Low	Minor adverse
3	Lovers Lane ("Big Field")	85	356	318%	High	Very Low	Minor adverse
4a	B1122 (S)	217	429	98%	Very Low	Medium	Minor adverse
4b	Lovers Lane	87	213	145%	Medium	Very Low	Minor adverse
4c	B1122 (N)	214	556	160%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	145	359	148%	Medium	Medium	Moderate adverse
6	B1119 Samundham Road	62	86	39%	Very Low	High	Minor adverse
9a	A1094 (W)	187	351	88%	Very Low	Low	Negligible
9b	Snape Road	178	178	0%	Very Low	High	Minor adverse
9c	A1094 (E)	231	394	70%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	218	0	-100%	High	Medium	Major beneficial
10A	Theberton Bypass	0	1860	18595698%	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	Very Low	High	Minor adverse
12a	B1121 (N)	53	77	45%	Very Low	Medium	Minor adverse
12b	B1119 (E)	70	86	22%	Very Low	High	Minor adverse

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Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
13a	A12 (N)	908	1320	45%	Very Low	Low	Negligible
13b	B1122	177	517	192%	High	Low	Minor adverse
13d	A1120	188	192	2%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	849	1109	31%	Very Low	Medium	Minor adverse
16	A12 Wrentham	444	646	45%	Very Low	High	Minor adverse
17a	A12 (N)	674	940	40%	Very Low	Medium	Minor adverse
17b	B1125	55	55	0%	No change	High	Negligible
17c	A12 (S)	630	896	42%	Very Low	Very Low	Negligible
19b	A12 (N)	210	337	60%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	686	1941	183%	Medium	Medium	Moderate adverse
21c	A12 (middle)	693	1948	181%	Medium	Medium	Moderate adverse
21e	A12 (south of B1119)	721	1976	174%	Medium	Medium	Moderate adverse
22a	A12 (N)	639	1891	196%	Medium	Very Low	Minor adverse
22b	A1094	187	351	88%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	923	58	-94%	High	Medium	Major beneficial
23	A12 Farnham Bend	925	11	-99%	High	Medium	Major beneficial

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
23A	A12 Two Village Bypass	0	2269	22686706%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	919	44	-95%	High	Medium	Major beneficial
25	A12 Little Glemham	919	2292	149%	Low	Medium	Minor adverse
26	A12 Marlesford	926	2303	149%	Low	Medium	Minor adverse
27	A12 south of Wickham Market	1194	2390	100%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	95	163	72%	Very Low	Very Low	Negligible
32a	A12 (N)	1206	2366	96%	Very Low	Very Low	Negligible
32c	A12 (S)	2263	3388	50%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	971	2061	112%	Very Low	Very Low	Negligible
34a	A12 (N)	1221	2310	89%	Very Low	Very Low	Negligible
34b	Main Road (E)	127	199	57%	Very Low	High	Minor adverse
34c	A12 (S)	2391	3416	43%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	2263	3388	50%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	238	401	68%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	395	89%	Very Low	Very Low	Negligible
41	B1125 through Middleton	42	42	0%	No change	Low	Negligible

Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
51	B1078 (through Gibraltar)	624	618	-1%	Very Low	High	Minor beneficial
53a	A144 (west of A12)	192	190	-1%	Very Low	High	Minor beneficial
53b	A12 (north of A144)	638	904	42%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	848	1110	31%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	1372	13717153%	High	Medium	Major adverse
59	A12 (south of SLR)	725	1980	173%	Medium	Very Low	Minor adverse
63	Theberton Bypass (west of B1125)	0	1882	18821727%	High	Medium	Major adverse
64	B1122 north of SZC access	218	1862	753%	High	Medium	Major adverse
65	Middleton Moor Link	0	541	5413732%	High	Medium	Major adverse
66	B1122 west of B1125	169	0	-100%	High	Medium	Major beneficial
67	Main Site Access	0	1772	17724284%	High	Medium	Major adverse
68	Darsham P&R	0	152	1519900%	High	Low	Moderate adverse
69	Wickham Market P&R	0	152	1519900%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	95	163	72%	Very Low	Very Low	Negligible
73	B1078 south of B1116	225	296	32%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	177	4	-98%	High	Medium	Major beneficial

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Link Number	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	87	353	306%	High	Very Low	Minor adverse
76	B1069 (north of Aldringham Lane)	169	268	59%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	57	150	162%	Medium	Medium	Moderate adverse
78	A12 (north of B1121)	721	1976	174%	Medium	Medium	Moderate adverse
82	B1438 Melton Hill	81	70	-14%	Very Low	High	Minor beneficial
83	A145 west of A12	237	302	27%	Very Low	High	Minor adverse
84	A12 south of B1126	487	689	41%	Very Low	Very Low	Negligible
85	A12 south of A1095	684	888	30%	Very Low	Very Low	Negligible
86	A12 south of B1387	675	941	39%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2204	3227	46%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	2297	3322	45%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	196	200	2%	Very Low	High	Minor adverse

2.4 Fear and Intimidation

Table 2.13: Fear and Intimidation 2023 24hr AAWT Cumulative

Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6714	Very Low	Low	Negligible	7087	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3074	Very Low	Very Low	Negligible	3827	Very Low	Very Low	Negligible
4b	Lovers Lane	3119	Very Low	Very Low	Negligible	3861	Very Low	Very Low	Negligible
4c	B1122 (N)	5693	Very Low	Medium	Minor Adverse	6861	Very Low	Medium	Minor Adverse
9a	A1094 (W)	8203	Very Low	Low	Negligible	8715	Very Low	Low	Negligible
9c	A1094 (E)	9519	Very Low	Medium	Minor Adverse	10090	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5680	Very Low	Medium	Minor Adverse	6850	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2582	Very Low	High	Minor Adverse	3237	Very Low	High	Minor Adverse
13b	B1122	3876	Very Low	Low	Negligible	4384	Very Low	Low	Negligible
13c	A12 (middle)	14514	Low	Low	Minor Adverse	15227	Low	Low	Minor Adverse
13d	A1120	3839	Very Low	High	Minor Adverse	4327	Very Low	High	Minor Adverse
13e	A12 (S)	11181	Low	Medium	Minor Adverse	11609	Low	Medium	Minor Adverse
16	A12 Wrentham	8996	Very Low	High	Minor Adverse	9559	Very Low	High	Minor Adverse
17b	B1125	1744	Very Low	High	Minor Adverse	2349	Very Low	High	Minor Adverse
17c	A12 (S)	8289	Very Low	Very Low	Negligible	8453	Very Low	Very Low	Negligible
19b	A12 (N)	10533	Very Low	High	Minor Adverse	11245	Low	High	Moderate adverse

Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	11691	Low	Medium	Minor Adverse	12093	Low	Medium	Minor Adverse
21c	A12 (middle)	13861	Low	Medium	Minor Adverse	14267	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	13217	Low	Medium	Minor Adverse	13301	Low	Medium	Minor Adverse
22a	A12 (N)	14800	Low	Very Low	Negligible	15358	Low	Very Low	Negligible
22b	A1094	8170	Very Low	Low	Negligible	8835	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	19581	Low	Medium	Minor Adverse	20498	Low	Medium	Minor Adverse
23	A12 Farnham Bend	19591	Low	Medium	Minor Adverse	20494	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew	18982	Low	Medium	Minor Adverse	19881	Low	Medium	Minor Adverse
25	A12 Little Glemham	18982	Low	Medium	Minor Adverse	19881	Low	Medium	Minor Adverse
26	A12 Marlesford	19575	Low	Medium	Minor Adverse	20468	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	24555	Medium	Medium	Moderate adverse	24869	Medium	Medium	Moderate adverse
31	B1069 Tunstall	3392	Very Low	Medium	Minor Adverse	3531	Very Low	Medium	Minor Adverse
32a	A12 (N)	24527	Medium	Very Low	Minor Adverse	24673	Medium	Very Low	Minor Adverse
32c	A12 (S)	39170	High	Medium	Major Adverse	39024	High	Medium	Major Adverse
33	A12 south of Woodbridge	36789	High	Very Low	Minor Adverse	35789	High	Very Low	Minor Adverse
34a	A12 (N)	38441	High	Very Low	Minor Adverse	37786	High	Very Low	Minor Adverse
34c	A12 (S)	39906	High	Medium	Major Adverse	39077	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	39170	High	Very Low	Minor Adverse	39024	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11044	Low	Very Low	Negligible	11672	Low	Very Low	Negligible

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Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
39b	B1069 (north of A1094)	6168	Very Low	Very Low	Negligible	6819	Very Low	Very Low	Negligible
53b	A12 (north of A144)	9094	Very Low	Very Low	Negligible	9260	Very Low	Very Low	Negligible
58	A12 (north of SLR)	11133	Low	Very Low	Negligible	11549	Low	Very Low	Negligible
59	A12 (south of SLR)	11133	Low	Very Low	Negligible	11615	Low	Very Low	Negligible
64	B1122 north of SZC access	5680	Very Low	Medium	Minor Adverse	6850	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3247	Very Low	Medium	Minor Adverse	3757	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	789	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	236	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	182	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	1951	Very Low	Very Low	Negligible	2243	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	3876	Very Low	Medium	Minor Adverse	4384	Very Low	Medium	Minor Adverse
75	Lovers Lane	3119	Very Low	Very Low	Negligible	3861	Very Low	Very Low	Negligible
78	A12 (north of B1121)	13290	Low	Medium	Minor Adverse	13396	Low	Medium	Minor Adverse
83	A145 west of A12	2566	Very Low	High	Minor Adverse	2705	Very Low	High	Minor Adverse
87	A12 south of Eagle Way/Anson Rd roundabout	42973	High	Very Low	Minor Adverse	42231	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	34930	High	Very Low	Minor Adverse	34535	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	3972	Very Low	High	Minor Adverse	4466	Very Low	High	Minor Adverse

Table 2.14: Fear and Intimidation 2023 24hr AAWT HDVs Cumulative

Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	97	Very Low	Low	Negligible	738	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	83	Very Low	Very Low	Negligible	1005	Low	Very Low	Negligible
4b	Lovers Lane	85	Very Low	Very Low	Negligible	787	Very Low	Very Low	Negligible
4c	B1122 (N)	207	Very Low	Medium	Minor Adverse	909	Very Low	Medium	Minor Adverse
9a	A1094 (W)	181	Very Low	Low	Negligible	348	Very Low	Low	Negligible
9c	A1094 (E)	227	Very Low	Medium	Minor Adverse	394	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	212	Very Low	Medium	Minor Adverse	913	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
13b	B1122	173	Very Low	Low	Negligible	899	Very Low	Low	Negligible
13c	A12 (middle)	832	Very Low	Low	Negligible	1556	Low	Low	Minor Adverse
13d	A1120	180	Very Low	High	Minor Adverse	180	Very Low	High	Minor Adverse
13e	A12 (S)	706	Very Low	Medium	Minor Adverse	1430	Low	Medium	Minor Adverse
16	A12 Wrentham	427	Very Low	High	Minor Adverse	558	Very Low	High	Minor Adverse
17b	B1125	54	Very Low	High	Minor Adverse	54	Very Low	High	Minor Adverse
17c	A12 (S)	605	Very Low	Very Low	Negligible	797	Very Low	Very Low	Negligible
19b	A12 (N)	12	Very Low	High	Minor Adverse	143	Very Low	High	Minor Adverse
19d	A12 (S)	397	Very Low	High	Minor Adverse	531	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	660	Very Low	Medium	Minor Adverse	1524	Low	Medium	Minor Adverse

Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
21c	A12 (middle)	677	Very Low	Medium	Minor Adverse	1541	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	704	Very Low	Medium	Minor Adverse	1568	Low	Medium	Minor Adverse
22a	A12 (N)	624	Very Low	Very Low	Negligible	1486	Low	Very Low	Negligible
22b	A1094	179	Very Low	Low	Negligible	466	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	896	Very Low	Medium	Minor Adverse	1959	Low	Medium	Minor Adverse
23	A12 Farnham Bend	896	Very Low	Medium	Minor Adverse	1964	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew	886	Very Low	Medium	Minor Adverse	1953	Low	Medium	Minor Adverse
25	A12 Little Glemham	886	Very Low	Medium	Minor Adverse	1953	Low	Medium	Minor Adverse
26	A12 Marlesford	895	Very Low	Medium	Minor Adverse	1961	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1161	Low	Medium	Minor Adverse	2256	Medium	Medium	Moderate Adverse
31	B1069 Tunstall	151	Very Low	Medium	Minor Adverse	151	Very Low	Medium	Minor Adverse
32a	A12 (N)	1165	Low	Very Low	Negligible	2260	Medium	Very Low	Minor Adverse
32c	A12 (S)	2202	Medium	Medium	Moderate Adverse	3282	High	Medium	Major Adverse
33	A12 south of Woodbridge	933	Very Low	Very Low	Negligible	1989	Low	Very Low	Negligible
34a	A12 (N)	1191	Low	Very Low	Negligible	2247	Medium	Very Low	Minor Adverse
34c	A12 (S)	2342	Medium	Medium	Moderate Adverse	3402	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	2202	Medium	Very Low	Minor Adverse	3282	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	234	Very Low	Very Low	Negligible	401	Very Low	Very Low	Negligible

Link Number	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
39b	B1069 (north of A1094)	205	Very Low	Very Low	Negligible	383	Very Low	Very Low	Negligible
53b	A12 (north of A144)	615	Very Low	Very Low	Negligible	812	Very Low	Very Low	Negligible
58	A12 (north of SLR)	698	Very Low	Very Low	Negligible	1422	Low	Very Low	Negligible
59	A12 (south of SLR)	698	Very Low	Very Low	Negligible	1562	Low	Very Low	Negligible
64	B1122 north of SZC access	212	Very Low	Medium	Minor Adverse	913	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	162	Very Low	Medium	Minor Adverse	863	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	0	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	46	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	42	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	91	Very Low	Very Low	Negligible	130	Very Low	Very Low	Negligible
74	B1122 (Middleton Moor)	173	Very Low	Medium	Minor Adverse	875	Very Low	Medium	Minor Adverse
75	Lovers Lane	85	Very Low	Very Low	Negligible	1007	Low	Very Low	Negligible
78	A12 (north of B1121)	704	Very Low	Medium	Minor Adverse	1568	Low	Medium	Minor Adverse
83	A145 west of A12	228	Very Low	High	Minor Adverse	295	Very Low	High	Minor Adverse
87	A12 south of Eagle Way/Anson Rd roundabout	2154	Medium	Very Low	Minor Adverse	3216	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	2262	Medium	Very Low	Minor Adverse	3306	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	190	Very Low	High	Minor Adverse	190	Very Low	High	Minor Adverse

Table 2.15: Fear and Intimidation 2028 24hr AAWT Cumulative (Busiest)

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6914	Very Low	Low	Negligible	7210	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3197	Very Low	Very Low	Negligible	3701	Very Low	Very Low	Negligible
4a	B1122 (S)	3443	Very Low	Medium	Minor Adverse	6368	Very Low	Medium	Minor Adverse
4b	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
4c	B1122 (N)	5842	Very Low	Medium	Minor Adverse	9198	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4707	Very Low	Medium	Minor Adverse	7653	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	5051	Very Low	High	Minor Adverse	5750	Very Low	High	Minor Adverse
9a	A1094 (W)	8543	Very Low	Low	Negligible	8796	Very Low	Low	Negligible
9b	Snape Road	5375	Very Low	High	Minor Adverse	5931	Very Low	High	Minor Adverse
9c	A1094 (E)	9835	Very Low	Medium	Minor Adverse	10630	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5825	Very Low	Medium	Minor Adverse	591	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	6943	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2679	Very Low	High	Minor Adverse	3043	Very Low	High	Minor Adverse
12a	B1121 (N)	5469	Very Low	Medium	Minor Adverse	5686	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5252	Very Low	High	Minor Adverse	5752	Very Low	High	Minor Adverse
13a	A12 (N)	14650	Low	Low	Minor Adverse	15132	Low	Low	Minor Adverse
13b	B1122	4011	Very Low	Low	Negligible	4018	Very Low	Low	Negligible

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
13d	A1120	4066	Very Low	High	Minor Adverse	4693	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	14431	Low	Medium	Minor Adverse	16499	Low	Medium	Minor Adverse
16	A12 Wrentham	9550	Very Low	High	Minor Adverse	10511	Very Low	High	Minor Adverse
17a	A12 (N)	10441	Very Low	Medium	Minor Adverse	11903	Low	Medium	Minor Adverse
17b	B1125	1773	Very Low	High	Minor Adverse	2016	Very Low	High	Minor Adverse
17c	A12 (S)	8645	Very Low	Very Low	Negligible	9859	Very Low	Very Low	Negligible
19b	A12 (N)	13978	Low	High	Moderate Adverse	13954	Low	High	Moderate Adverse
21b	A12 (north of B1119)	12265	Low	Medium	Minor Adverse	12061	Low	Medium	Minor Adverse
21c	A12 (middle)	14615	Low	Medium	Minor Adverse	14363	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14203	Low	Medium	Minor Adverse	13760	Low	Medium	Minor Adverse
22a	A12 (N)	15696	Low	Very Low	Negligible	15805	Low	Very Low	Negligible
22b	A1094	8519	Very Low	Low	Negligible	8735	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20585	Low	Medium	Minor Adverse	477	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	20596	Low	Medium	Minor Adverse	258	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	20059	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	19980	Low	Medium	Minor Adverse	381	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	19980	Low	Medium	Minor Adverse	20300	Low	Medium	Minor Adverse

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
26	A12 Marlesford	20583	Low	Medium	Minor Adverse	20908	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	25740	Medium	Medium	Moderate Adverse	26653	Medium	Medium	Moderate Adverse
29	B1078 onslip to A12	2075	Very Low	Very Low	Negligible	2184	Very Low	Very Low	Negligible
32a	A12 (N)	25690	Medium	Very Low	Minor Adverse	26354	Medium	Very Low	Minor Adverse
32c	A12 (S)	40369	High	Medium	Major Adverse	40566	High	Medium	Major Adverse
33	A12 south of Woodbridge	37656	High	Very Low	Minor Adverse	36669	High	Very Low	Minor Adverse
34a	A12 (N)	40174	High	Very Low	Minor Adverse	39757	High	Very Low	Minor Adverse
34b	Main Road (E)	6682	Very Low	High	Minor Adverse	6989	Very Low	High	Minor Adverse
34c	A12 (S)	41896	High	Medium	Major Adverse	41341	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	40369	High	Very Low	Minor Adverse	40566	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11519	Low	Very Low	Negligible	12333	Low	Very Low	Negligible
39b	B1069 (north of A1094)	6434	Very Low	Very Low	Negligible	7371	Very Low	Very Low	Negligible
41	B1125 through Middleton	2093	Very Low	Low	Negligible	2838	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	9420	Very Low	High	Minor Adverse	10387	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4327	Very Low	High	Minor Adverse	4961	Very Low	High	Minor Adverse
53b	A12 (north of A144)	9324	Very Low	Very Low	Negligible	10604	Very Low	Very Low	Negligible
53c	A12 (south of A144)	13452	Low	Very Low	Negligible	15472	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1287	Very Low	Medium	Minor Adverse

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
59	A12 (south of SLR)	11608	Low	Very Low	Negligible	11932	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	4943	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5825	Very Low	Medium	Minor Adverse	7245	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	3766	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3333	Very Low	Medium	Minor Adverse	115	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	3812	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	1982	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	1714	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2076	Very Low	Very Low	Negligible	4250	Very Low	Very Low	Negligible
73	B1078 south of B1116	9776	Very Low	Medium	Minor Adverse	11040	Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	4011	Very Low	Medium	Minor Adverse	358	Very Low	Medium	Minor Adverse
75	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5407	Very Low	Medium	Minor Adverse	6304	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4811	Very Low	Medium	Minor Adverse	6050	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14620	Low	Medium	Minor Adverse	14141	Low	Medium	Minor Adverse
82	B1438 Melton Hill	712	Very Low	High	Minor Adverse	972	Very Low	High	Minor Adverse
83	A145 west of A12	2620	Very Low	High	Minor Adverse	2992	Very Low	High	Minor Adverse

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	8473	Very Low	Very Low	Negligible	9466	Very Low	Very Low	Negligible
85	A12 south of A1095	10721	Very Low	Very Low	Negligible	11827	Low	Very Low	Negligible
86	A12 south of B1387	9050	Very Low	Very Low	Negligible	10234	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45635	High	Very Low	Minor Adverse	45101	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	36624	High	Very Low	Minor Adverse	36354	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	4199	Very Low	High	Minor Adverse	4811	Very Low	High	Minor Adverse

Table 2.16: Fear and Intimidation 2028 24hr AAWT Cumulative (Typical)

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6914	Very Low	Low	Negligible	7210	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3197	Very Low	Very Low	Negligible	3713	Very Low	Very Low	Negligible
4a	B1122 (S)	3443	Very Low	Medium	Minor Adverse	6366	Very Low	Medium	Minor Adverse
4b	Lovers Lane	3245	Very Low	Very Low	Negligible	3767	Very Low	Very Low	Negligible
4c	B1122 (N)	5842	Very Low	Medium	Minor Adverse	9209	Very Low	Medium	Minor Adverse

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
5	B1122 Abbey Road (existing level crossing)	4707	Very Low	Medium	Minor Adverse	7653	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	5051	Very Low	High	Minor Adverse	5730	Very Low	High	Minor Adverse
9a	A1094 (W)	8543	Very Low	Low	Negligible	8812	Very Low	Low	Negligible
9b	Snape Road	5375	Very Low	High	Minor Adverse	5921	Very Low	High	Minor Adverse
9c	A1094 (E)	9835	Very Low	Medium	Minor Adverse	10646	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5825	Very Low	Medium	Minor Adverse	509	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	7035	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2679	Very Low	High	Minor Adverse	3043	Very Low	High	Minor Adverse
12a	B1121 (N)	5469	Very Low	Medium	Minor Adverse	5637	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5252	Very Low	High	Minor Adverse	5734	Very Low	High	Minor Adverse
13a	A12 (N)	14650	Low	Low	Minor Adverse	15168	Low	Low	Minor Adverse
13b	B1122	4011	Very Low	Low	Negligible	4016	Very Low	Low	Negligible
13d	A1120	4066	Very Low	High	Minor Adverse	4630	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	14431	Low	Medium	Minor Adverse	16535	Low	Medium	Minor Adverse
16	A12 Wrentham	9550	Very Low	High	Minor Adverse	10531	Very Low	High	Minor Adverse
17a	A12 (N)	10441	Very Low	Medium	Minor Adverse	11935	Low	Medium	Minor Adverse
17b	B1125	1773	Very Low	High	Minor Adverse	2016	Very Low	High	Minor Adverse
17c	A12 (S)	8645	Very Low	Very Low	Negligible	9887	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
19b	A12 (N)	13978	Low	High	Moderate Adverse	13970	Low	High	Moderate Adverse
21b	A12 (north of B1119)	12265	Low	Medium	Minor Adverse	12164	Low	Medium	Minor Adverse
21c	A12 (middle)	14615	Low	Medium	Minor Adverse	14441	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14203	Low	Medium	Minor Adverse	13885	Low	Medium	Minor Adverse
22a	A12 (N)	15696	Low	Very Low	Negligible	15960	Low	Very Low	Negligible
22b	A1094	8519	Very Low	Low	Negligible	8753	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20585	Low	Medium	Minor Adverse	477	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	20596	Low	Medium	Minor Adverse	258	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	20232	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	19980	Low	Medium	Minor Adverse	381	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	19980	Low	Medium	Minor Adverse	20467	Low	Medium	Minor Adverse
26	A12 Marlesford	20583	Low	Medium	Minor Adverse	21073	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	25740	Medium	Medium	Moderate Adverse	26886	Medium	Medium	Moderate Adverse
29	B1078 onslip to A12	2075	Very Low	Very Low	Negligible	2182	Very Low	Very Low	Negligible
32a	A12 (N)	25690	Medium	Very Low	Minor Adverse	26628	Medium	Very Low	Minor Adverse
32c	A12 (S)	40369	High	Medium	Major Adverse	40907	High	Medium	Major Adverse
33	A12 south of Woodbridge	37656	High	Very Low	Minor Adverse	37148	High	Very Low	Minor Adverse

Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
34a	A12 (N)	40174	High	Very Low	Minor Adverse	40104	High	Very Low	Minor Adverse
34b	Main Road (E)	6682	Very Low	High	Minor Adverse	6962	Very Low	High	Minor Adverse
34c	A12 (S)	41896	High	Medium	Major Adverse	41632	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	40369	High	Very Low	Minor Adverse	40907	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11519	Low	Very Low	Negligible	12343	Low	Very Low	Negligible
39b	B1069 (north of A1094)	6434	Very Low	Very Low	Negligible	7379	Very Low	Very Low	Negligible
41	B1125 through Middleton	2093	Very Low	Low	Negligible	2842	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	9420	Very Low	High	Minor Adverse	10367	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4327	Very Low	High	Minor Adverse	4965	Very Low	High	Minor Adverse
53b	A12 (north of A144)	9324	Very Low	Very Low	Negligible	10634	Very Low	Very Low	Negligible
53c	A12 (south of A144)	13452	Low	Very Low	Negligible	15513	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1308	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	11608	Low	Very Low	Negligible	12063	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	4964	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5825	Very Low	Medium	Minor Adverse	7258	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	3768	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3333	Very Low	Medium	Minor Adverse	115	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	3814	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	1982	Very Low	Very Low	Negligible

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Link Number	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	1726	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2076	Very Low	Very Low	Negligible	4262	Very Low	Very Low	Negligible
73	B1078 south of B1116	9776	Very Low	Medium	Minor Adverse	11075	Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	4011	Very Low	Medium	Minor Adverse	360	Very Low	Medium	Minor Adverse
75	Lovers Lane	3245	Very Low	Very Low	Negligible	3767	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5407	Very Low	Medium	Minor Adverse	6308	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4811	Very Low	Medium	Minor Adverse	6050	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14620	Low	Medium	Minor Adverse	14280	Low	Medium	Minor Adverse
82	B1438 Melton Hill	712	Very Low	High	Minor Adverse	936	Very Low	High	Minor Adverse
83	A145 west of A12	2620	Very Low	High	Minor Adverse	3004	Very Low	High	Minor Adverse
84	A12 south of B1126	8473	Very Low	Very Low	Negligible	9486	Very Low	Very Low	Negligible
85	A12 south of A1095	10721	Very Low	Very Low	Negligible	11849	Low	Very Low	Negligible
86	A12 south of B1387	9050	Very Low	Very Low	Negligible	10258	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45635	High	Very Low	Minor Adverse	45403	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	36624	High	Very Low	Minor Adverse	36533	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	4199	Very Low	High	Minor Adverse	4734	Very Low	High	Minor Adverse

Table 2.17: Fear and Intimidation 2028 24hr AAWT HDV Cumulative (Typical)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	97	Very Low	Low	Negligible	198	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	83	Very Low	Very Low	Negligible	354	Very Low	Very Low	Negligible
4a	B1122 (S)	212	Very Low	Medium	Minor Adverse	407	Very Low	Medium	Minor Adverse
4b	Lovers Lane	85	Very Low	Very Low	Negligible	212	Very Low	Very Low	Negligible
4c	B1122 (N)	209	Very Low	Medium	Minor Adverse	535	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	142	Very Low	Medium	Minor Adverse	339	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	61	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
9a	A1094 (W)	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
9b	Snape Road	175	Very Low	High	Minor Adverse	175	Very Low	High	Minor Adverse
9c	A1094 (E)	227	Very Low	Medium	Minor Adverse	390	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	214	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	1429	Low	Medium	Minor Adverse
11	B1125 through Westleton	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
12a	B1121 (N)	52	Very Low	Medium	Minor Adverse	74	Very Low	Medium	Minor Adverse
12b	B1119 (E)	69	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
13a	A12 (N)	889	Very Low	Low	Negligible	1217	Low	Low	Minor Adverse
13b	B1122	173	Very Low	Low	Negligible	431	Very Low	Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
13d	A1120	184	Very Low	High	Minor Adverse	188	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	832	Very Low	Medium	Minor Adverse	1028	Low	Medium	Minor Adverse
16	A12 Wrentham	435	Very Low	High	Minor Adverse	591	Very Low	High	Minor Adverse
17a	A12 (N)	660	Very Low	Medium	Minor Adverse	862	Very Low	Medium	Minor Adverse
17b	B1125	54	Very Low	High	Minor Adverse	54	Very Low	High	Minor Adverse
17c	A12 (S)	617	Very Low	Very Low	Negligible	819	Very Low	Very Low	Negligible
19b	A12 (N)	206	Very Low	High	Minor Adverse	298	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	672	Very Low	Medium	Minor Adverse	1585	Low	Medium	Minor Adverse
21c	A12 (middle)	679	Very Low	Medium	Minor Adverse	1592	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	706	Very Low	Medium	Minor Adverse	1619	Low	Medium	Minor Adverse
22a	A12 (N)	626	Very Low	Very Low	Negligible	1537	Low	Very Low	Negligible
22b	A1094	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	904	Very Low	Medium	Minor Adverse	57	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	906	Very Low	Medium	Minor Adverse	11	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	1909	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	901	Very Low	Medium	Minor Adverse	44	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	901	Very Low	Medium	Minor Adverse	1932	Low	Medium	Minor Adverse
26	A12 Marlesford	907	Very Low	Medium	Minor Adverse	1942	Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
27	A12 south of Wickham Market	1169	Low	Medium	Minor Adverse	2050	Medium	Medium	Moderate Adverse
29	B1078 onslip to A12	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible
32a	A12 (N)	1181	Low	Very Low	Negligible	2032	Medium	Very Low	Minor Adverse
32c	A12 (S)	2216	Medium	Medium	Moderate Adverse	3032	High	Medium	Major Adverse
33	A12 south of Woodbridge	951	Very Low	Very Low	Negligible	1733	Low	Very Low	Negligible
34a	A12 (N)	1197	Low	Very Low	Negligible	1982	Low	Very Low	Negligible
34b	Main Road (E)	124	Very Low	High	Minor Adverse	184	Very Low	High	Minor Adverse
34c	A12 (S)	2342	Medium	Medium	Moderate Adverse	3073	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	2216	Medium	Very Low	Minor Adverse	3032	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	234	Very Low	Very Low	Negligible	397	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	205	Very Low	Very Low	Negligible	391	Very Low	Very Low	Negligible
41	B1125 through Middleton	41	Very Low	Low	Negligible	41	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	611	Very Low	High	Minor Adverse	605	Very Low	High	Minor Adverse
53a	A144 (west of A12)	188	Very Low	High	Minor Adverse	186	Very Low	High	Minor Adverse
53b	A12 (north of A144)	625	Very Low	Very Low	Negligible	827	Very Low	Very Low	Negligible
53c	A12 (south of A144)	830	Very Low	Very Low	Negligible	1029	Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1027	Low	Medium	Minor Adverse
59	A12 (south of SLR)	710	Very Low	Very Low	Negligible	1623	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	1451	Low	Medium	Minor Adverse
64	B1122 north of SZC access	214	Very Low	Medium	Minor Adverse	1431	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	454	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	166	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	1329	Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible
73	B1078 south of B1116	220	Very Low	Medium	Minor Adverse	281	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	173	Very Low	Medium	Minor Adverse	4	Very Low	Medium	Minor Adverse
75	Lovers Lane	85	Very Low	Very Low	Negligible	352	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	165	Very Low	Medium	Minor Adverse	257	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	56	Very Low	Medium	Minor Adverse	141	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	706	Very Low	Medium	Minor Adverse	1619	Low	Medium	Minor Adverse

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Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	80	Very Low	High	Minor Adverse	69	Very Low	High	Minor Adverse
83	A145 west of A12	232	Very Low	High	Minor Adverse	279	Very Low	High	Minor Adverse
84	A12 south of B1126	477	Very Low	Very Low	Negligible	633	Very Low	Very Low	Negligible
85	A12 south of A1095	670	Very Low	Very Low	Negligible	828	Very Low	Very Low	Negligible
86	A12 south of B1387	661	Very Low	Very Low	Negligible	864	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2158	Medium	Very Low	Minor Adverse	2885	Medium	Very Low	Minor Adverse
88	A12 south of Foxhall Road	2250	Medium	Very Low	Minor Adverse	2988	Medium	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	192	Very Low	High	Minor Adverse	196	Very Low	High	Minor Adverse

Table 2.18: Fear and Intimidation 2028 24hr AAWT HDV Cumulative (Busiest)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	97	Very Low	Low	Negligible	198	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	83	Very Low	Very Low	Negligible	354	Very Low	Very Low	Negligible
4a	B1122 (S)	212	Very Low	Medium	Minor Adverse	407	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
4b	Lovers Lane	85	Very Low	Very Low	Negligible	212	Very Low	Very Low	Negligible
4c	B1122 (N)	209	Very Low	Medium	Minor Adverse	535	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	142	Very Low	Medium	Minor Adverse	339	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	61	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
9a	A1094 (W)	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
9b	Snape Road	175	Very Low	High	Minor Adverse	175	Very Low	High	Minor Adverse
9c	A1094 (E)	227	Very Low	Medium	Minor Adverse	390	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	214	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	1779	Low	Medium	Minor Adverse
11	B1125 through Westleton	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
12a	B1121 (N)	52	Very Low	Medium	Minor Adverse	74	Very Low	Medium	Minor Adverse
12b	B1119 (E)	69	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
13a	A12 (N)	889	Very Low	Low	Negligible	1269	Low	Low	Minor Adverse
13b	B1122	173	Very Low	Low	Negligible	483	Very Low	Low	Negligible
13d	A1120	184	Very Low	High	Minor Adverse	188	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	832	Very Low	Medium	Minor Adverse	1080	Low	Medium	Minor Adverse
16	A12 Wrentham	435	Very Low	High	Minor Adverse	625	Very Low	High	Minor Adverse
17a	A12 (N)	660	Very Low	Medium	Minor Adverse	914	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
17b	B1125	54	Very Low	High	Minor Adverse	54	Very Low	High	Minor Adverse
17c	A12 (S)	617	Very Low	Very Low	Negligible	871	Very Low	Very Low	Negligible
19b	A12 (N)	206	Very Low	High	Minor Adverse	332	Very Low	High	Minor Adverse
21b	A12 (north of B1119)	672	Very Low	Medium	Minor Adverse	1883	Low	Medium	Minor Adverse
21c	A12 (middle)	679	Very Low	Medium	Minor Adverse	1890	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	706	Very Low	Medium	Minor Adverse	1917	Low	Medium	Minor Adverse
22a	A12 (N)	626	Very Low	Very Low	Negligible	1835	Low	Very Low	Negligible
22b	A1094	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	904	Very Low	Medium	Minor Adverse	57	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	906	Very Low	Medium	Minor Adverse	11	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	2207	Medium	Medium	Moderate Adverse
24	A12 Stratford St Andrew (Low Road)	901	Very Low	Medium	Minor Adverse	44	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	901	Very Low	Medium	Minor Adverse	2230	Medium	Medium	Moderate Adverse
26	A12 Marlesford	907	Very Low	Medium	Minor Adverse	2240	Medium	Medium	Moderate Adverse
27	A12 south of Wickham Market	1169	Low	Medium	Minor Adverse	2348	Medium	Medium	Moderate Adverse
29	B1078 onslip to A12	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	1181	Low	Very Low	Negligible	2330	Medium	Very Low	Minor Adverse
32c	A12 (S)	2216	Medium	Medium	Moderate Adverse	3330	High	Medium	Major Adverse
33	A12 south of Woodbridge	951	Very Low	Very Low	Negligible	2031	Medium	Very Low	Minor Adverse
34a	A12 (N)	1197	Low	Very Low	Negligible	2276	Medium	Very Low	Minor Adverse
34b	Main Road (E)	124	Very Low	High	Minor Adverse	184	Very Low	High	Minor Adverse
34c	A12 (S)	2342	Medium	Medium	Moderate Adverse	3369	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	2216	Medium	Very Low	Minor Adverse	3330	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	234	Very Low	Very Low	Negligible	397	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	205	Very Low	Very Low	Negligible	391	Very Low	Very Low	Negligible
41	B1125 through Middleton	41	Very Low	Low	Negligible	41	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	611	Very Low	High	Minor Adverse	605	Very Low	High	Minor Adverse
53a	A144 (west of A12)	188	Very Low	High	Minor Adverse	186	Very Low	High	Minor Adverse
53b	A12 (north of A144)	625	Very Low	Very Low	Negligible	879	Very Low	Very Low	Negligible
53c	A12 (south of A144)	830	Very Low	Very Low	Negligible	1081	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1325	Low	Medium	Minor Adverse
59	A12 (south of SLR)	710	Very Low	Very Low	Negligible	1921	Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	1801	Low	Medium	Minor Adverse
64	B1122 north of SZC access	214	Very Low	Medium	Minor Adverse	1781	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	506	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	166	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	1679	Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible
73	B1078 south of B1116	220	Very Low	Medium	Minor Adverse	281	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	173	Very Low	Medium	Minor Adverse	4	Very Low	Medium	Minor Adverse
75	Lovers Lane	85	Very Low	Very Low	Negligible	352	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	165	Very Low	Medium	Minor Adverse	257	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	56	Very Low	Medium	Minor Adverse	141	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	706	Very Low	Medium	Minor Adverse	1917	Low	Medium	Minor Adverse
82	B1438 Melton Hill	80	Very Low	High	Minor Adverse	69	Very Low	High	Minor Adverse
83	A145 west of A12	232	Very Low	High	Minor Adverse	297	Very Low	High	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	477	Very Low	Very Low	Negligible	667	Very Low	Very Low	Negligible
85	A12 south of A1095	670	Very Low	Very Low	Negligible	862	Very Low	Very Low	Negligible
86	A12 south of B1387	661	Very Low	Very Low	Negligible	916	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2158	Medium	Very Low	Minor Adverse	3183	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	2250	Medium	Very Low	Minor Adverse	3276	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	192	Very Low	High	Minor Adverse	196	Very Low	High	Minor Adverse

3 REDUCED FLOWS

3.1 Severance

Table 3.1: Reduced HGV Flow - Severance 2023 24hr AAWT Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT total traffic	2023 Reference+ Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7034	8049	14%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	4920	52%	Low	Very Low	Negligible
4b	Lovers Lane	3294	4738	44%	Low	Very Low	Negligible
4c	B1122 (N)	6047	7919	31%	Low	Medium	Minor adverse
9a	A1094 (W)	8576	9253	8%	Very Low	Low	Negligible
9c	A1094 (E)	9974	10712	7%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	7911	31%	Low	Medium	Minor adverse
11	B1125 through Westleton	2724	3379	24%	Very Low	High	Minor adverse
13d	A1120	4109	4599	12%	Very Low	High	Minor adverse
17b	B1125	1841	2446	33%	Low	High	Moderate adverse
22b	A1094	8539	9489	11%	Very Low	Low	Negligible
39a	A1094 (west of B1069)	11538	12333	7%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	7359	13%	Very Low	Very Low	Negligible

Link Number	Link Name	2023 Reference Case 24hr AAWT total traffic	2023 Reference+ Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	6037	7911	31%	Low	Medium	Minor adverse
67	Main Site Access	0	792	7922287%	High	Medium	Major adverse
68	Darsham P&R	0	282	2819900%	Medium	Low	Moderate adverse
69	Wickham Market P&R	0	224	2239900%	Medium	Very Low	Minor adverse
75	Lovers Lane	3294	4958	51%	Low	Very Low	Negligible
82	B1438 Melton Hill	713	781	10%	Very Low	High	Minor adverse
90	A1120 Sibton (east of Mill Hill)	4255	4750	12%	Very Low	High	Minor adverse

Table 3.2: Reduced Flow - Severance 2028 24hr AAWT Cumulative (Typical)

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4187	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7132	91%	High	Medium	Major adverse
4b	Lovers Lane	3423	4101	20%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	6201	10198	64%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Medium	Medium	Moderate adverse
6	B1119 Saxmundham Road	5227	5987	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9376	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6279	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11345	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	523	-92%	High	Medium	Major beneficial
10A	Theberton Bypass	0	8628	8627971 8%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5854	4%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	5985	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16802	6%	Very Low	Low	Negligible
13b	B1122	4288	4573	7%	Very Low	Low	Negligible
13d	A1120	4345	4953	14%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	18107	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11432	12%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
17a	A12 (N)	11339	13179	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11032	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14557	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	13960	6%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16293	4%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15734	3%	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	17788	7%	Very Low	Very Low	Negligible
22b	A1094	8900	9312	5%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22548	225482475%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial
25	A12 Little Glemham	21333	22814	7%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23443	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29538	7%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2397	8%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	27448	29250	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44849	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39672	1%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	42938	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7308	5%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45576	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44849	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13088	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8016	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2970	36%	Low	Low	Minor adverse
51	B1078 (through Gibraltar)	10243	11254	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5321	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11810	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17057	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2309	2308911 2%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	13913	11%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6506	6506241 2%	High	Medium	Major adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	6187	8860	43%	Low	Medium	Minor adverse
65	Middleton Moor Link	0	4343	43434459%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5332	53322949%	High	Very low	Minor adverse
68	Darsham P&R	0	2563	25625379%	High	Very low	Minor adverse
69	Wickham Market P&R	0	2277	22768788%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4680	111%	High	Very Low	Minor adverse
73	B1078 south of B1116	10208	11720	15%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	372	-91%	High	Medium	Major adverse
75	Lovers Lane	3423	4241	24%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6794	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16137	3%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1025	27%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3376	16%	Very Low	High	Minor adverse

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Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	9142	10411	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13033	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11458	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49235	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40273	1%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5064	13%	Very Low	High	Minor adverse

Table 3.3: Reduced Flow - Severance 2028 24hr AAWT Cumulative (Busiest)

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4175	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7134	91%	High	Medium	Major adverse
4b	Lovers Lane	3423	4087	19%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	6201	10187	64%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Medium	Medium	Moderate adverse
6	B1119 Saxmundham Road	5227	6007	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9359	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6290	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11328	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	610	-90%	High	Medium	Major beneficial
10A	Theberton Bypass	0	8730	8730403 4%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5904	5%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	6003	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16794	6%	Very Low	Low	Negligible
13b	B1122	4288	4605	7%	Very Low	Low	Negligible
13d	A1120	4345	5016	15%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	18099	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11431	12%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
17a	A12 (N)	11339	13175	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11033	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14560	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	14025	6%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16383	5%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15777	4%	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	17800	7%	Very Low	Very Low	Negligible
22b	A1094	8900	9293	4%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22542	2254195 77%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial
25	A12 Little Glemham	21333	22813	7%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23445	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29469	7%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2399	8%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
32a	A12 (N)	27448	29140	6%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44670	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39350	0%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	42749	1%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7335	6%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45445	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44670	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13078	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8008	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2965	36%	Low	Low	Minor adverse
51	B1078 (through Gibraltar)	10243	11275	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5317	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11808	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17045	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2458	2457647 0%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	13949	11%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6686	6685802 7%	High	Medium	Major adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	6187	9047	46%	Low	Medium	Minor adverse
65	Middleton Moor Link	0	4371	4371006 5%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5530	5530337 6%	High	Very low	Minor adverse
68	Darsham P&R	0	2563	2562537 9%	High	Very low	Minor adverse
69	Wickham Market P&R	0	2262	2262152 6%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4667	111%	High	Very Low	Minor adverse
73	B1078 south of B1116	10208	11683	14%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	370	-91%	High	Medium	Major beneficial
75	Lovers Lane	3423	4227	23%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6790	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16166	3%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1062	32%	Low	High	Moderate adverse

Link Number	Link Name	2028 Reference Case 24hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
83	A145 west of A12	2914	3374	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10409	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13030	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11463	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49096	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40251	1%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5142	15%	Very Low	High	Minor adverse

3.2 Pedestrian Delay

Table 3.4: Reduced Flow - Pedestrian Delay 2023 24 AAWT Cumulative

Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7034	293	1.6	8049	335	1.8	0.1	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	135	1.3	4920	205	1.5	0.1	Very Low	Very Low	Negligible
4b	Lovers Lane	3294	137	1.3	4738	197	1.4	0.1	Very Low	Very Low	Negligible
4c	B1122 (N)	6047	252	1.5	7919	330	1.8	0.2	Very Low	Medium	Minor adverse
9a	A1094 (W)	8576	357	1.8	9253	386	1.9	0.1	Very Low	Low	Negligible
9c	A1094 (E)	9974	416	2.0	10712	446	2.2	0.1	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	252	1.5	7911	330	1.8	0.2	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2724	113	1.3	3379	141	1.4	0.0	Very Low	High	Minor adverse
13d	A1120	4109	171	1.4	4599	192	1.4	0.0	Very Low	High	Minor adverse

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Link Number	Link Name	2023 Reference Case			2023 Reference Case + Sizewell + Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
17b	B1125	1841	77	1.3	2446	102	1.3	0.0	Very Low	High	Minor adverse
22b	A1094	8539	356	1.8	9489	395	2.0	0.1	Very Low	Low	Negligible
39a	A1094 (west of B1069)	11538	481	2.3	12333	514	2.5	0.1	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	272	1.6	7359	307	1.7	0.1	Very Low	Very Low	Negligible
64	B1122 north of SZC access	6037	252	1.5	7911	330	1.8	0.2	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	792	33	1.3	0.0	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	282	12	1.3	0.0	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	224	9	1.3	0.0	Very Low	Very Low	Negligible
75	Lovers Lane	3294	137	1.3	4958	207	1.5	0.1	Very Low	Very Low	Negligible
82	B1438 Melton Hill	713	30	1.3	781	33	1.3	0.0	Very Low	High	Minor adverse
90	A1120 Sibton (east of Mill Hill)	4255	177	1.4	4750	198	1.4	0.0	Very Low	High	Minor adverse

Table 3.5: Reduced Flow - Pedestrian Delay 2028 24 AAWT Cumulative (Typical)

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7239	302	1.7	7646	319	1.7	0.0	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	140	1.3	4187	174	1.4	0.0	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	155	1.4	7132	297	1.7	0.3	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	143	1.4	4101	171	1.4	0.0	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	258	1.6	10198	425	2.1	0.5	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	206	1.5	8381	349	1.8	0.4	Very Low	Medium	Minor adverse
6	B1119 Saxmundham Road	5227	218	1.5	5987	249	1.5	0.1	Very Low	High	Minor adverse
9a	A1094 (W)	8925	372	1.9	9376	391	2.0	0.1	Very Low	Low	Negligible
9b	Snape Road	5675	236	1.5	6279	262	1.6	0.1	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9c	A1094 (E)	10297	429	2.1	11345	473	2.3	0.2	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	258	1.6	523	22	1.3	-0.3	Very Low	Medium	Minor adverse
10A	Theberton Bypass	0	0	1.3	8628	359	1.8	0.6	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2823	118	1.3	3215	134	1.3	0.0	Very Low	High	Minor adverse
12a	B1121 (N)	5645	235	1.5	5854	244	1.5	0.0	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	227	1.5	5985	249	1.5	0.0	Very Low	High	Minor adverse
13a	A12 (N)	15874	661	3.2	16802	700	3.5	0.2	Very Low	Low	Negligible
13b	B1122	4288	179	1.4	4573	191	1.4	0.0	Very Low	Low	Negligible
13d	A1120	4345	181	1.4	4953	206	1.5	0.0	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	650	3.2	18107	754	3.8	0.7	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
16	A12 Wrentham	10198	425	2.1	11432	476	2.3	0.2	Very Low	High	Minor adverse
17a	A12 (N)	11339	472	2.3	13179	549	2.6	0.4	Very Low	Medium	Minor adverse
17b	B1125	1870	78	1.3	2124	89	1.3	0.0	Very Low	High	Minor adverse
17c	A12 (S)	9456	394	2.0	11032	460	2.2	0.3	Very Low	Very Low	Negligible
19b	A12 (N)	14482	603	2.9	14557	607	2.9	0.0	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	550	2.6	13960	582	2.8	0.2	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	651	3.2	16293	679	3.4	0.2	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	634	3.1	15734	656	3.2	0.1	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	694	3.4	17788	741	3.8	0.3	Very Low	Very Low	Negligible
22b	A1094	8900	371	1.9	9312	388	1.9	0.1	Very Low	Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
22c	A12 (S) (Farnham)	21955	915	5.1	546	23	1.3	-3.8	Very Low	Medium	Minor adverse
23	A12 Farnham Bend	21968	915	5.1	275	11	1.3	-3.8	Very Low	Medium	Minor adverse
23A	A12 Two Village Bypass	0	0	1.3	22548	940	5.3	4.0	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	21333	889	4.8	436	18	1.3	-3.6	Very Low	Medium	Minor adverse
25	A12 Little Glemham	21333	889	4.8	22814	951	5.4	0.5	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	915	5.1	23443	977	5.6	0.5	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	1145	7.2	29538	1231	8.1	0.9	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	92	1.3	2397	100	1.3	0.0	Very Low	Very Low	Negligible
32a	A12 (N)	27448	1144	7.2	29250	1219	8.0	0.8	Very Low	Very Low	Negligible
32c	A12 (S)	43491	1812	16.2	44849	1869	17.1	0.9	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
33	A12 south of Woodbridge	39427	1643	13.5	39672	1653	13.7	0.2	Very Low	Very Low	Negligible
34a	A12 (N)	42247	1760	15.3	42938	1789	15.8	0.5	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	290	1.6	7308	305	1.7	0.0	Very Low	High	Minor adverse
34c	A12 (S)	45170	1882	17.3	45576	1899	17.6	0.3	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	1812	16.2	44849	1869	17.1	0.9	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	501	2.4	13088	545	2.6	0.2	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	283	1.6	8016	334	1.8	0.1	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	91	1.3	2970	124	1.3	0.0	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	427	2.1	11254	469	2.3	0.2	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	192	1.4	5321	222	1.5	0.1	Very Low	High	Minor adverse

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Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicle s per hour	Mean Pedestrian Delay (seconds)				
53b	A12 (north of A144)	10158	423	2.1	11810	492	2.4	0.3	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	608	2.9	17057	711	3.6	0.6	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	0	1.3	2309	96	1.3	0.0	Very Low	Medium	Minor adverse
59	A12 (south of SLR)	12577	524	2.5	13913	580	2.8	0.3	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.3	6506	271	1.6	0.3	Very Low	Medium	Minor adverse
64	B1122 north of SZC access	6187	258	1.6	8860	369	1.9	0.3	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	0	1.3	4343	181	1.4	0.1	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3588	150	1.4	122	5	1.3	-0.1	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	5332	222	1.5	0.2	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	2563	107	1.3	0.1	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	2277	95	1.3	0.0	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
70	A12 on-slip (west of WM P&R)	2215	92	1.3	4680	195	1.4	0.1	Very Low	Very Low	Negligible
73	B1078 south of B1116	10208	425	2.1	11720	488	2.3	0.3	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	179	1.4	372	15	1.3	-0.1	Very Low	Medium	Minor adverse
75	Lovers Lane	3423	143	1.4	4241	177	1.4	0.0	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	238	1.5	6794	283	1.6	0.1	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	208	1.5	6443	268	1.6	0.1	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	652	3.2	16137	672	3.3	0.1	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	34	1.3	1025	43	1.3	0.0	Very Low	High	Minor adverse
83	A145 west of A12	2914	121	1.3	3376	141	1.3	0.0	Very Low	High	Minor adverse
84	A12 south of B1126	9142	381	1.9	10411	434	2.1	0.2	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
85	A12 south of A1095	11635	485	2.3	13033	543	2.6	0.3	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	413	2.0	11458	477	2.3	0.3	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	2033	20.0	49235	2051	20.4	0.3	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	1654	13.7	40273	1678	14.0	0.4	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	187	1.4	5064	211	1.5	0.0	Very Low	High	Minor adverse

Table 3.6: Reduced Flow - Pedestrian Delay 2028 24 AAWT Cumulative (Busiest)

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
1	Sizewell Gap	7239	302	1.7	7646	319	1.7	0.0	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	140	1.3	4175	174	1.4	0.0	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	155	1.4	7134	297	1.7	0.3	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	143	1.4	4087	170	1.4	0.0	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	258	1.6	10187	424	2.1	0.5	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	206	1.5	8381	349	1.8	0.4	Very Low	Medium	Minor adverse
6	B1119 Samundham Road	5227	218	1.5	6007	250	1.5	0.1	Very Low	High	Minor adverse
9a	A1094 (W)	8925	372	1.9	9359	390	2.0	0.1	Very Low	Low	Negligible
9b	Snape Road	5675	236	1.5	6290	262	1.6	0.1	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
9c	A1094 (E)	10297	429	2.1	11328	472	2.3	0.2	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	258	1.6	610	25	1.3	-0.3	Very Low	Medium	Minor adverse
10A	Theberton Bypass	0	0	1.3	8730	364	1.9	0.6	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2823	118	1.3	3215	134	1.3	0.0	Very Low	High	Minor adverse
12a	B1121 (N)	5645	235	1.5	5904	246	1.5	0.0	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	227	1.5	6003	250	1.5	0.1	Very Low	High	Minor adverse
13a	A12 (N)	15874	661	3.2	16794	700	3.5	0.2	Very Low	Low	Negligible
13b	B1122	4288	179	1.4	4605	192	1.4	0.0	Very Low	Low	Negligible
13d	A1120	4345	181	1.4	5016	209	1.5	0.0	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	650	3.2	18099	754	3.8	0.7	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
16	A12 Wrentham	10198	425	2.1	11431	476	2.3	0.2	Very Low	High	Minor adverse
17a	A12 (N)	11339	472	2.3	13175	549	2.6	0.4	Very Low	Medium	Minor adverse
17b	B1125	1870	78	1.3	2124	89	1.3	0.0	Very Low	High	Minor adverse
17c	A12 (S)	9456	394	2.0	11033	460	2.2	0.3	Very Low	Very Low	Negligible
19b	A12 (N)	14482	603	2.9	14560	607	2.9	0.0	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	550	2.6	14025	584	2.8	0.2	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	651	3.2	16383	683	3.4	0.2	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	634	3.1	15777	657	3.2	0.1	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	694	3.4	17800	742	3.8	0.3	Very Low	Very Low	Negligible
22b	A1094	8900	371	1.9	9293	387	1.9	0.1	Very Low	Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
22c	A12 (S) (Farnham)	21955	915	5.1	546	23	1.3	-3.8	Very Low	Medium	Minor adverse
23	A12 Farnham Bend	21968	915	5.1	275	11	1.3	-3.8	Very Low	Medium	Minor adverse
23A	A12 Two Village Bypass	0	0	1.3	22542	939	5.3	4.0	Very Low	Medium	Minor adverse
24	A12 Stratford St Andrew (Low Road)	21333	889	4.8	436	18	1.3	-3.6	Very Low	Medium	Minor adverse
25	A12 Little Glemham	21333	889	4.8	22813	951	5.4	0.5	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	915	5.1	23445	977	5.6	0.5	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	1145	7.2	29469	1228	8.1	0.9	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	92	1.3	2399	100	1.3	0.0	Very Low	Very Low	Negligible
32a	A12 (N)	27448	1144	7.2	29140	1214	8.0	0.8	Very Low	Very Low	Negligible
32c	A12 (S)	43491	1812	16.2	44670	1861	17.0	0.8	Very Low	Medium	Minor adverse

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
33	A12 south of Woodbridge	39427	1643	13.5	39350	1640	13.5	0.0	Very Low	Very Low	Negligible
34a	A12 (N)	42247	1760	15.3	42749	1781	15.7	0.3	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	290	1.6	7335	306	1.7	0.0	Very Low	High	Minor adverse
34c	A12 (S)	45170	1882	17.3	45445	1894	17.5	0.2	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	1812	16.2	44670	1861	17.0	0.8	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	501	2.4	13078	545	2.6	0.2	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	283	1.6	8008	334	1.8	0.1	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	91	1.3	2965	124	1.3	0.0	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	427	2.1	11275	470	2.3	0.2	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	192	1.4	5317	222	1.5	0.1	Very Low	High	Minor adverse

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Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
53b	A12 (north of A144)	10158	423	2.1	11808	492	2.4	0.3	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	608	2.9	17045	710	3.6	0.6	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	0	1.3	2458	102	1.3	0.0	Very Low	Medium	Minor adverse
59	A12 (south of SLR)	12577	524	2.5	13949	581	2.8	0.3	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	0	1.3	6686	279	1.6	0.4	Very Low	Medium	Minor adverse
64	B1122 north of SZC access	6187	258	1.6	9047	377	1.9	0.3	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	0	1.3	4371	182	1.4	0.2	Very Low	Medium	Minor adverse
66	B1122 west of B1125	3588	150	1.4	122	5	1.3	-0.1	Very Low	Medium	Minor adverse
67	Main Site Access	0	0	1.3	5530	230	1.5	0.2	Very Low	Medium	Minor adverse
68	Darsham P&R	0	0	1.3	2563	107	1.3	0.1	Very Low	Low	Negligible
69	Wickham Market P&R	0	0	1.3	2262	94	1.3	0.0	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
70	A12 on-slip (west of WM P&R)	2215	92	1.3	4667	194	1.4	0.1	Very Low	Very Low	Negligible
73	B1078 south of B1116	10208	425	2.1	11683	487	2.3	0.3	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	179	1.4	370	15	1.3	-0.1	Very Low	Medium	Minor adverse
75	Lovers Lane	3423	143	1.4	4227	176	1.4	0.0	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	238	1.5	6790	283	1.6	0.1	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	208	1.5	6443	268	1.6	0.1	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	652	3.2	16166	674	3.3	0.1	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	34	1.3	1062	44	1.3	0.0	Very Low	High	Minor adverse
83	A145 west of A12	2914	121	1.3	3374	141	1.3	0.0	Very Low	High	Minor adverse
84	A12 south of B1126	9142	381	1.9	10409	434	2.1	0.2	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case			2028 Reference Case + Sizewell Scottish Power (busiest)			Mean Pedestrian Delay Increase (seconds)	Magnitude	Sensitivity	Effect Significance
		24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)	24 hour AAWT vehicles	Average vehicles per hour	Mean Pedestrian Delay (seconds)				
85	A12 south of A1095	11635	485	2.3	13030	543	2.6	0.3	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	413	2.0	11463	478	2.3	0.3	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	2033	20.0	49096	2046	20.3	0.2	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	1654	13.7	40251	1677	14.0	0.4	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	187	1.4	5142	214	1.5	0.0	Very Low	High	Minor adverse

3.3 Amenity

Table 3.7: Reduced Flow - Amenity 2023 24hr AAWT Total Traffic Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7034	8049	14%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3246	4920	52%	Very Low	Very Low	Negligible
4b	Lovers Lane	3294	4738	44%	Very Low	Very Low	Negligible
4c	B1122 (N)	6047	7919	31%	Very Low	Medium	Minor adverse
9a	A1094 (W)	8576	9253	8%	Very Low	Low	Negligible
9c	A1094 (E)	9974	10712	7%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6037	7911	31%	Very Low	Medium	Minor adverse
11	B1125 through Westleton	2724	3379	24%	Very Low	High	Minor adverse
13d	A1120	4109	4599	12%	Very Low	High	Minor adverse
17b	B1125	1841	2446	33%	Very Low	High	Minor adverse
22b	A1094	8539	9489	11%	Very Low	Low	Negligible
39a	A1094 (west of B1069)	11538	12333	7%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6531	7359	13%	Very Low	Very Low	Negligible
64	B1122 north of SZC access	6037	7911	31%	Very Low	Medium	Minor adverse
67	Main Site Access	0	792	792287%	High	Very Low	Minor adverse
68	Darsham P&R	0	282	2819900%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	224	2239900%	High	Very Low	Minor adverse

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Link Number	Link Name	2023 Reference Case 24hr AAWT	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT	% Change	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	3294	4958	51%	Very Low	Very Low	Negligible
82	B1438 Melton Hill	713	781	10%	Very Low	High	Minor adverse
90	A1120 Sibton (east of Mill Hill)	4255	4750	12%	Very Low	High	Minor adverse

Table 3.8: Reduced Flow - Amenity 2023 24hr AAWT HDVs Cumulative

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	740	649%	High	Low	Minor adverse
3	Lovers Lane ("Big Field")	85	1006	1084%	Very Low	Very Low	Negligible
4b	Lovers Lane	87	788	806%	Very Low	Very Low	Negligible
4c	B1122 (N)	212	913	331%	High	Medium	Major adverse
9a	A1094 (W)	185	351	90%	Very Low	Low	Negligible
9c	A1094 (E)	231	398	72%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	216	918	324%	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	Very Low	High	Minor adverse
13d	A1120	184	184	0%	Very Low	High	Minor adverse
17b	B1125	55	55	0%	Very Low	High	Minor adverse
22b	A1094	183	469	157%	Low	Low	Minor adverse
39a	A1094 (west of B1069)	238	405	70%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	387	85%	Very Low	Very Low	Negligible
64	B1122 north of SZC access	216	918	324%	Low	Medium	Minor adverse
67	Main Site Access	0	0	0%	Very Low	Very Low	Negligible
68	Darsham P&R	0	46	459900%	High	Very Low	Minor adverse

Link Number	Link Name	2023 Reference Case 24hr AAWT HDVs	2023 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
69	Wickham Market P&R	0	42	419900%	Very Low	Very Low	Negligible
75	Lovers Lane	87	1008	1059%	Very Low	Very Low	Negligible
82	B1438 Melton Hill	81	81	0%	Very Low	High	Minor adverse
90	A1120 Sibton (east of Mill Hill)	194	194	0%	Very Low	High	Minor adverse

Table 3.9: Reduced Flow - Amenity 2028 24hr AAWT Cumulative (Typical)

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4187	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7132	91%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
4b	Lovers Lane	3423	4101	20%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10198	64%	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Very Low	Medium	Minor adverse
6	B1119 Samundham Road	5227	5987	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9376	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6279	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11345	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	523	-92%	High	Medium	Major beneficial
10A	Theberton Bypass	0	8628	86279718%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse
12a	B1121 (N)	5645	5854	4%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	5985	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16802	6%	Very Low	Low	Negligible
13b	B1122	4288	4573	7%	Very Low	Low	Negligible
13d	A1120	4345	4953	14%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
14	A12 north of Darsham park and ride	15592	18107	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11432	12%	Very Low	High	Minor adverse
17a	A12 (N)	11339	13179	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11032	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14557	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	13960	6%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16293	4%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15734	3%	Very Low	Medium	Minor adverse
22a	A12 (N)	16664	17788	7%	Very Low	Very Low	Negligible
22b	A1094	8900	9312	5%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22548	225482475%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
25	A12 Little Glemham	21333	22814	7%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23443	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29538	7%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2397	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29250	7%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44849	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39672	1%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	42938	2%	Very Low	Very Low	Negligible
34b	Main Road (E)	6950	7308	5%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45576	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44849	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13088	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8016	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2970	36%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	11254	10%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
53a	A144 (west of A12)	4617	5321	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11810	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17057	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2309	23089112%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	13913	11%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6506	65062412%	High	Medium	Major adverse
64	B1122 north of SZC access	6187	8860	43%	Very Low	Medium	Minor adverse
65	Middleton Moor Link	0	4343	43434459%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major beneficial
67	Main Site Access	0	5332	53322949%	High	Very Low	Minor adverse
68	Darsham P&R	0	2563	25625379%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	2277	22768788%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4680	111%	Low	Very Low	Negligible
73	B1078 south of B1116	10208	11720	15%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	372	-91%	High	Medium	Major beneficial

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (typical) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	3423	4241	24%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6794	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16137	3%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1025	27%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3376	16%	Very Low	High	Minor adverse
84	A12 south of B1126	9142	10411	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13033	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11458	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49235	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40273	1%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5064	13%	Very Low	High	Minor adverse

Table 3.10: Reduced Flow - Amenity 2028 24hr AAWT Cumulative (Busiest)

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	7239	7646	6%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3371	4175	24%	Very Low	Very Low	Negligible
4a	B1122 (S)	3732	7134	91%	Very Low	Medium	Minor adverse
4b	Lovers Lane	3423	4087	19%	Very Low	Very Low	Negligible
4c	B1122 (N)	6201	10187	64%	Very Low	Medium	Minor adverse
5	B1122 Abbey Road (existing level crossing)	4950	8381	69%	Very Low	Medium	Minor adverse
6	B1119 Samundham Road	5227	6007	15%	Very Low	High	Minor adverse
9a	A1094 (W)	8925	9359	5%	Very Low	Low	Negligible
9b	Snape Road	5675	6290	11%	Very Low	High	Minor adverse
9c	A1094 (E)	10297	11328	10%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	6187	610	-90%	High	Medium	Major beneficial
10A	Theberton Bypass	0	8730	87304034%	High	Medium	Major adverse
11	B1125 through Westleton	2823	3215	14%	Very Low	High	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
12a	B1121 (N)	5645	5904	5%	Very Low	Medium	Minor adverse
12b	B1119 (E)	5440	6003	10%	Very Low	High	Minor adverse
13a	A12 (N)	15874	16794	6%	Very Low	Low	Negligible
13b	B1122	4288	4605	7%	Very Low	Low	Negligible
13d	A1120	4345	5016	15%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	15592	18099	16%	Very Low	Medium	Minor adverse
16	A12 Wrentham	10198	11431	12%	Very Low	High	Minor adverse
17a	A12 (N)	11339	13175	16%	Very Low	Medium	Minor adverse
17b	B1125	1870	2124	14%	Very Low	High	Minor adverse
17c	A12 (S)	9456	11033	17%	Very Low	Very Low	Negligible
19b	A12 (N)	14482	14560	1%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	13212	14025	6%	Very Low	Medium	Minor adverse
21c	A12 (middle)	15622	16383	5%	Very Low	Medium	Minor adverse
21e	A12 (south of B1119)	15223	15777	4%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
22a	A12 (N)	16664	17800	7%	Very Low	Very Low	Negligible
22b	A1094	8900	9293	4%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	21955	546	-98%	High	Medium	Major beneficial
23	A12 Farnham Bend	21968	275	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	22542	225419577 %	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	21333	436	-98%	High	Medium	Major beneficial
25	A12 Little Glemham	21333	22813	7%	Very Low	Medium	Minor adverse
26	A12 Marlesford	21956	23445	7%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	27487	29469	7%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	2215	2399	8%	Very Low	Very Low	Negligible
32a	A12 (N)	27448	29140	6%	Very Low	Very Low	Negligible
32c	A12 (S)	43491	44670	3%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	39427	39350	0%	Very Low	Very Low	Negligible
34a	A12 (N)	42247	42749	1%	Very Low	Very Low	Negligible

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
34b	Main Road (E)	6950	7335	6%	Very Low	High	Minor adverse
34c	A12 (S)	45170	45445	1%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	43491	44670	3%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	12023	13078	9%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	6802	8008	18%	Very Low	Very Low	Negligible
41	B1125 through Middleton	2184	2965	36%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	10243	11275	10%	Very Low	High	Minor adverse
53a	A144 (west of A12)	4617	5317	15%	Very Low	High	Minor adverse
53b	A12 (north of A144)	10158	11808	16%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	14589	17045	17%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	2458	24576470%	High	Medium	Major adverse
59	A12 (south of SLR)	12577	13949	11%	Very Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	6686	66858027%	High	Medium	Major adverse
64	B1122 north of SZC access	6187	9047	46%	Very Low	Medium	Minor adverse

Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
65	Middleton Moor Link	0	4371	43710065%	High	Medium	Major adverse
66	B1122 west of B1125	3588	122	-97%	High	Medium	Major Beneficial
67	Main Site Access	0	5530	55303376%	High	Very Low	Minor adverse
68	Darsham P&R	0	2563	25625379%	High	Very Low	Minor adverse
69	Wickham Market P&R	0	2262	22621526%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	2215	4667	111%	Low	Very Low	Negligible
73	B1078 south of B1116	10208	11683	14%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	4288	370	-91%	High	Medium	Major beneficial
75	Lovers Lane	3423	4227	23%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5713	6790	19%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4990	6443	29%	Very Low	Medium	Minor adverse
78	A12 (north of B1121)	15648	16166	3%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	807	1062	32%	Very Low	High	Minor adverse
83	A145 west of A12	2914	3374	16%	Very Low	High	Minor adverse

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Link Number	Link Name	2028 Reference Case 24 hr AAWT total traffic	2028 Reference + Sizewell + Scottish Power (busiest) 24 hr AAWT total traffic	% Change	Magnitude	Sensitivity	Effect Significance
84	A12 south of B1126	9142	10409	14%	Very Low	Very Low	Negligible
85	A12 south of A1095	11635	13030	12%	Very Low	Very Low	Negligible
86	A12 south of B1387	9915	11463	16%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	48801	49096	1%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	39693	40251	1%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	4489	5142	15%	Very Low	High	Minor adverse

Table 3.11: Reduced Flow - Amenity 2028 24hr AAWT HDVs Cumulative (Typical)

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	200	103%	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	85	356	318%	High	Very Low	Minor adverse
4a	B1122 (S)	217	429	98%	Very Low	Medium	Minor adverse
4b	Lovers Lane	87	213	145%	Medium	Very Low	Minor adverse
4c	B1122 (N)	214	556	160%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	145	359	148%	Medium	Medium	Moderate adverse
6	B1119 Saxmundham Road	62	86	39%	Very Low	High	Minor adverse
9a	A1094 (W)	187	351	88%	Very Low	Low	Negligible
9b	Snape Road	178	178	0%	Very Low	High	Minor adverse
9c	A1094 (E)	231	394	70%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	218	0	-100%	High	Medium	Major beneficial
10A	Theberton Bypass	0	1360	13595698 %	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
12a	B1121 (N)	53	77	45%	Very Low	Medium	Minor adverse
12b	B1119 (E)	70	86	22%	Very Low	High	Minor adverse
13a	A12 (N)	908	1245	37%	Very Low	Low	Negligible
13b	B1122	177	443	150%	High	Low	Minor adverse
13d	A1120	188	192	2%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	849	1034	22%	Very Low	Medium	Minor adverse
16	A12 Wrentham	444	597	34%	Very Low	High	Minor adverse
17a	A12 (N)	674	865	28%	Very Low	Medium	Minor adverse
17b	B1125	55	55	0%	Very Low	High	Minor adverse
17c	A12 (S)	630	821	30%	Very Low	Very Low	Negligible
19b	A12 (N)	210	287	37%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	686	1515	121%	Low	Medium	Minor adverse
21c	A12 (middle)	693	1523	120%	Low	Medium	Minor adverse
21e	A12 (south of B1119)	721	1550	115%	Low	Medium	Minor adverse
22a	A12 (N)	639	1466	129%	Medium	Very Low	Minor adverse

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
22b	A1094	187	351	88%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	923	58	-94%	High	Medium	Major beneficial
23	A12 Farnham Bend	925	11	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	1843	18432860 %	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	919	44	-95%	High	Medium	Major beneficial
25	A12 Little Glemham	919	1867	103%	Very Low	Medium	Minor adverse
26	A12 Marlesford	926	1878	103%	Very Low	Medium	Minor adverse
27	A12 south of Wickham Market	1194	1964	65%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	95	163	72%	Very Low	Very Low	Negligible
32a	A12 (N)	1206	1941	61%	Very Low	Very Low	Negligible
32c	A12 (S)	2263	2962	31%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	971	1636	68%	Very Low	Very Low	Negligible
34a	A12 (N)	1221	1889	55%	Very Low	Very Low	Negligible
34b	Main Road (E)	127	199	57%	Very Low	High	Minor adverse

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
34c	A12 (S)	2391	2993	25%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	2263	2962	31%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	238	401	68%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	395	89%	Very Low	Very Low	Negligible
41	B1125 through Middleton	42	42	0%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	624	618	-1%	Very Low	High	Minor beneficial
53a	A144 (west of A12)	192	190	-1%	Very Low	High	Minor beneficial
53b	A12 (north of A144)	638	830	30%	Very Low	Very Low	Negligible
53c	A12 (south of A144)	848	1035	22%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	946	9463307%	High	Medium	Major adverse
59	A12 (south of SLR)	725	1554	114%	Medium	Very Low	Minor adverse
63	Theberton Bypass (west of B1125)	0	1382	13821727 %	High	Medium	Major adverse
64	B1122 north of SZC access	218	1362	524%	High	Medium	Major adverse
65	Middleton Moor Link	0	467	4667578%	High	Medium	Major adverse

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
66	B1122 west of B1125	169	0	-100%	High	Medium	Major beneficial
67	Main Site Access	0	1272	12724284 %	High	Medium	Major adverse
68	Darsham P&R	0	152	1519900%	High	Low	Moderate adverse
69	Wickham Market P&R	0	152	1519900%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	95	163	72%	Low	Very Low	Negligible
73	B1078 south of B1116	225	296	32%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	177	4	-98%	High	Medium	Major beneficial
75	Lovers Lane	87	353	306%	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	169	268	59%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	57	150	162%	High	Medium	Major adverse
78	A12 (north of B1121)	721	1550	115%	Very Low	Medium	Minor adverse
82	B1438 Melton Hill	81	70	-14%	High	High	Minor beneficial
83	A145 west of A12	237	276	16%	Very Low	High	Minor adverse
84	A12 south of B1126	487	640	31%	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (typical) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
85	A12 south of A1095	684	839	23%	Very Low	Very Low	Negligible
86	A12 south of B1387	675	867	28%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2204	2802	27%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	2297	2907	27%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	196	200	2%	Very Low	High	Minor adverse

Table 3.12: Reduced Flow - Amenity 2028 24hr AAWT HDVs Cumulative (Busiest)

Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	99	200	103%	Low	Low	Minor adverse
3	Lovers Lane ("Big Field")	85	356	318%	High	Very Low	Minor adverse
4a	B1122 (S)	217	429	98%	Very Low	Medium	Minor adverse
4b	Lovers Lane	87	213	145%	Medium	Very Low	Minor adverse
4c	B1122 (N)	214	556	160%	Medium	Medium	Moderate adverse
5	B1122 Abbey Road (existing level crossing)	145	359	148%	Medium	Medium	Moderate adverse
6	B1119 Samundham Road	62	86	39%	Very Low	High	Minor adverse
9a	A1094 (W)	187	351	88%	Very Low	Low	Negligible
9b	Snape Road	178	178	0%	Very Low	High	Minor adverse
9c	A1094 (E)	231	394	70%	Very Low	Medium	Minor adverse
10	B1122 through Theberton	218	0	-100%	High	Medium	Major beneficial
10A	Theberton Bypass	0	1560	15595698%	High	Medium	Major adverse
11	B1125 through Westleton	81	81	0%	Very Low	High	Minor adverse
12a	B1121 (N)	53	77	45%	Very Low	Medium	Minor adverse
12b	B1119 (E)	70	86	22%	Very Low	High	Minor adverse
13a	A12 (N)	908	1275	40%	Very Low	Low	Negligible

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Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
13b	B1122	177	472	167%	High	Low	Minor adverse
13d	A1120	188	192	2%	Very Low	High	Minor adverse
14	A12 north of Darsham park and ride	849	1064	25%	Very Low	Medium	Minor adverse
16	A12 Wrentham	444	616	39%	Very Low	High	Minor adverse
17a	A12 (N)	674	895	33%	Very Low	Medium	Minor adverse
17b	B1125	55	55	0%	Very Low	High	Minor adverse
17c	A12 (S)	630	851	35%	Very Low	Very Low	Negligible
19b	A12 (N)	210	307	46%	Very Low	High	Minor adverse
21b	A12 (north of B1119)	686	1686	146%	Medium	Medium	Moderate adverse
21c	A12 (middle)	693	1693	144%	Medium	Medium	Moderate adverse
21e	A12 (south of B1119)	721	1721	139%	Medium	Medium	Moderate adverse
22a	A12 (N)	639	1636	156%	Medium	Very Low	Minor adverse
22b	A1094	187	351	88%	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	923	58	-94%	High	Medium	Major beneficial
23	A12 Farnham Bend	925	11	-99%	High	Medium	Major beneficial
23A	A12 Two Village Bypass	0	2014	20136706%	High	Medium	Major adverse
24	A12 Stratford St Andrew (Low Road)	919	44	-95%	High	Medium	Major beneficial

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Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
25	A12 Little Glemham	919	2037	122%	Low	Medium	Minor adverse
26	A12 Marlesford	926	2048	121%	Low	Medium	Minor adverse
27	A12 south of Wickham Market	1194	2135	79%	Very Low	Medium	Minor adverse
29	B1078 onslip to A12	95	163	72%	Very Low	Very Low	Negligible
32a	A12 (N)	1206	2111	75%	Very Low	Very Low	Negligible
32c	A12 (S)	2263	3133	38%	Very Low	Medium	Minor adverse
33	A12 south of Woodbridge	971	1806	86%	Very Low	Very Low	Negligible
34a	A12 (N)	1221	2055	68%	Very Low	Very Low	Negligible
34b	Main Road (E)	127	199	57%	Very Low	High	Minor adverse
34c	A12 (S)	2391	3161	32%	Very Low	Medium	Minor adverse
38b	A12 Woodbridge n/o B1079	2263	3133	38%	Very Low	Very Low	Negligible
39a	A1094 (west of B1069)	238	401	68%	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	209	395	89%	Very Low	Very Low	Negligible
41	B1125 through Middleton	42	42	0%	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	624	618	-1%	Very Low	High	Minor beneficial
53a	A144 (west of A12)	192	190	-1%	Very Low	High	Minor beneficial
53b	A12 (north of A144)	638	859	35%	Very Low	Very Low	Negligible

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Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
53c	A12 (south of A144)	848	1065	26%	Very Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	1117	11167153%	High	Medium	Major adverse
59	A12 (south of SLR)	725	1725	138%	Medium	Very Low	Minor adverse
63	Theberton Bypass (west of B1125)	0	1582	15821727%	High	Medium	Major adverse
64	B1122 north of SZC access	218	1562	616%	High	Medium	Major adverse
65	Middleton Moor Link	0	496	4963732%	High	Medium	Major adverse
66	B1122 west of B1125	169	0	-100%	High	Medium	Major beneficial
67	Main Site Access	0	1472	14724284%	High	Medium	Major adverse
68	Darsham P&R	0	152	1519900%	High	Low	Moderate adverse
69	Wickham Market P&R	0	152	1519900%	High	Very Low	Minor adverse
70	A12 on-slip (west of WM P&R)	95	163	72%	Very Low	Very Low	Negligible
73	B1078 south of B1116	225	296	32%	Very Low	Medium	Minor adverse
74	B1122 (Middleton Moor)	177	4	-98%	High	Medium	Major beneficial
75	Lovers Lane	87	353	306%	High	Very Low	Minor adverse
76	B1069 (north of Aldringham Lane)	169	268	59%	Very Low	Medium	Minor adverse
77	Aldeburgh Rd (north of Aldringham Lane)	57	150	162%	High	Medium	Major adverse
78	A12 (north of B1121)	721	1721	139%	Very Low	Medium	Minor adverse

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Link No.	Link Name	2028 Reference 24hr AAWT HDVs	2028 Reference + Sizewell + Scottish Power (busiest) 24hr AAWT HDVs	% Change	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	81	70	-14%	High	High	Minor beneficial
83	A145 west of A12	237	287	21%	Very Low	High	Minor adverse
84	A12 south of B1126	487	659	35%	Very Low	Very Low	Negligible
85	A12 south of A1095	684	858	25%	Very Low	Very Low	Negligible
86	A12 south of B1387	675	896	33%	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2204	2972	35%	Very Low	Very Low	Negligible
88	A12 south of Foxhall Road	2297	3067	34%	Very Low	Very Low	Negligible
90	A1120 Sibton (east of Mill Hill)	196	200	2%	Very Low	High	Minor adverse

3.4 Fear and Intimidation

Table 3.13: Reduced Flow - Fear and Intimidation 2023 24hr AAWT Cumulative (Busiest)

Link No.	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6714	Very Low	Low	Negligible	7087	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3074	Very Low	Very Low	Negligible	3827	Very Low	Very Low	Negligible
4b	Lovers Lane	3119	Very Low	Very Low	Negligible	3861	Very Low	Very Low	Negligible
4c	B1122 (N)	5693	Very Low	Medium	Minor Adverse	6861	Very Low	Medium	Minor Adverse
9a	A1094 (W)	8203	Very Low	Low	Negligible	8715	Very Low	Low	Negligible
9c	A1094 (E)	9519	Very Low	Medium	Minor Adverse	10090	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5680	Very Low	Medium	Minor Adverse	6850	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2582	Very Low	High	Minor Adverse	3237	Very Low	High	Minor Adverse
13d	A1120	3839	Very Low	High	Minor Adverse	4327	Very Low	High	Minor Adverse
17b	B1125	1744	Very Low	High	Minor Adverse	2349	Very Low	High	Minor Adverse
22b	A1094	8170	Very Low	Low	Negligible	8835	Very Low	Low	Negligible
39a	A1094 (west of B1069)	11044	Low	Very Low	Negligible	11672	Low	Very Low	Negligible

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Link No.	Link Name	2023 Reference Case				2023 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
39b	B1069 (north of A1094)	6168	Very Low	Very Low	Negligible	6819	Very Low	Very Low	Negligible
64	B1122 north of SZC access	5680	Very Low	Medium	Minor Adverse	6850	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	789	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	236	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	182	Very Low	Very Low	Negligible
75	Lovers Lane	3119	Very Low	Very Low	Negligible	3861	Very Low	Very Low	Negligible
82	B1438 Melton Hill	619	Very Low	High	Minor Adverse	686	Very Low	High	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	3972	Very Low	High	Minor Adverse	4466	Very Low	High	Minor Adverse

Table 3.14: Reduced Flow - Fear and Intimidation 2023 24hr AAWT Cumulative HDV (Busiest)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	97	Very Low	Low	Negligible	738	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	83	Very Low	Very Low	Negligible	1005	Low	Very Low	Negligible
4b	Lovers Lane	85	Very Low	Very Low	Negligible	787	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N&2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
4c	B1122 (N)	207	Very Low	Medium	Minor Adverse	909	Very Low	Medium	Minor Adverse
9a	A1094 (W)	181	Very Low	Low	Negligible	348	Very Low	Low	Negligible
9c	A1094 (E)	227	Very Low	Medium	Minor Adverse	394	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	212	Very Low	Medium	Minor Adverse	913	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
13d	A1120	180	Very Low	High	Minor Adverse	180	Very Low	High	Minor Adverse
17b	B1125	54	Very Low	High	Minor Adverse	54	Very Low	High	Minor Adverse
22b	A1094	179	Very Low	Low	Negligible	466	Very Low	Low	Negligible
39a	A1094 (west of B1069)	234	Very Low	Very Low	Negligible	401	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	205	Very Low	Very Low	Negligible	383	Very Low	Very Low	Negligible
64	B1122 north of SZC access	212	Very Low	Medium	Minor Adverse	913	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	0	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	46	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	42	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N&2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	85	Very Low	Very Low	Negligible	1007	Low	Very Low	Negligible
82	B1438 Melton Hill	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	190	Very Low	High	Minor Adverse	190	Very Low	High	Minor Adverse

Table 3.15: Reduced Flow - Fear and Intimidation 2028 24hr AAWT Cumulative (Typical)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6914	Very Low	Low	Negligible	7210	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3197	Very Low	Very Low	Negligible	3713	Very Low	Very Low	Negligible
4a	B1122 (S)	3443	Very Low	Medium	Minor Adverse	6366	Very Low	Medium	Minor Adverse
4b	Lovers Lane	3245	Very Low	Very Low	Negligible	3767	Very Low	Very Low	Negligible
4c	B1122 (N)	5842	Very Low	Medium	Minor Adverse	9209	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4707	Very Low	Medium	Minor Adverse	7653	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
6	B1119 Saxmundham Road	5051	Very Low	High	Minor Adverse	5730	Very Low	High	Minor Adverse
9a	A1094 (W)	8543	Very Low	Low	Negligible	8812	Very Low	Low	Negligible
9b	Snape Road	5375	Very Low	High	Minor Adverse	5921	Very Low	High	Minor Adverse
9c	A1094 (E)	9835	Very Low	Medium	Minor Adverse	10646	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5825	Very Low	Medium	Minor Adverse	509	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	7035	Very Low	Medium	Minor Adverse
11	B1125 through Westleton	2679	Very Low	High	Minor Adverse	3043	Very Low	High	Minor Adverse
12a	B1121 (N)	5469	Very Low	Medium	Minor Adverse	5637	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5252	Very Low	High	Minor Adverse	5734	Very Low	High	Minor Adverse
13a	A12 (N)	14650	Low	Low	Minor Adverse	15168	Low	Low	Minor Adverse
13b	B1122	4011	Very Low	Low	Negligible	4016	Very Low	Low	Negligible
13d	A1120	4066	Very Low	High	Minor Adverse	4630	Very Low	High	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
14	A12 north of Darsham park and ride	14431	Low	Medium	Minor Adverse	16535	Low	Medium	Minor Adverse
16	A12 Wrentham	9550	Very Low	High	Minor Adverse	10531	Very Low	High	Minor Adverse
17a	A12 (N)	10441	Very Low	Medium	Minor Adverse	11935	Low	Medium	Minor Adverse
17b	B1125	1773	Very Low	High	Minor Adverse	2016	Very Low	High	Minor Adverse
17c	A12 (S)	8645	Very Low	Very Low	Negligible	9887	Very Low	Very Low	Negligible
19b	A12 (N)	13978	Low	High	Moderate Adverse	13970	Low	High	Moderate Adverse
21b	A12 (north of B1119)	12265	Low	Medium	Minor Adverse	12164	Low	Medium	Minor Adverse
21c	A12 (middle)	14615	Low	Medium	Minor Adverse	14441	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14203	Low	Medium	Minor Adverse	13885	Low	Medium	Minor Adverse
22a	A12 (N)	15696	Low	Very Low	Negligible	15960	Low	Very Low	Negligible
22b	A1094	8519	Very Low	Low	Negligible	8753	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20585	Low	Medium	Minor Adverse	477	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
23	A12 Farnham Bend	20596	Low	Medium	Minor Adverse	258	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	20232	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	19980	Low	Medium	Minor Adverse	381	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	19980	Low	Medium	Minor Adverse	20467	Low	Medium	Minor Adverse
26	A12 Marlesford	20583	Low	Medium	Minor Adverse	21073	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	25740	Medium	Medium	Moderate Adverse	26886	Medium	Medium	Moderate Adverse
29	B1078 onslip to A12	2075	Very Low	Very Low	Negligible	2182	Very Low	Very Low	Negligible
32a	A12 (N)	25690	Medium	Very Low	Minor Adverse	26628	Medium	Very Low	Minor Adverse
32c	A12 (S)	40369	High	Medium	Major Adverse	40907	High	Medium	Major Adverse
33	A12 south of Woodbridge	37656	High	Very Low	Minor Adverse	37148	High	Very Low	Minor Adverse
34a	A12 (N)	40174	High	Very Low	Minor Adverse	40104	High	Very Low	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
34b	Main Road (E)	6682	Very Low	High	Minor Adverse	6962	Very Low	High	Minor Adverse
34c	A12 (S)	41896	High	Medium	Major Adverse	41632	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	40369	High	Very Low	Minor Adverse	40907	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11519	Low	Very Low	Negligible	12343	Low	Very Low	Negligible
39b	B1069 (north of A1094)	6434	Very Low	Very Low	Negligible	7379	Very Low	Very Low	Negligible
41	B1125 through Middleton	2093	Very Low	Low	Negligible	2842	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	9420	Very Low	High	Minor Adverse	10367	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4327	Very Low	High	Minor Adverse	4965	Very Low	High	Minor Adverse
53b	A12 (north of A144)	9324	Very Low	Very Low	Negligible	10634	Very Low	Very Low	Negligible
53c	A12 (south of A144)	13452	Low	Very Low	Negligible	15513	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1308	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	11608	Low	Very Low	Negligible	12063	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	4964	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
64	B1122 north of SZC access	5825	Very Low	Medium	Minor Adverse	7258	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	3768	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3333	Very Low	Medium	Minor Adverse	115	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	3814	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	1982	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	1726	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2076	Very Low	Very Low	Negligible	4262	Very Low	Very Low	Negligible
73	B1078 south of B1116	9776	Very Low	Medium	Minor Adverse	11075	Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	4011	Very Low	Medium	Minor Adverse	360	Very Low	Medium	Minor Adverse
75	Lovers Lane	3245	Very Low	Very Low	Negligible	3767	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5407	Very Low	Medium	Minor Adverse	6308	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4811	Very Low	Medium	Minor Adverse	6050	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14620	Low	Medium	Minor Adverse	14280	Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
82	B1438 Melton Hill	712	Very Low	High	Minor Adverse	936	Very Low	High	Minor Adverse
83	A145 west of A12	2620	Very Low	High	Minor Adverse	3004	Very Low	High	Minor Adverse
84	A12 south of B1126	8473	Very Low	Very Low	Negligible	9486	Very Low	Very Low	Negligible
85	A12 south of A1095	10721	Very Low	Very Low	Negligible	11849	Low	Very Low	Negligible
86	A12 south of B1387	9050	Very Low	Very Low	Negligible	10258	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45635	High	Very Low	Minor Adverse	45403	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	36624	High	Very Low	Minor Adverse	36533	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	4199	Very Low	High	Minor Adverse	4734	Very Low	High	Minor Adverse

Table 3.16: Reduced Flow - Fear and Intimidation 2028 24hr AAWT Cumulative (Busiest)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT Vehicles	Magnitude	Sensitivity	Significance	18hr AAWT Vehicles	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6914	Very Low	Low	Negligible	7210	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3197	Very Low	Very Low	Negligible	3701	Very Low	Very Low	Negligible
4a	B1122 (S)	3443	Very Low	Medium	Minor Adverse	6368	Very Low	Medium	Minor Adverse
4b	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
4c	B1122 (N)	5842	Very Low	Medium	Minor Adverse	9198	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4707	Very Low	Medium	Minor Adverse	7653	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	5051	Very Low	High	Minor Adverse	5750	Very Low	High	Minor Adverse
9a	A1094 (W)	8543	Very Low	Low	Negligible	8796	Very Low	Low	Negligible
9b	Snape Road	5375	Very Low	High	Minor Adverse	5931	Very Low	High	Minor Adverse
9c	A1094 (E)	9835	Very Low	Medium	Minor Adverse	10630	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5825	Very Low	Medium	Minor Adverse	591	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	6943	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
11	B1125 through Westleton	2679	Very Low	High	Minor Adverse	3043	Very Low	High	Minor Adverse
12a	B1121 (N)	5469	Very Low	Medium	Minor Adverse	5686	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5252	Very Low	High	Minor Adverse	5752	Very Low	High	Minor Adverse
13a	A12 (N)	14650	Low	Low	Minor Adverse	15132	Low	Low	Minor Adverse
13b	B1122	4011	Very Low	Low	Negligible	4018	Very Low	Low	Negligible
13d	A1120	4066	Very Low	High	Minor Adverse	4693	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	14431	Low	Medium	Minor Adverse	16499	Low	Medium	Minor Adverse
16	A12 Wrentham	9550	Very Low	High	Minor Adverse	10511	Very Low	High	Minor Adverse
17a	A12 (N)	10441	Very Low	Medium	Minor Adverse	11903	Low	Medium	Minor Adverse
17b	B1125	1773	Very Low	High	Minor Adverse	2016	Very Low	High	Minor Adverse
17c	A12 (S)	8645	Very Low	Very Low	Negligible	9859	Very Low	Very Low	Negligible
19b	A12 (N)	13978	Low	High	Moderate Adverse	13954	Low	High	Moderate Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	12265	Low	Medium	Minor Adverse	12061	Low	Medium	Minor Adverse
21c	A12 (middle)	14615	Low	Medium	Minor Adverse	14363	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14203	Low	Medium	Minor Adverse	13760	Low	Medium	Minor Adverse
22a	A12 (N)	15696	Low	Very Low	Negligible	15805	Low	Very Low	Negligible
22b	A1094	8519	Very Low	Low	Negligible	8735	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20585	Low	Medium	Minor Adverse	477	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	20596	Low	Medium	Minor Adverse	258	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	20059	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	19980	Low	Medium	Minor Adverse	381	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	19980	Low	Medium	Minor Adverse	20300	Low	Medium	Minor Adverse
26	A12 Marlesford	20583	Low	Medium	Minor Adverse	20908	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	25740	Medium	Medium	Moderate Adverse	26653	Medium	Medium	Moderate Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
29	B1078 onslip to A12	2075	Very Low	Very Low	Negligible	2184	Very Low	Very Low	Negligible
32a	A12 (N)	25690	Medium	Very Low	Minor Adverse	26354	Medium	Very Low	Minor Adverse
32c	A12 (S)	40369	High	Medium	Major Adverse	40566	High	Medium	Major Adverse
33	A12 south of Woodbridge	37656	High	Very Low	Minor Adverse	36669	High	Very Low	Minor Adverse
34a	A12 (N)	40174	High	Very Low	Minor Adverse	39757	High	Very Low	Minor Adverse
34b	Main Road (E)	6682	Very Low	High	Minor Adverse	6989	Very Low	High	Minor Adverse
34c	A12 (S)	41896	High	Medium	Major Adverse	41341	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	40369	High	Very Low	Minor Adverse	40566	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11519	Low	Very Low	Negligible	12333	Low	Very Low	Negligible
39b	B1069 (north of A1094)	6434	Very Low	Very Low	Negligible	7371	Very Low	Very Low	Negligible
41	B1125 through Middleton	2093	Very Low	Low	Negligible	2838	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	9420	Very Low	High	Minor Adverse	10387	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4327	Very Low	High	Minor Adverse	4961	Very Low	High	Minor Adverse

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Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
53b	A12 (north of A144)	9324	Very Low	Very Low	Negligible	10604	Very Low	Very Low	Negligible
53c	A12 (south of A144)	13452	Low	Very Low	Negligible	15472	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1287	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	11608	Low	Very Low	Negligible	11932	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	4943	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5825	Very Low	Medium	Minor Adverse	7245	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	3766	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3333	Very Low	Medium	Minor Adverse	115	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	3812	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	1982	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	1714	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2076	Very Low	Very Low	Negligible	4250	Very Low	Very Low	Negligible
73	B1078 south of B1116	9776	Very Low	Medium	Minor Adverse	11040	Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	4011	Very Low	Medium	Minor Adverse	358	Very Low	Medium	Minor Adverse

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Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT Vehicles	Magnitude	Sensitivity	Significance	18hr AWWT Vehicles	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5407	Very Low	Medium	Minor Adverse	6304	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4811	Very Low	Medium	Minor Adverse	6050	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14620	Low	Medium	Minor Adverse	14141	Low	Medium	Minor Adverse
82	B1438 Melton Hill	712	Very Low	High	Minor Adverse	972	Very Low	High	Minor Adverse
83	A145 west of A12	2620	Very Low	High	Minor Adverse	2992	Very Low	High	Minor Adverse
84	A12 south of B1126	8473	Very Low	Very Low	Negligible	9466	Very Low	Very Low	Negligible
85	A12 south of A1095	10721	Very Low	Very Low	Negligible	11827	Low	Very Low	Negligible
86	A12 south of B1387	9050	Very Low	Very Low	Negligible	10234	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45635	High	Very Low	Minor Adverse	45101	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	36624	High	Very Low	Minor Adverse	36354	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	4199	Very Low	High	Minor Adverse	4811	Very Low	High	Minor Adverse

Table 3.17: Reduced Flow - Fear and Intimidation 2028 24hr AAWT Cumulative HDV (Typical)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	97	Very Low	Low	Negligible	198	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	83	Very Low	Very Low	Negligible	354	Very Low	Very Low	Negligible
4a	B1122 (S)	212	Very Low	Medium	Minor Adverse	407	Very Low	Medium	Minor Adverse
4b	Lovers Lane	85	Very Low	Very Low	Negligible	212	Very Low	Very Low	Negligible
4c	B1122 (N)	209	Very Low	Medium	Minor Adverse	535	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	142	Very Low	Medium	Minor Adverse	339	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	61	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
9a	A1094 (W)	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
9b	Snape Road	175	Very Low	High	Minor Adverse	175	Very Low	High	Minor Adverse
9c	A1094 (E)	227	Very Low	Medium	Minor Adverse	390	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	214	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	1279	Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
11	B1125 through Westleton	80	Very Low	High	Minor Adverse	80	Very Low	High	Minor Adverse
12a	B1121 (N)	52	Very Low	Medium	Minor Adverse	74	Very Low	Medium	Minor Adverse
12b	B1119 (E)	69	Very Low	High	Minor Adverse	83	Very Low	High	Minor Adverse
13a	A12 (N)	889	Very Low	Low	Negligible	1195	Low	Low	Minor Adverse
13b	B1122	173	Very Low	Low	Negligible	408	Very Low	Low	Negligible
13d	A1120	184	Very Low	High	Minor Adverse	188	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	832	Very Low	Medium	Minor Adverse	1005	Low	Medium	Minor Adverse
16	A12 Wrentham	435	Very Low	High	Minor Adverse	576	Very Low	High	Minor Adverse
17a	A12 (N)	660	Very Low	Medium	Minor Adverse	839	Very Low	Medium	Minor Adverse
17b	B1125	54	Very Low	High	Minor Adverse	54	Very Low	High	Minor Adverse
17c	A12 (S)	617	Very Low	Very Low	Negligible	796	Very Low	Very Low	Negligible
19b	A12 (N)	206	Very Low	High	Minor Adverse	283	Very Low	High	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	672	Very Low	Medium	Minor Adverse	1458	Low	Medium	Minor Adverse
21c	A12 (middle)	679	Very Low	Medium	Minor Adverse	1465	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	706	Very Low	Medium	Minor Adverse	1492	Low	Medium	Minor Adverse
22a	A12 (N)	626	Very Low	Very Low	Negligible	1409	Low	Very Low	Negligible
22b	A1094	183	Very Low	Low	Negligible	348	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	904	Very Low	Medium	Minor Adverse	57	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	906	Very Low	Medium	Minor Adverse	11	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	1781	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	901	Very Low	Medium	Minor Adverse	44	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	901	Very Low	Medium	Minor Adverse	1804	Low	Medium	Minor Adverse
26	A12 Marlesford	907	Very Low	Medium	Minor Adverse	1815	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	1169	Low	Medium	Minor Adverse	1922	Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
29	B1078 onslip to A12	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible
32a	A12 (N)	1181	Low	Very Low	Negligible	1904	Low	Very Low	Negligible
32c	A12 (S)	2216	Medium	Medium	Moderate Adverse	2905	Medium	Medium	Moderate Adverse
33	A12 south of Woodbridge	951	Very Low	Very Low	Negligible	1605	Low	Very Low	Negligible
34a	A12 (N)	1197	Low	Very Low	Negligible	1854	Low	Very Low	Negligible
34b	Main Road (E)	124	Very Low	High	Minor Adverse	184	Very Low	High	Minor Adverse
34c	A12 (S)	2342	Medium	Medium	Moderate Adverse	2945	Medium	Medium	Moderate Adverse
38b	A12 Woodbridge n/o B1079	2216	Medium	Very Low	Minor Adverse	2905	Medium	Very Low	Minor Adverse
39a	A1094 (west of B1069)	234	Very Low	Very Low	Negligible	397	Very Low	Very Low	Negligible
39b	B1069 (north of A1094)	205	Very Low	Very Low	Negligible	391	Very Low	Very Low	Negligible
41	B1125 through Middleton	41	Very Low	Low	Negligible	41	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	611	Very Low	High	Minor Adverse	605	Very Low	High	Minor Adverse
53a	A144 (west of A12)	188	Very Low	High	Minor Adverse	186	Very Low	High	Minor Adverse
53b	A12 (north of A144)	625	Very Low	Very Low	Negligible	805	Very Low	Very Low	Negligible
53c	A12 (south of A144)	830	Very Low	Very Low	Negligible	1006	Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	900	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	710	Very Low	Very Low	Negligible	1496	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	1301	Low	Medium	Minor Adverse
64	B1122 north of SZC access	214	Very Low	Medium	Minor Adverse	1281	Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	432	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	166	Very Low	Medium	Minor Adverse	0	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	1179	Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	132	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	93	Very Low	Very Low	Negligible	151	Very Low	Very Low	Negligible
73	B1078 south of B1116	220	Very Low	Medium	Minor Adverse	281	Very Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	173	Very Low	Medium	Minor Adverse	4	Very Low	Medium	Minor Adverse
75	Lovers Lane	85	Very Low	Very Low	Negligible	352	Very Low	Very Low	Negligible

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
76	B1069 (north of Aldringham Lane)	165	Very Low	Medium	Minor Adverse	257	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	56	Very Low	Medium	Minor Adverse	141	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	706	Very Low	Medium	Minor Adverse	1492	Low	Medium	Minor Adverse
82	B1438 Melton Hill	80	Very Low	High	Minor Adverse	69	Very Low	High	Minor Adverse
83	A145 west of A12	232	Very Low	High	Minor Adverse	271	Very Low	High	Minor Adverse
84	A12 south of B1126	477	Very Low	Very Low	Negligible	618	Very Low	Very Low	Negligible
85	A12 south of A1095	670	Very Low	Very Low	Negligible	813	Very Low	Very Low	Negligible
86	A12 south of B1387	661	Very Low	Very Low	Negligible	841	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	2158	Medium	Very Low	Minor Adverse	2758	Medium	Very Low	Minor Adverse
88	A12 south of Foxhall Road	2250	Medium	Very Low	Minor Adverse	2861	Medium	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	192	Very Low	High	Minor Adverse	196	Very Low	High	Minor Adverse

Table 3.18: Reduced Flow - Fear and Intimidation 2028 24hr AAWT Cumulative HDV (Busiest)

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AAWT HDV	Magnitude	Sensitivity	Significance	18hr AAWT HDV	Magnitude	Sensitivity	Effect Significance
1	Sizewell Gap	6914	Very Low	Low	Negligible	7210	Very Low	Low	Negligible
3	Lovers Lane ("Big Field")	3197	Very Low	Very Low	Negligible	3701	Very Low	Very Low	Negligible
4a	B1122 (S)	3443	Very Low	Medium	Minor Adverse	6368	Very Low	Medium	Minor Adverse
4b	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
4c	B1122 (N)	5842	Very Low	Medium	Minor Adverse	9198	Very Low	Medium	Minor Adverse
5	B1122 Abbey Road (existing level crossing)	4707	Very Low	Medium	Minor Adverse	7653	Very Low	Medium	Minor Adverse
6	B1119 Saxmundham Road	5051	Very Low	High	Minor Adverse	5750	Very Low	High	Minor Adverse
9a	A1094 (W)	8543	Very Low	Low	Negligible	8796	Very Low	Low	Negligible
9b	Snape Road	5375	Very Low	High	Minor Adverse	5931	Very Low	High	Minor Adverse
9c	A1094 (E)	9835	Very Low	Medium	Minor Adverse	10630	Very Low	Medium	Minor Adverse
10	B1122 through Theberton	5825	Very Low	Medium	Minor Adverse	591	Very Low	Medium	Minor Adverse
10A	Theberton Bypass	0	Very Low	Medium	Minor Adverse	6943	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
11	B1125 through Westleton	2679	Very Low	High	Minor Adverse	3043	Very Low	High	Minor Adverse
12a	B1121 (N)	5469	Very Low	Medium	Minor Adverse	5686	Very Low	Medium	Minor Adverse
12b	B1119 (E)	5252	Very Low	High	Minor Adverse	5752	Very Low	High	Minor Adverse
13a	A12 (N)	14650	Low	Low	Minor Adverse	15132	Low	Low	Minor Adverse
13b	B1122	4011	Very Low	Low	Negligible	4018	Very Low	Low	Negligible
13d	A1120	4066	Very Low	High	Minor Adverse	4693	Very Low	High	Minor Adverse
14	A12 north of Darsham park and ride	14431	Low	Medium	Minor Adverse	16499	Low	Medium	Minor Adverse
16	A12 Wrentham	9550	Very Low	High	Minor Adverse	10511	Very Low	High	Minor Adverse
17a	A12 (N)	10441	Very Low	Medium	Minor Adverse	11903	Low	Medium	Minor Adverse
17b	B1125	1773	Very Low	High	Minor Adverse	2016	Very Low	High	Minor Adverse
17c	A12 (S)	8645	Very Low	Very Low	Negligible	9859	Very Low	Very Low	Negligible
19b	A12 (N)	13978	Low	High	Moderate Adverse	13954	Low	High	Moderate Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
21b	A12 (north of B1119)	12265	Low	Medium	Minor Adverse	12061	Low	Medium	Minor Adverse
21c	A12 (middle)	14615	Low	Medium	Minor Adverse	14363	Low	Medium	Minor Adverse
21e	A12 (south of B1119)	14203	Low	Medium	Minor Adverse	13760	Low	Medium	Minor Adverse
22a	A12 (N)	15696	Low	Very Low	Negligible	15805	Low	Very Low	Negligible
22b	A1094	8519	Very Low	Low	Negligible	8735	Very Low	Low	Negligible
22c	A12 (S) (Farnham)	20585	Low	Medium	Minor Adverse	477	Very Low	Medium	Minor Adverse
23	A12 Farnham Bend	20596	Low	Medium	Minor Adverse	258	Very Low	Medium	Minor Adverse
23A	A12 Two Village Bypass	0	Very Low	Medium	Minor Adverse	20059	Low	Medium	Minor Adverse
24	A12 Stratford St Andrew (Low Road)	19980	Low	Medium	Minor Adverse	381	Very Low	Medium	Minor Adverse
25	A12 Little Glemham	19980	Low	Medium	Minor Adverse	20300	Low	Medium	Minor Adverse
26	A12 Marlesford	20583	Low	Medium	Minor Adverse	20908	Low	Medium	Minor Adverse
27	A12 south of Wickham Market	25740	Medium	Medium	Moderate Adverse	26653	Medium	Medium	Moderate Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
29	B1078 onslip to A12	2075	Very Low	Very Low	Negligible	2184	Very Low	Very Low	Negligible
32a	A12 (N)	25690	Medium	Very Low	Minor Adverse	26354	Medium	Very Low	Minor Adverse
32c	A12 (S)	40369	High	Medium	Major Adverse	40566	High	Medium	Major Adverse
33	A12 south of Woodbridge	37656	High	Very Low	Minor Adverse	36669	High	Very Low	Minor Adverse
34a	A12 (N)	40174	High	Very Low	Minor Adverse	39757	High	Very Low	Minor Adverse
34b	Main Road (E)	6682	Very Low	High	Minor Adverse	6989	Very Low	High	Minor Adverse
34c	A12 (S)	41896	High	Medium	Major Adverse	41341	High	Medium	Major Adverse
38b	A12 Woodbridge n/o B1079	40369	High	Very Low	Minor Adverse	40566	High	Very Low	Minor Adverse
39a	A1094 (west of B1069)	11519	Low	Very Low	Negligible	12333	Low	Very Low	Negligible
39b	B1069 (north of A1094)	6434	Very Low	Very Low	Negligible	7371	Very Low	Very Low	Negligible
41	B1125 through Middleton	2093	Very Low	Low	Negligible	2838	Very Low	Low	Negligible
51	B1078 (through Gibraltar)	9420	Very Low	High	Minor Adverse	10387	Very Low	High	Minor Adverse
53a	A144 (west of A12)	4327	Very Low	High	Minor Adverse	4961	Very Low	High	Minor Adverse

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Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
53b	A12 (north of A144)	9324	Very Low	Very Low	Negligible	10604	Very Low	Very Low	Negligible
53c	A12 (south of A144)	13452	Low	Very Low	Negligible	15472	Low	Very Low	Negligible
57	Sizewell Link Road (east of A12)	0	Very Low	Medium	Minor Adverse	1287	Very Low	Medium	Minor Adverse
59	A12 (south of SLR)	11608	Low	Very Low	Negligible	11932	Low	Very Low	Negligible
63	Theberton Bypass (west of B1125)	0	Very Low	Medium	Minor Adverse	4943	Very Low	Medium	Minor Adverse
64	B1122 north of SZC access	5825	Very Low	Medium	Minor Adverse	7245	Very Low	Medium	Minor Adverse
65	Middleton Moor Link	0	Very Low	Medium	Minor Adverse	3766	Very Low	Medium	Minor Adverse
66	B1122 west of B1125	3333	Very Low	Medium	Minor Adverse	115	Very Low	Medium	Minor Adverse
67	Main Site Access	0	Very Low	Very Low	Negligible	3812	Very Low	Very Low	Negligible
68	Darsham P&R	0	Very Low	Very Low	Negligible	1982	Very Low	Very Low	Negligible
69	Wickham Market P&R	0	Very Low	Very Low	Negligible	1714	Very Low	Very Low	Negligible
70	A12 on-slip (west of WM P&R)	2076	Very Low	Very Low	Negligible	4250	Very Low	Very Low	Negligible
73	B1078 south of B1116	9776	Very Low	Medium	Minor Adverse	11040	Low	Medium	Minor Adverse
74	B1122 (Middleton Moor)	4011	Very Low	Medium	Minor Adverse	358	Very Low	Medium	Minor Adverse

Link No.	Link Name	2028 Reference Case				2028 Reference Case + Sizewell C + EA1N & 2			
		18hr AWWT HDV	Magnitude	Sensitivity	Significance	18hr AWWT HDV	Magnitude	Sensitivity	Effect Significance
75	Lovers Lane	3245	Very Low	Very Low	Negligible	3753	Very Low	Very Low	Negligible
76	B1069 (north of Aldringham Lane)	5407	Very Low	Medium	Minor Adverse	6304	Very Low	Medium	Minor Adverse
77	Aldeburgh Rd (north of Aldringham Lane)	4811	Very Low	Medium	Minor Adverse	6050	Very Low	Medium	Minor Adverse
78	A12 (north of B1121)	14620	Low	Medium	Minor Adverse	14141	Low	Medium	Minor Adverse
82	B1438 Melton Hill	712	Very Low	High	Minor Adverse	972	Very Low	High	Minor Adverse
83	A145 west of A12	2620	Very Low	High	Minor Adverse	2992	Very Low	High	Minor Adverse
84	A12 south of B1126	8473	Very Low	Very Low	Negligible	9466	Very Low	Very Low	Negligible
85	A12 south of A1095	10721	Very Low	Very Low	Negligible	11827	Low	Very Low	Negligible
86	A12 south of B1387	9050	Very Low	Very Low	Negligible	10234	Very Low	Very Low	Negligible
87	A12 south of Eagle Way/Anson Rd roundabout	45635	High	Very Low	Minor Adverse	45101	High	Very Low	Minor Adverse
88	A12 south of Foxhall Road	36624	High	Very Low	Minor Adverse	36354	High	Very Low	Minor Adverse
90	A1120 Sibton (east of Mill Hill)	4199	Very Low	High	Minor Adverse	4811	Very Low	High	Minor Adverse

APPENDIX 10.4.B: CUMULATIVE TRANSPORT EMISSIONS RESULTS

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Cumulative Transport Emissions Results

CUMULATIVE TRANSPORT EMISSIONS RESULTS

Table 1: Modelled NO₂ concentrations at receptors for 2023 cumulative scenario

Receptor	2023 Background (µg/m ³)	2023RC Road + Rail (µg/m ³)	2023RC Total (µg/m ³)	2023AD Road + Rail (µg/m ³)	2023AD Total (µg/m ³)	Magnitude of Change (µg/m ³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	7.2	2.3	9.5	2.3	9.5	<0.1	Negligible	Negligible
BC2	7	9.7	16.7	9.7	16.8	<0.1	Negligible	Negligible
BC3	7.8	1.6	9.4	1.6	9.4	<0.1	Negligible	Negligible
BC4	8.7	1.9	10.6	1.9	10.7	<0.1	Negligible	Negligible
BC5	8.8	7.1	15.8	7.2	16	0.1	Negligible	Negligible
SW6	6	1.3	7.3	1.3	7.3	0.1	Negligible	Negligible
SW5	6	1.4	7.3	1.4	7.4	0.1	Negligible	Negligible
BC7	8	2.2	10.1	2.2	10.1	<0.1	Negligible	Negligible
BC8	6.5	1.5	8	1.5	8	<0.1	Negligible	Negligible
KS4	6.4	1.7	8.2	1.8	8.2	0.1	Negligible	Negligible
LW1	14	5.4	19.5	5.4	19.4	>-0.1	Negligible	Negligible

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Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW3	11	10.8	21.8	10.6	21.6	-0.3	Negligible	Negligible
LW5	9.3	2.1	11.4	2.1	11.4	>-0.1	Negligible	Negligible
LW6	9.3	2.6	11.9	2.6	11.9	<0.1	Negligible	Negligible
KS1	6.7	1.9	8.6	2	8.7	0.1	Negligible	Negligible
KS2	6.4	2.9	9.3	3	9.5	0.2	Negligible	Negligible
KS3	6.4	3.8	10.2	4.1	10.5	0.3	Negligible	Negligible
SW4	6.2	2.1	8.2	2.2	8.4	0.2	Negligible	Negligible
HS3	6.1	2.7	8.8	2.8	8.8	0.1	Negligible	Negligible
YX1	6.1	6.2	12.3	6.4	12.6	0.3	Negligible	Negligible
YX3	6.2	6.1	12.2	6.8	12.9	0.7	Negligible	Negligible
YX7	5.7	1	6.7	1.4	7.1	0.4	Negligible	Negligible
LE3	5.7	1.7	7.4	2.2	7.9	0.5	Negligible	Negligible
LE9	6.6	7.7	14.3	8.2	14.8	0.5	Negligible	Negligible
LE10	6.6	5.4	12	5.7	12.3	0.3	Negligible	Negligible
LE11	6	2.5	8.5	2.6	8.6	0.1	Negligible	Negligible

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Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE14	5.9	2.5	8.5	2.7	8.7	0.2	Negligible	Negligible
SX12	5.9	1.7	7.6	1.8	7.6	<0.1	Negligible	Negligible
YX4	5.9	2.7	8.6	2.9	8.8	0.2	Negligible	Negligible
SX1	6	2.6	8.6	2.8	8.8	0.2	Negligible	Negligible
WM2	6.5	10	16.5	11	17.4	0.9	Negligible	Negligible
WM6	6.8	1.3	8.1	1.4	8.1	0.1	Negligible	Negligible
WM7	7.2	2.8	10	2.9	10.1	0.1	Negligible	Negligible
WM8	7.1	3.5	10.6	3.6	10.7	0.1	Negligible	Negligible
WM4	6.4	1.7	8	1.7	8.1	0.1	Negligible	Negligible
WB8	8.4	8.8	17.2	9	17.4	0.2	Negligible	Negligible
WB9	8.4	6.2	14.6	6.2	14.6	<0.1	Negligible	Negligible
WB10	8.6	3.2	11.7	3.2	11.7	>-0.1	Negligible	Negligible
BK2	9.9	3.6	13.5	3.6	13.5	<0.1	Negligible	Negligible
BK4	9.1	2.8	11.9	2.8	11.9	<0.1	Negligible	Negligible
BK5	9.1	4.7	13.8	4.7	13.8	<0.1	Negligible	Negligible

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Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP1	10.4	6.9	17.2	6.9	17.2	<0.1	Negligible	Negligible
IP2	8.8	6.1	14.9	6.1	14.9	<0.1	Negligible	Negligible
BK3	8.1	8.2	16.3	8.2	16.3	<0.1	Negligible	Negligible
IP3	7.3	6.8	14.2	6.8	14.2	<0.1	Negligible	Negligible
IP4	7.5	10.2	17.6	10.2	17.6	<0.1	Negligible	Negligible
IP5	8.3	1.8	10.1	1.8	10.1	<0.1	Negligible	Negligible
IP6	9.4	0.5	9.9	0.5	9.9	<0.1	Negligible	Negligible
IP7	12.3	0.4	12.7	0.4	12.7	<0.1	Negligible	Negligible
IP8	14.3	0.4	14.6	0.4	14.6	<0.1	Negligible	Negligible
IP9	14.3	0.4	14.6	0.4	14.6	<0.1	Negligible	Negligible
IP10	14.3	0.4	14.6	0.4	14.6	<0.1	Negligible	Negligible
IP11	14.3	0.4	14.6	0.4	14.6	<0.1	Negligible	Negligible
ND1	10.3	7.3	17.6	7.4	17.7	<0.1	Negligible	Negligible
ND2	8.8	2.3	11.1	2.3	11.1	<0.1	Negligible	Negligible
ND3	7.9	4.3	12.1	4.3	12.2	<0.1	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
ND4	7	4.9	11.9	4.9	12	0.1	Negligible	Negligible
ND5	6.7	3.6	10.3	3.7	10.4	0.1	Negligible	Negligible
ND6	6.7	0.7	7.4	0.7	7.4	<0.1	Negligible	Negligible
WM9	6.3	1.4	7.7	1.6	7.8	0.1	Negligible	Negligible
ND7	7.2	3.2	10.3	3.2	10.4	<0.1	Negligible	Negligible
FR1	6	1.8	7.9	1.9	7.9	<0.1	Negligible	Negligible
FR2	6.9	3.6	10.5	3.7	10.6	0.1	Negligible	Negligible
FR3	6.9	1.1	8	1.2	8.1	<0.1	Negligible	Negligible
FR4	6	1.9	7.9	1.9	7.9	0.1	Negligible	Negligible
FR5	5.9	1.4	7.3	1.5	7.4	0.1	Negligible	Negligible
FR6	5.9	1.3	7.2	1.4	7.3	0.1	Negligible	Negligible
IP12	8.7	0.3	9	0.3	9	<0.1	Negligible	Negligible
IP13	10.5	0.5	11	0.5	11	<0.1	Negligible	Negligible
IP14	8.9	8.7	17.5	8.7	17.5	<0.1	Negligible	Negligible
IP15	8.2	7.4	15.6	7.4	15.6	>-0.1	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB11	9	4.1	13.1	4.1	13.1	<0.1	Negligible	Negligible
WB12	7.9	3.7	11.6	3.7	11.7	0.1	Negligible	Negligible
WB7	8.1	3.7	11.9	3.7	11.9	>-0.1	Negligible	Negligible
WB6	7.4	2.9	10.3	3	10.4	0.1	Negligible	Negligible
WB5	7.9	1.6	9.5	1.6	9.5	0.1	Negligible	Negligible
WB4	7.9	0.8	8.7	0.8	8.7	<0.1	Negligible	Negligible
WB3	7.3	1.8	9.1	1.8	9.1	<0.1	Negligible	Negligible
WB2	7.3	2.7	9.9	2.7	9.9	>-0.1	Negligible	Negligible
SX13	5.9	1.4	7.4	1.5	7.4	0.1	Negligible	Negligible
SX14	6	2.5	8.5	2.5	8.5	<0.1	Negligible	Negligible
WM13	6.1	1.6	7.7	1.6	7.7	<0.1	Negligible	Negligible
HS1	7.2	2.9	10	2.9	10.1	0.1	Negligible	Negligible
HS2	5.9	1.6	7.5	1.6	7.5	<0.1	Negligible	Negligible
SW1	6.5	2	8.5	2	8.5	<0.1	Negligible	Negligible
YX2	6.2	3.7	9.8	4.1	10.3	0.4	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX6	5.8	2.2	8	3	8.8	0.8	Negligible	Negligible
SX2	6.3	0.5	6.8	0.5	6.8	<0.1	Negligible	Negligible
SX4	6.4	4.6	11.1	5	11.5	0.4	Negligible	Negligible
SX3	6	0.9	6.9	1	7	0.1	Negligible	Negligible
SX10	6.2	3.5	9.7	3.9	10	0.4	Negligible	Negligible
SX5	6.2	5.9	12.1	6.6	12.8	0.7	Negligible	Negligible
SX6	6.1	21.2	27.3	23.6	29.7	2.4	Minor Adverse	Minor Adverse
SX7	6.1	11	17	12.2	18.3	1.3	Negligible	Negligible
SX11	5.9	3	9	3.3	9.2	0.3	Negligible	Negligible
SW3	6	5.1	11.1	5.4	11.4	0.3	Negligible	Negligible
SW2	6	3.6	9.6	4	10	0.3	Negligible	Negligible
YX8	5.7	2.1	7.9	2.6	8.3	0.4	Negligible	Negligible
LE13	5.8	2.9	8.6	3.2	8.9	0.3	Negligible	Negligible
LE12	6.2	2.1	8.3	2.3	8.5	0.2	Negligible	Negligible
LE7	5.8	0.8	6.7	1.2	7	0.3	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE1	6.6	4	10.6	4.3	10.9	0.3	Negligible	Negligible
LE8	6.6	2.1	8.7	2.3	8.9	0.2	Negligible	Negligible
LE6	5.7	2.6	8.3	3.3	9	0.7	Negligible	Negligible
LE5	5.7	1.6	7.3	2	7.7	0.4	Negligible	Negligible
ND8	6.4	5.2	11.5	5.3	11.6	0.1	Negligible	Negligible
WM1	6.1	0.8	6.9	0.9	7	0.1	Negligible	Negligible
SX8	5.8	0.3	6	0.3	6	<0.1	Negligible	Negligible
SX9	5.8	0.3	6.1	0.3	6.1	<0.1	Negligible	Negligible
LE4	5.7	0.1	5.9	0.2	5.9	<0.1	Negligible	Negligible
YX5	5.8	0.1	5.9	0.2	5.9	<0.1	Negligible	Negligible
LW2	11	3.2	14.3	3.2	14.2	-0.1	Negligible	Negligible
BK1	10.3	6.6	17	6.6	17	>-0.1	Negligible	Negligible
WM10	6.5	5.5	12	5.8	12.2	0.3	Negligible	Negligible
WB1	8.3	6.4	14.7	6.4	14.7	>-0.1	Negligible	Negligible
BC6	6.2	2.6	8.8	2.7	8.9	0.1	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW4	9.5	3.2	12.7	3.1	12.6	-0.1	Negligible	Negligible
LW7	9.3	1.2	10.5	1.2	10.5	0.1	Negligible	Negligible
LW8	20.2	3.1	23.3	3.1	23.3	>-0.1	Negligible	Negligible
LW9	9.3	2.4	11.7	2.4	11.8	0.1	Negligible	Negligible
LE2	5.9	0.8	6.6	0.9	6.7	0.1	Negligible	Negligible
WM5	7	1.5	8.4	1.5	8.5	0.1	Negligible	Negligible
WM11	6.8	2	8.8	2.1	8.9	0.1	Negligible	Negligible
WM12	6.8	0.8	7.5	0.8	7.6	<0.1	Negligible	Negligible
SX15	6.2	12.5	18.7	13.9	20.1	1.4	Negligible	Negligible
YX9	5.9	0.4	6.3	0.4	6.3	<0.1	Negligible	Negligible
LE15	5.7	0.2	6	0.3	6	<0.1	Negligible	Negligible
LE16	5.7	0.2	5.9	0.2	5.9	<0.1	Negligible	Negligible
LE19	5.9	0.2	6.1	0.3	6.2	<0.1	Negligible	Negligible
LE17	5.7	0.2	5.9	0.2	5.9	0.1	Negligible	Negligible
LE18	5.8	0.1	6	0.1	6	<0.1	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE20	5.8	0.2	6	0.2	6	<0.1	Negligible	Negligible
LE21	5.8	0.2	6	0.2	6	<0.1	Negligible	Negligible
LE22	5.9	0.2	6.1	0.2	6.1	<0.1	Negligible	Negligible
LE23	5.8	0.1	5.9	0.1	6	<0.1	Negligible	Negligible
WM3	6.1	2.9	8.9	2.8	8.9	>-0.1	Negligible	Negligible
WM14	6.1	0.5	6.5	0.5	6.5	<0.1	Negligible	Negligible
YX10	5.9	3.8	9.7	4	9.9	0.2	Negligible	Negligible
LE24	5.8	0.2	6	0.2	6	<0.1	Negligible	Negligible
YX11	5.9	1.2	7.1	1.3	7.2	0.1	Negligible	Negligible
YX12	5.9	1	6.9	1.2	7	0.1	Negligible	Negligible
LE25	5.6	0.1	5.7	0.1	5.7	<0.1	Negligible	Negligible
LE26	5.7	0.2	5.9	0.2	5.9	<0.1	Negligible	Negligible
LE27	5.7	0.1	5.8	0.1	5.8	<0.1	Negligible	Negligible
LE28	5.7	0.4	6.2	0.5	6.3	0.1	Negligible	Negligible
LE29	5.6	0.1	5.7	0.1	5.7	<0.1	Negligible	Negligible

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Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE30	5.8	0.4	6.2	0.5	6.3	0.1	Negligible	Negligible
LE31	5.8	0.2	6	0.2	6	<0.1	Negligible	Negligible
LE32	5.8	0.3	6.2	0.4	6.3	0.1	Negligible	Negligible
LE33	5.8	0.6	6.4	0.8	6.7	0.2	Negligible	Negligible
LE34	6.2	0.3	6.4	0.3	6.5	<0.1	Negligible	Negligible
LE35	6.6	0.2	6.8	0.3	6.9	<0.1	Negligible	Negligible
LE36	6.2	1.2	7.3	1.3	7.5	0.1	Negligible	Negligible
LE37	6.2	1.2	7.4	1.4	7.6	0.2	Negligible	Negligible
LE38	6.2	1.4	7.6	1.7	7.9	0.3	Negligible	Negligible
LE39	5.8	0.9	6.7	1.1	6.9	0.1	Negligible	Negligible
LE40	6.2	0.3	6.5	0.4	6.5	<0.1	Negligible	Negligible
LE41	5.8	0.8	6.6	1.1	6.9	0.3	Negligible	Negligible
LE42	5.8	0.2	6	0.2	6	<0.1	Negligible	Negligible
LE43	5.8	0.1	5.9	0.1	6	<0.1	Negligible	Negligible
YX13	6.1	4	10.1	4.1	10.3	0.2	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX14	5.9	0.2	6.1	0.2	6.1	<0.1	Negligible	Negligible
YX15	6	2.6	8.6	2.7	8.7	0.1	Negligible	Negligible
YX16	6.1	2.7	8.8	2.9	9	0.1	Negligible	Negligible
YX17	6	0.3	6.3	0.4	6.4	<0.1	Negligible	Negligible
LE44	5.8	0.7	6.4	0.7	6.5	0.1	Negligible	Negligible
LE45	5.9	1.6	7.5	1.7	7.6	0.1	Negligible	Negligible
YX18	6.2	1.7	7.9	2	8.2	0.3	Negligible	Negligible
YX19	5.8	1.2	7	1.7	7.5	0.4	Negligible	Negligible
YX20	5.8	3.4	9.2	3.6	9.4	0.2	Negligible	Negligible
SX16	6.4	1.8	8.3	1.9	8.4	0.1	Negligible	Negligible
SX18	5.8	0.1	5.9	0.1	6	<0.1	Negligible	Negligible
SX17	6.4	0.3	6.7	0.3	6.8	<0.1	Negligible	Negligible
SX19	5.9	0.1	6.1	0.1	6.1	<0.1	Negligible	Negligible
WM15	7.1	0.9	8	1	8.1	<0.1	Negligible	Negligible
WM16	6.2	0.3	6.5	0.3	6.5	<0.1	Negligible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM17	6.2	0.3	6.6	0.3	6.6	<0.1	Negligible	Negligible
BK6	8.1	1.9	10	1.9	10	<0.1	Negligible	Negligible
BK7	8	1.4	9.3	1.4	9.3	<0.1	Negligible	Negligible
LE46	5.8	0.8	6.6	1.1	6.9	0.3	Negligible	Negligible
BK8	8	2	10	2	10	<0.1	Negligible	Negligible
LE47	5.9	1.8	7.7	1.9	7.8	0.1	Negligible	Negligible
LE48	5.7	0.1	5.8	0.2	5.9	<0.1	Negligible	Negligible

Table 2: Modelled PM₁₀ concentrations at receptors for 2023 cumulative scenario

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	14.2	0.4	14.6	0.4	14.6	<0.1	Imperceptible	Negligible
BC2	15.2	2	17.3	2	17.3	<0.1	Imperceptible	Negligible
BC3	13.2	0.3	13.5	0.3	13.5	<0.1	Imperceptible	Negligible
BC4	13.1	0.4	13.4	0.4	13.4	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC5	14.8	1.5	16.3	1.5	16.4	<0.1	Imperceptible	Negligible
SW6	14	0.3	14.3	0.3	14.4	<0.1	Imperceptible	Negligible
SW5	14.7	0.3	15	0.4	15	<0.1	Imperceptible	Negligible
BC7	15.4	0.4	15.9	0.4	15.9	<0.1	Imperceptible	Negligible
BC8	14.1	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
KS4	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
LW1	15	1	16	1	16	>-0.1	Imperceptible	Negligible
LW3	13.1	2	15.1	2	15.1	>-0.1	Imperceptible	Negligible
LW5	13.9	0.4	14.3	0.4	14.3	>-0.1	Imperceptible	Negligible
LW6	13.9	0.5	14.4	0.5	14.4	<0.1	Imperceptible	Negligible
KS1	13.2	0.3	13.5	0.3	13.5	<0.1	Imperceptible	Negligible
KS2	14.5	0.6	15.1	0.6	15.1	<0.1	Imperceptible	Negligible
KS3	14.5	0.8	15.3	0.8	15.3	0.1	Imperceptible	Negligible
SW4	12.9	0.5	13.4	0.5	13.4	<0.1	Imperceptible	Negligible
HS3	15.4	0.5	15.9	0.6	15.9	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX1	15.2	1.4	16.6	1.5	16.7	0.1	Imperceptible	Negligible
YX3	13.8	1.3	15	1.5	15.2	0.2	Imperceptible	Negligible
YX7	13.7	0.2	13.9	0.3	14	0.1	Imperceptible	Negligible
LE3	13.9	0.4	14.3	0.5	14.5	0.2	Imperceptible	Negligible
LE9	13.1	0.8	14	0.9	14	0.1	Imperceptible	Negligible
LE10	13.1	1	14.2	1.1	14.3	0.1	Imperceptible	Negligible
LE11	13.3	0.5	13.8	0.5	13.8	<0.1	Imperceptible	Negligible
LE14	14.6	0.5	15.1	0.5	15.1	0.1	Imperceptible	Negligible
SX12	14.4	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
YX4	15.2	0.5	15.7	0.7	15.8	0.1	Imperceptible	Negligible
SX1	14.4	0.5	15	0.6	15.1	0.1	Imperceptible	Negligible
WM2	15	2.3	17.2	2.7	17.6	0.4	Very Low	Negligible
WM6	14.4	0.2	14.7	0.2	14.7	<0.1	Imperceptible	Negligible
WM7	15.6	0.5	16.1	0.5	16.1	0.1	Imperceptible	Negligible
WM8	15	0.6	15.6	0.7	15.7	0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM4	13.5	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible
WB8	13.9	2	15.8	2.1	16	0.1	Imperceptible	Negligible
WB9	13.9	1.2	15.1	1.3	15.2	0.1	Imperceptible	Negligible
WB10	14.9	0.5	15.4	0.5	15.4	<0.1	Imperceptible	Negligible
BK2	15.3	0.6	16	0.7	16	<0.1	Imperceptible	Negligible
BK4	17.2	0.6	17.9	0.6	17.9	<0.1	Imperceptible	Negligible
BK5	17.2	1	18.2	1	18.3	<0.1	Imperceptible	Negligible
IP1	17.2	1.7	19	1.8	19	<0.1	Imperceptible	Negligible
IP2	17.5	1.3	18.9	1.4	18.9	<0.1	Imperceptible	Negligible
BK3	15.3	2	17.3	2	17.3	<0.1	Imperceptible	Negligible
IP3	15.1	1.7	16.8	1.7	16.9	0.1	Imperceptible	Negligible
IP4	16.7	2.5	19.2	2.6	19.3	0.1	Imperceptible	Negligible
IP5	17.6	0.4	18	0.4	18	<0.1	Imperceptible	Negligible
IP6	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP7	15.2	0.1	15.3	0.1	15.3	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP8	15.4	0.1	15.5	0.1	15.5	<0.1	Imperceptible	Negligible
IP9	15.4	0.1	15.5	0.1	15.5	<0.1	Imperceptible	Negligible
IP10	15.4	0.1	15.5	0.1	15.5	<0.1	Imperceptible	Negligible
IP11	15.4	0.1	15.5	0.1	15.5	<0.1	Imperceptible	Negligible
ND1	16	2	18.1	2.1	18.1	<0.1	Imperceptible	Negligible
ND2	16.6	0.6	17.2	0.6	17.2	<0.1	Imperceptible	Negligible
ND3	15.5	1	16.5	1	16.5	<0.1	Imperceptible	Negligible
ND4	14.5	0.9	15.4	0.9	15.4	<0.1	Imperceptible	Negligible
ND5	15.3	0.9	16.2	0.9	16.2	<0.1	Imperceptible	Negligible
ND6	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
WM9	14.4	0.3	14.6	0.3	14.7	<0.1	Imperceptible	Negligible
ND7	15.7	0.8	16.5	0.8	16.5	<0.1	Imperceptible	Negligible
FR1	15.2	0.5	15.8	0.5	15.8	<0.1	Imperceptible	Negligible
FR2	14	0.8	14.8	0.8	14.8	<0.1	Imperceptible	Negligible
FR3	14	0.2	14.2	0.2	14.2	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
FR4	15.5	0.5	16	0.5	16	<0.1	Imperceptible	Negligible
FR5	14.6	0.3	14.9	0.3	15	<0.1	Imperceptible	Negligible
FR6	15.3	0.2	15.6	0.2	15.6	<0.1	Imperceptible	Negligible
IP12	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP13	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP14	14.3	1.6	15.9	1.6	15.9	<0.1	Imperceptible	Negligible
IP15	14.7	1.5	16.1	1.5	16.1	>-0.1	Imperceptible	Negligible
WB11	14	0.7	14.8	0.8	14.8	<0.1	Imperceptible	Negligible
WB12	13.8	0.7	14.5	0.7	14.5	<0.1	Imperceptible	Negligible
WB7	14.1	0.8	14.9	0.8	14.9	<0.1	Imperceptible	Negligible
WB6	13.6	0.6	14.2	0.6	14.2	<0.1	Imperceptible	Negligible
WB5	13.1	0.2	13.3	0.2	13.3	<0.1	Imperceptible	Negligible
WB4	13.1	0.1	13.2	0.1	13.3	<0.1	Imperceptible	Negligible
WB3	13.3	0.4	13.6	0.4	13.6	<0.1	Imperceptible	Negligible
WB2	13.3	0.6	13.8	0.6	13.8	>-0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX13	14.8	0.3	15.1	0.3	15.1	<0.1	Imperceptible	Negligible
SX14	15.3	0.5	15.8	0.5	15.8	<0.1	Imperceptible	Negligible
WM13	14.4	0.3	14.7	0.3	14.7	<0.1	Imperceptible	Negligible
HS1	14.1	0.6	14.7	0.6	14.7	<0.1	Imperceptible	Negligible
HS2	15.2	0.3	15.6	0.3	15.6	<0.1	Imperceptible	Negligible
SW1	12	0.4	12.4	0.4	12.4	<0.1	Imperceptible	Negligible
YX2	13.8	0.8	14.5	0.9	14.6	0.1	Imperceptible	Negligible
YX6	13.9	0.4	14.3	0.7	14.6	0.3	Imperceptible	Negligible
SX2	14.4	0.1	14.5	0.1	14.5	<0.1	Imperceptible	Negligible
SX4	13.5	0.9	14.4	1	14.4	0.1	Imperceptible	Negligible
SX3	14.9	0.2	15.1	0.2	15.2	<0.1	Imperceptible	Negligible
SX10	15	0.7	15.7	0.9	15.8	0.1	Imperceptible	Negligible
SX5	14.1	1.2	15.3	1.4	15.6	0.2	Imperceptible	Negligible
SX6	13.8	4.6	18.4	5.6	19.4	0.9	Low	Negligible
SX7	13.8	2.3	16.1	2.7	16.5	0.4	Very Low	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX11	14.2	0.6	14.8	0.7	14.9	0.1	Imperceptible	Negligible
SW3	12.7	1.1	13.8	1.2	13.9	0.1	Imperceptible	Negligible
SW2	12.7	0.8	13.5	0.8	13.6	0.1	Imperceptible	Negligible
YX8	14.6	0.4	15	0.5	15.1	0.1	Imperceptible	Negligible
LE13	12.8	0.5	13.3	0.7	13.5	0.2	Imperceptible	Negligible
LE12	13.8	0.4	14.2	0.4	14.2	<0.1	Imperceptible	Negligible
LE7	14.3	0.2	14.5	0.3	14.6	0.2	Imperceptible	Negligible
LE1	13.1	0.6	13.7	0.6	13.8	<0.1	Imperceptible	Negligible
LE8	13.1	0.3	13.5	0.4	13.5	<0.1	Imperceptible	Negligible
LE6	14.3	0.5	14.9	0.8	15.2	0.3	Imperceptible	Negligible
LE5	14.3	0.3	14.7	0.5	14.8	0.2	Imperceptible	Negligible
ND8	14.9	1.3	16.1	1.3	16.2	<0.1	Imperceptible	Negligible
WM1	13.8	0.2	14	0.2	14	<0.1	Imperceptible	Negligible
SX8	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
SX9	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE4	14.3	0	14.4	0	14.4	<0.1	Imperceptible	Negligible
YX5	14.6	0	14.6	0	14.6	<0.1	Imperceptible	Negligible
LW2	13.1	0.6	13.7	0.6	13.7	>-0.1	Imperceptible	Negligible
BK1	14	1.1	15.1	1.2	15.2	0.1	Imperceptible	Negligible
WM10	15.3	1.2	16.5	1.3	16.6	0.1	Imperceptible	Negligible
WB1	15.1	1.4	16.5	1.4	16.5	<0.1	Imperceptible	Negligible
BC6	15.3	0.5	15.8	0.6	15.9	<0.1	Imperceptible	Negligible
LW4	13.5	0.6	14.1	0.6	14.1	>-0.1	Imperceptible	Negligible
LW7	13.9	0.2	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
LW8	13.6	0.6	14.2	0.6	14.3	<0.1	Imperceptible	Negligible
LW9	13.9	0.5	14.4	0.5	14.4	<0.1	Imperceptible	Negligible
LE2	14	0.2	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
WM5	14.8	0.3	15.1	0.3	15.1	<0.1	Imperceptible	Negligible
WM11	14.4	0.3	14.8	0.4	14.8	<0.1	Imperceptible	Negligible
WM12	14.4	0.1	14.6	0.2	14.6	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX15	14.1	2.6	16.8	3.1	17.3	0.5	Very Low	Negligible
YX9	15.2	0.1	15.3	0.1	15.3	<0.1	Imperceptible	Negligible
LE15	13.9	0	14	0.1	14	<0.1	Imperceptible	Negligible
LE16	13.9	0	13.9	0	14	<0.1	Imperceptible	Negligible
LE19	14	0	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
LE17	13.3	0	13.3	0.1	13.3	<0.1	Imperceptible	Negligible
LE18	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE20	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE21	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE22	13.8	0	13.9	0	13.9	<0.1	Imperceptible	Negligible
LE23	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
WM3	14.4	0.5	14.9	0.5	14.9	<0.1	Imperceptible	Negligible
WM14	14.4	0.1	14.5	0.1	14.5	<0.1	Imperceptible	Negligible
YX10	15	0.9	15.9	0.9	15.9	0.1	Imperceptible	Negligible
LE24	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX11	15	0.3	15.3	0.3	15.3	<0.1	Imperceptible	Negligible
YX12	15	0.2	15.2	0.2	15.3	<0.1	Imperceptible	Negligible
LE25	14	0	14	0	14	<0.1	Imperceptible	Negligible
LE26	13.3	0	13.3	0.1	13.3	<0.1	Imperceptible	Negligible
LE27	14	0	14	0	14	<0.1	Imperceptible	Negligible
LE28	13.9	0.1	14	0.1	14	<0.1	Imperceptible	Negligible
LE29	14	0	14	0	14	<0.1	Imperceptible	Negligible
LE30	12.8	0.1	12.9	0.1	12.9	<0.1	Imperceptible	Negligible
LE31	12.8	0	12.9	0	12.9	<0.1	Imperceptible	Negligible
LE32	14.3	0.1	14.4	0.1	14.4	<0.1	Imperceptible	Negligible
LE33	14.3	0.1	14.4	0.2	14.5	0.1	Imperceptible	Negligible
LE34	13.8	0	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
LE35	13.1	0	13.2	0	13.2	<0.1	Imperceptible	Negligible
LE36	13.8	0.2	14	0.3	14	<0.1	Imperceptible	Negligible
LE37	13.8	0.2	14	0.3	14.1	0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE38	13.8	0.3	14	0.4	14.1	0.1	Imperceptible	Negligible
LE39	13.3	0.2	13.4	0.2	13.5	0.1	Imperceptible	Negligible
LE40	13.8	0.1	13.8	0.1	13.9	<0.1	Imperceptible	Negligible
LE41	14.3	0.1	14.5	0.3	14.6	0.1	Imperceptible	Negligible
LE42	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE43	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
YX13	15.2	0.9	16.1	1	16.1	0.1	Imperceptible	Negligible
YX14	15	0	15	0	15	<0.1	Imperceptible	Negligible
YX15	14.5	0.6	15.1	0.6	15.1	<0.1	Imperceptible	Negligible
YX16	15.2	0.6	15.8	0.7	15.8	<0.1	Imperceptible	Negligible
YX17	14.5	0.1	14.5	0.1	14.6	<0.1	Imperceptible	Negligible
LE44	13.9	0.1	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
LE45	13.8	0.3	14.1	0.3	14.2	<0.1	Imperceptible	Negligible
YX18	13.8	0.4	14.1	0.4	14.2	0.1	Imperceptible	Negligible
YX19	13.9	0.3	14.1	0.4	14.2	0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX20	14.4	0.8	15.2	0.8	15.2	0.1	Imperceptible	Negligible
SX16	13.5	0.3	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
SX18	15	0	15.1	0	15.1	<0.1	Imperceptible	Negligible
SX17	13.5	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
SX19	15	0	15	0	15	<0.1	Imperceptible	Negligible
WM15	14.8	0.2	15	0.2	15	<0.1	Imperceptible	Negligible
WM16	13.3	0.1	13.4	0.1	13.4	<0.1	Imperceptible	Negligible
WM17	13.7	0.1	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
BK6	14.1	0.4	14.5	0.4	14.5	<0.1	Imperceptible	Negligible
BK7	17.2	0.3	17.5	0.3	17.5	<0.1	Imperceptible	Negligible
LE46	14.3	0.1	14.5	0.3	14.6	0.1	Imperceptible	Negligible
BK8	17.1	0.4	17.5	0.4	17.5	<0.1	Imperceptible	Negligible
LE47	13.6	0.3	13.9	0.4	13.9	<0.1	Imperceptible	Negligible
LE48	13.3	0	13.3	0	13.3	<0.1	Imperceptible	Negligible

Table 3: Modelled PM_{2.5} concentrations at receptors for 2023 cumulative scenario

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
BC2	8.7	1.2	9.9	1.2	9.9	<0.1	Imperceptible	Negligible
BC3	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
BC4	8.4	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
BC5	9.7	0.9	10.6	0.9	10.6	<0.1	Imperceptible	Negligible
SW6	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
SW5	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
BC7	9.2	0.2	9.4	0.2	9.4	<0.1	Imperceptible	Negligible
BC8	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
KS4	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
LW1	10.6	0.6	11.2	0.6	11.2	>-0.1	Imperceptible	Negligible
LW3	8.8	1.2	10	1.2	10	>-0.1	Imperceptible	Negligible
LW5	9.1	0.2	9.3	0.2	9.3	>-0.1	Imperceptible	Negligible
LW6	9.1	0.3	9.4	0.3	9.4	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
KS2	8.5	0.3	8.9	0.4	8.9	<0.1	Imperceptible	Negligible
KS3	8.5	0.5	9	0.5	9	<0.1	Imperceptible	Negligible
SW4	8	0.3	8.3	0.3	8.3	<0.1	Imperceptible	Negligible
HS3	8.6	0.3	8.9	0.3	8.9	<0.1	Imperceptible	Negligible
YX1	8.6	0.8	9.4	0.9	9.5	0.1	Imperceptible	Negligible
YX3	8.3	0.7	9.1	0.9	9.2	0.1	Imperceptible	Negligible
YX7	8.2	0.1	8.3	0.2	8.4	0.1	Imperceptible	Negligible
LE3	8.2	0.2	8.4	0.3	8.5	0.1	Imperceptible	Negligible
LE9	8.6	0.5	9.1	0.6	9.1	<0.1	Imperceptible	Negligible
LE10	8.6	0.6	9.2	0.7	9.2	<0.1	Imperceptible	Negligible
LE11	8.2	0.3	8.4	0.3	8.5	<0.1	Imperceptible	Negligible
LE14	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
SX12	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
YX4	8.6	0.3	8.9	0.4	9	0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	8.4	0.3	8.8	0.4	8.8	0.1	Imperceptible	Negligible
WM2	8.7	1.3	10	1.6	10.3	0.2	Imperceptible	Negligible
WM6	8.6	0.1	8.7	0.1	8.7	<0.1	Imperceptible	Negligible
WM7	8.9	0.3	9.2	0.3	9.3	<0.1	Imperceptible	Negligible
WM8	8.8	0.4	9.2	0.4	9.2	<0.1	Imperceptible	Negligible
WM4	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
WB8	9	1.2	10.1	1.2	10.2	0.1	Imperceptible	Negligible
WB9	9	0.7	9.7	0.8	9.7	<0.1	Imperceptible	Negligible
WB10	9	0.3	9.3	0.3	9.4	<0.1	Imperceptible	Negligible
BK2	9.1	0.4	9.5	0.4	9.5	<0.1	Imperceptible	Negligible
BK4	10	0.4	10.4	0.4	10.4	<0.1	Imperceptible	Negligible
BK5	10	0.6	10.6	0.6	10.6	<0.1	Imperceptible	Negligible
IP1	10.3	1	11.3	1	11.3	<0.1	Imperceptible	Negligible
IP2	10.4	0.8	11.1	0.8	11.2	<0.1	Imperceptible	Negligible
BK3	9.2	1.2	10.4	1.2	10.4	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	9.3	1	10.3	1	10.3	<0.1	Imperceptible	Negligible
IP4	9.7	1.5	11.2	1.5	11.2	<0.1	Imperceptible	Negligible
IP5	10.3	0.3	10.6	0.3	10.6	<0.1	Imperceptible	Negligible
IP6	9.7	0.1	9.8	0.1	9.8	<0.1	Imperceptible	Negligible
IP7	10.1	0.1	10.2	0.1	10.2	<0.1	Imperceptible	Negligible
IP8	10.2	0.1	10.3	0.1	10.3	<0.1	Imperceptible	Negligible
IP9	10.2	0.1	10.3	0.1	10.3	<0.1	Imperceptible	Negligible
IP10	10.2	0	10.3	0	10.3	<0.1	Imperceptible	Negligible
IP11	10.2	0.1	10.3	0.1	10.3	<0.1	Imperceptible	Negligible
ND1	9.9	1.2	11.1	1.2	11.1	<0.1	Imperceptible	Negligible
ND2	9.9	0.4	10.2	0.4	10.2	<0.1	Imperceptible	Negligible
ND3	9.1	0.6	9.7	0.6	9.7	<0.1	Imperceptible	Negligible
ND4	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
ND5	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
ND6	8.7	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
ND7	9.1	0.5	9.6	0.5	9.6	<0.1	Imperceptible	Negligible
FR1	8.6	0.3	8.9	0.3	8.9	<0.1	Imperceptible	Negligible
FR2	8.6	0.5	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
FR3	8.6	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible
FR4	8.7	0.3	9	0.3	9	<0.1	Imperceptible	Negligible
FR5	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
FR6	8.6	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible
IP12	9.3	0	9.4	0	9.4	<0.1	Imperceptible	Negligible
IP13	10	0.1	10.1	0.1	10.1	<0.1	Imperceptible	Negligible
IP14	9.2	1	10.2	1	10.2	<0.1	Imperceptible	Negligible
IP15	9.2	0.9	10	0.9	10	>-0.1	Imperceptible	Negligible
WB11	8.9	0.4	9.4	0.5	9.4	<0.1	Imperceptible	Negligible
WB12	8.7	0.4	9.1	0.4	9.1	<0.1	Imperceptible	Negligible
WB7	8.9	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	8.7	0.4	9	0.4	9.1	<0.1	Imperceptible	Negligible
WB5	8.7	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible
WB4	8.7	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible
WB3	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
WB2	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
SX13	8.6	0.2	8.8	0.2	8.8	<0.1	Imperceptible	Negligible
SX14	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
WM13	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
HS1	8.7	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
HS2	8.6	0.2	8.8	0.2	8.8	<0.1	Imperceptible	Negligible
SW1	7.9	0.2	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
YX2	8.3	0.4	8.8	0.5	8.8	0.1	Imperceptible	Negligible
YX6	8.2	0.3	8.5	0.4	8.6	0.2	Imperceptible	Negligible
SX2	8.6	0.1	8.6	0.1	8.7	<0.1	Imperceptible	Negligible
SX4	8.4	0.5	9	0.6	9	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	8.6	0.1	8.7	0.1	8.7	<0.1	Imperceptible	Negligible
SX10	8.6	0.4	9.1	0.5	9.1	0.1	Imperceptible	Negligible
SX5	8.4	0.7	9.1	0.9	9.3	0.1	Imperceptible	Negligible
SX6	8.3	2.7	11.1	3.3	11.6	0.5	Low	Negligible
SX7	8.3	1.4	9.7	1.6	10	0.3	Imperceptible	Negligible
SX11	8.4	0.4	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
SW3	8	0.6	8.6	0.7	8.7	<0.1	Imperceptible	Negligible
SW2	8	0.4	8.4	0.5	8.5	<0.1	Imperceptible	Negligible
YX8	8.4	0.3	8.6	0.3	8.7	<0.1	Imperceptible	Negligible
LE13	7.9	0.3	8.2	0.4	8.3	0.1	Imperceptible	Negligible
LE12	8.3	0.2	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
LE7	8.3	0.1	8.4	0.2	8.5	0.1	Imperceptible	Negligible
LE1	8.6	0.4	8.9	0.4	9	<0.1	Imperceptible	Negligible
LE8	8.6	0.2	8.8	0.2	8.8	<0.1	Imperceptible	Negligible
LE6	8.3	0.3	8.7	0.5	8.8	0.2	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE5	8.3	0.2	8.5	0.3	8.6	0.1	Imperceptible	Negligible
ND8	8.7	0.7	9.4	0.7	9.5	<0.1	Imperceptible	Negligible
WM1	8.3	0.1	8.4	0.1	8.5	<0.1	Imperceptible	Negligible
SX8	8.5	0	8.5	0	8.5	<0.1	Imperceptible	Negligible
SX9	8.5	0	8.5	0	8.5	<0.1	Imperceptible	Negligible
LE4	8.3	0	8.3	0	8.4	<0.1	Imperceptible	Negligible
YX5	8.4	0	8.4	0	8.4	<0.1	Imperceptible	Negligible
LW2	8.8	0.4	9.1	0.4	9.1	>-0.1	Imperceptible	Negligible
BK1	9	0.7	9.7	0.7	9.7	<0.1	Imperceptible	Negligible
WM10	8.8	0.7	9.5	0.8	9.5	<0.1	Imperceptible	Negligible
WB1	9.2	0.8	10	0.8	10	<0.1	Imperceptible	Negligible
BC6	8.6	0.3	9	0.3	9	<0.1	Imperceptible	Negligible
LW4	9	0.4	9.4	0.4	9.4	>-0.1	Imperceptible	Negligible
LW7	9.1	0.1	9.2	0.1	9.3	<0.1	Imperceptible	Negligible
LW8	9.3	0.4	9.6	0.4	9.6	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW9	9.1	0.3	9.4	0.3	9.4	<0.1	Imperceptible	Negligible
LE2	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
WM5	8.6	0.1	8.8	0.2	8.8	<0.1	Imperceptible	Negligible
WM11	8.6	0.2	8.8	0.2	8.8	<0.1	Imperceptible	Negligible
WM12	8.6	0.1	8.7	0.1	8.7	<0.1	Imperceptible	Negligible
SX15	8.4	1.6	10	1.8	10.3	0.3	Imperceptible	Negligible
YX9	8.6	0	8.7	0.1	8.7	<0.1	Imperceptible	Negligible
LE15	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE16	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE19	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
LE17	8	0	8	0	8.1	<0.1	Imperceptible	Negligible
LE18	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE20	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE21	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE22	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE23	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
WM3	8.5	0.3	8.8	0.3	8.8	>-0.1	Imperceptible	Negligible
WM14	8.5	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
YX10	8.5	0.5	9	0.5	9	<0.1	Imperceptible	Negligible
LE24	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
YX11	8.5	0.2	8.7	0.2	8.7	<0.1	Imperceptible	Negligible
YX12	8.5	0.1	8.6	0.1	8.6	<0.1	Imperceptible	Negligible
LE25	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE26	8	0	8	0	8.1	<0.1	Imperceptible	Negligible
LE27	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE28	8.2	0.1	8.2	0.1	8.3	<0.1	Imperceptible	Negligible
LE29	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE30	7.9	0	8	0.1	8	<0.1	Imperceptible	Negligible
LE31	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE32	8.3	0	8.4	0.1	8.4	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE33	8.3	0.1	8.4	0.1	8.5	0.1	Imperceptible	Negligible
LE34	8.3	0	8.4	0	8.4	<0.1	Imperceptible	Negligible
LE35	8.6	0	8.6	0	8.6	<0.1	Imperceptible	Negligible
LE36	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
LE37	8.3	0.1	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
LE38	8.3	0.2	8.5	0.2	8.5	0.1	Imperceptible	Negligible
LE39	8	0.1	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LE40	8.3	0	8.4	0	8.4	<0.1	Imperceptible	Negligible
LE41	8.3	0.1	8.4	0.2	8.5	0.1	Imperceptible	Negligible
LE42	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE43	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
YX13	8.6	0.5	9.1	0.6	9.1	<0.1	Imperceptible	Negligible
YX14	8.5	0	8.5	0	8.5	<0.1	Imperceptible	Negligible
YX15	8.4	0.3	8.7	0.4	8.8	<0.1	Imperceptible	Negligible
YX16	8.6	0.4	8.9	0.4	9	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX17	8.4	0	8.4	0	8.5	<0.1	Imperceptible	Negligible
LE44	8.2	0.1	8.3	0.1	8.3	<0.1	Imperceptible	Negligible
LE45	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
YX18	8.3	0.2	8.5	0.3	8.6	<0.1	Imperceptible	Negligible
YX19	8.2	0.1	8.4	0.2	8.4	0.1	Imperceptible	Negligible
YX20	8.4	0.4	8.9	0.5	8.9	<0.1	Imperceptible	Negligible
SX16	8.4	0.2	8.6	0.2	8.7	<0.1	Imperceptible	Negligible
SX18	8.6	0	8.6	0	8.6	<0.1	Imperceptible	Negligible
SX17	8.4	0	8.5	0	8.5	<0.1	Imperceptible	Negligible
SX19	8.6	0	8.6	0	8.6	<0.1	Imperceptible	Negligible
WM15	8.7	0.1	8.8	0.1	8.8	<0.1	Imperceptible	Negligible
WM16	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
WM17	8.4	0	8.4	0	8.4	<0.1	Imperceptible	Negligible
BK6	8.7	0.2	8.9	0.2	8.9	<0.1	Imperceptible	Negligible
BK7	9.8	0.2	10	0.2	10	<0.1	Imperceptible	Negligible

Receptor	2023 Background (µg/m³)	2023RC Road + Rail (µg/m³)	2023RC Total (µg/m³)	2023AD Road + Rail (µg/m³)	2023AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE46	8.3	0.1	8.4	0.2	8.5	0.1	Imperceptible	Negligible
BK8	9.9	0.3	10.2	0.3	10.2	<0.1	Imperceptible	Negligible
LE47	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LE48	8	0	8	0	8	<0.1	Imperceptible	Negligible

Table 4: Modelled NO₂ concentrations at receptors for 2028 average day cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	6.4	1.3	7.8	1.4	7.8	<0.1	Imperceptible	Negligible
BC2	6.3	5.8	12.1	5.9	12.1	0.1	Imperceptible	Negligible
BC3	7	0.9	7.9	1	7.9	<0.1	Imperceptible	Negligible
BC4	7.9	1.1	9	1.2	9	<0.1	Imperceptible	Negligible
BC5	7.9	4.1	12	4.2	12.1	0.1	Imperceptible	Negligible
SW6	5.4	0.7	6.1	0.8	6.2	0.1	Imperceptible	Negligible
SW5	5.4	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC7	7.1	1.3	8.4	1.3	8.4	<0.1	Imperceptible	Negligible
BC8	5.9	0.9	6.8	1	6.8	0.1	Imperceptible	Negligible
KS4	5.7	1.1	6.8	1.2	6.9	0.1	Imperceptible	Negligible
LW1	12.7	2.7	15.3	2.7	15.3	<0.1	Imperceptible	Negligible
LW3	9.8	5.8	15.6	5.9	15.7	0.1	Imperceptible	Negligible
LW5	8.2	1.3	9.5	1.3	9.5	<0.1	Imperceptible	Negligible
LW6	8.2	1.7	9.9	1.7	9.9	<0.1	Imperceptible	Negligible
KS1	6	1.1	7.1	1.2	7.2	<0.1	Imperceptible	Negligible
KS2	5.7	1.8	7.5	1.9	7.6	0.1	Imperceptible	Negligible
KS3	5.7	2.3	8.1	2.6	8.3	0.3	Imperceptible	Negligible
SW4	5.5	1.3	6.7	1.5	6.9	0.2	Imperceptible	Negligible
HS3	5.4	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
YX1	5.4	3.7	9.1	4	9.5	0.3	Imperceptible	Negligible
YX3	5.5	3.7	9.1	6.8	12.3	3.2	Medium	Minor Adverse
YX7	5.1	0.6	5.7	1.9	7	1.3	Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE3	5.1	1	6.1	1.7	6.9	0.7	Very Low	Negligible
LE9	5.9	4.9	10.8	5.8	11.7	0.9	Low	Negligible
LE10	5.9	3.2	9.1	4	10	0.8	Low	Negligible
LE11	5.3	1.5	6.8	1.9	7.2	0.4	Very Low	Negligible
LE14	5.3	1.5	6.8	1.7	7	0.2	Imperceptible	Negligible
SX12	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
YX4	5.3	1.6	6.8	1.9	7.1	0.3	Imperceptible	Negligible
SX1	5.3	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
WM2	5.7	6.1	11.8	6.6	12.3	0.5	Very Low	Negligible
WM6	5.9	0.8	6.7	0.8	6.8	0.1	Imperceptible	Negligible
WM7	6.2	1.6	7.9	1.8	8	0.1	Imperceptible	Negligible
WM8	6.2	2	8.2	2.1	8.3	0.1	Imperceptible	Negligible
WM4	5.7	1	6.7	1.1	6.8	0.1	Imperceptible	Negligible
WB8	7.3	5.3	12.6	5.4	12.7	0.1	Imperceptible	Negligible
WB9	7.3	3.7	11	3.7	11	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB10	7.4	1.8	9.2	1.9	9.3	<0.1	Imperceptible	Negligible
BK2	8.5	2.1	10.6	2.1	10.6	<0.1	Imperceptible	Negligible
BK4	8.1	1.6	9.7	1.6	9.7	<0.1	Imperceptible	Negligible
BK5	8.1	2.7	10.8	2.7	10.8	<0.1	Imperceptible	Negligible
IP1	9.3	4	13.3	4.1	13.3	<0.1	Imperceptible	Negligible
IP2	7.6	3.5	11.1	3.5	11.2	<0.1	Imperceptible	Negligible
BK3	7.3	4.7	11.9	4.7	12	<0.1	Imperceptible	Negligible
IP3	6.4	3.9	10.3	4	10.4	<0.1	Imperceptible	Negligible
IP4	6.5	5.9	12.4	5.9	12.4	<0.1	Imperceptible	Negligible
IP5	7.2	1	8.3	1	8.3	<0.1	Imperceptible	Negligible
IP6	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
IP7	10.8	0.2	11	0.2	11	<0.1	Imperceptible	Negligible
IP8	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP9	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP10	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP11	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
ND1	9.3	4.2	13.5	4.3	13.6	<0.1	Imperceptible	Negligible
ND2	8	1.3	9.3	1.3	9.3	<0.1	Imperceptible	Negligible
ND3	6.8	2.5	9.3	2.5	9.3	<0.1	Imperceptible	Negligible
ND4	6.3	3.1	9.3	3.2	9.5	0.2	Imperceptible	Negligible
ND5	6	2.2	8.2	2.4	8.4	0.1	Imperceptible	Negligible
ND6	6.1	0.4	6.5	0.4	6.5	<0.1	Imperceptible	Negligible
WM9	5.6	0.8	6.5	1	6.6	0.2	Imperceptible	Negligible
ND7	6.3	1.9	8.3	1.9	8.3	<0.1	Imperceptible	Negligible
FR1	5.4	1.1	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
FR2	6.2	2.2	8.4	2.3	8.4	0.1	Imperceptible	Negligible
FR3	6.2	0.7	6.9	0.7	6.9	<0.1	Imperceptible	Negligible
FR4	5.4	1.1	6.5	1.2	6.5	0.1	Imperceptible	Negligible
FR5	5.3	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
FR6	5.3	0.8	6.1	0.8	6.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP12	7.8	0.2	8	0.2	8	<0.1	Imperceptible	Negligible
IP13	9.3	0.3	9.6	0.3	9.6	<0.1	Imperceptible	Negligible
IP14	7.9	5.1	13	5.2	13.1	0.1	Imperceptible	Negligible
IP15	7.3	4.5	11.8	4.5	11.8	<0.1	Imperceptible	Negligible
WB11	7.8	2.5	10.2	2.5	10.3	0.1	Imperceptible	Negligible
WB12	7	2.4	9.4	2.5	9.5	0.1	Imperceptible	Negligible
WB7	7	2.3	9.3	2.3	9.4	0.1	Imperceptible	Negligible
WB6	6.6	1.8	8.4	1.9	8.5	0.1	Imperceptible	Negligible
WB5	7.1	1.2	8.2	1.4	8.5	0.2	Imperceptible	Negligible
WB4	7.1	0.5	7.6	0.6	7.7	0.1	Imperceptible	Negligible
WB3	6.5	1.1	7.5	1.1	7.6	<0.1	Imperceptible	Negligible
WB2	6.5	1.6	8	1.6	8.1	<0.1	Imperceptible	Negligible
SX13	5.3	0.9	6.2	1	6.3	0.1	Imperceptible	Negligible
SX14	5.4	1.5	6.9	1.6	7	0.1	Imperceptible	Negligible
WM13	5.4	0.9	6.4	1	6.4	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
HS1	6.4	1.7	8.2	1.9	8.3	0.1	Imperceptible	Negligible
HS2	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
SW1	5.9	1.2	7	1.2	7	<0.1	Imperceptible	Negligible
YX2	5.5	2.2	7.7	2.7	8.2	0.5	Very Low	Negligible
YX6	5.2	1.3	6.5	6.7	11.9	5.4	High	Moderate Adverse
SX2	5.6	0.3	5.9	0.4	6	0.1	Imperceptible	Negligible
SX4	5.8	2.8	8.6	3.1	8.9	0.3	Imperceptible	Negligible
SX3	5.4	0.6	5.9	0.7	6.1	0.1	Imperceptible	Negligible
SX10	5.5	2.1	7.6	2.6	8.1	0.5	Very Low	Negligible
SX5	5.5	3.6	9.1	1.2	6.7	-2.4	Medium	Minor Beneficial
SX6	5.4	13.2	18.6	0.3	5.7	-12.9	High	Moderate Beneficial
SX7	5.4	6.7	12.1	1.5	7	-5.2	High	Moderate Beneficial
SX11	5.3	1.8	7.1	2	7.3	0.1	Imperceptible	Negligible
SW3	5.3	3.1	8.4	3.6	8.9	0.5	Very Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW2	5.3	2.2	7.5	2.5	7.8	0.3	Imperceptible	Negligible
YX8	5.1	1.3	6.4	1.5	6.6	0.2	Imperceptible	Negligible
LE13	5.2	1.7	6.9	1.8	6.9	0.1	Imperceptible	Negligible
LE12	5.6	1.2	6.8	1.4	7	0.2	Imperceptible	Negligible
LE7	5.3	0.5	5.7	0.7	6	0.2	Imperceptible	Negligible
LE1	5.9	2.6	8.5	4.1	10	1.5	Low	Negligible
LE8	5.9	1.3	7.3	1.7	7.6	0.3	Imperceptible	Negligible
LE6	5.2	1.5	6.6	0.8	5.9	-0.7	Very Low	Negligible
LE5	5.2	0.9	6.1	0.8	6	-0.1	Imperceptible	Negligible
ND8	5.7	3.1	8.8	3.2	8.8	<0.1	Imperceptible	Negligible
WM1	5.4	0.5	5.9	3.4	8.8	2.9	Medium	Minor Adverse
SX8	5.2	0.1	5.3	3.4	8.6	3.3	Medium	Minor Adverse
SX9	5.2	0.2	5.4	3	8.1	2.8	Medium	Minor Adverse
LE4	5.2	0.1	5.2	0.6	5.8	0.6	Very Low	Negligible
YX5	5.2	0.1	5.2	1.3	6.5	1.3	Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW2	9.8	1.8	11.5	1.6	11.4	-0.1	Imperceptible	Negligible
BK1	9	3.8	12.8	3.9	12.8	<0.1	Imperceptible	Negligible
WM10	5.8	3.4	9.2	3.6	9.4	0.2	Imperceptible	Negligible
WB1	7.1	3.8	10.9	3.8	10.9	>-0.1	Imperceptible	Negligible
BC6	5.6	1.5	7.1	1.6	7.2	0.1	Imperceptible	Negligible
LW4	8.5	1.8	10.3	1.8	10.3	0.1	Imperceptible	Negligible
LW7	8.2	0.8	9	0.9	9	<0.1	Imperceptible	Negligible
LW8	18.3	2.1	20.4	2.2	20.4	<0.1	Imperceptible	Negligible
LW9	8.2	1.5	9.7	1.6	9.8	0.1	Imperceptible	Negligible
LE2	5.3	0.5	5.7	0.8	6.1	0.4	Imperceptible	Negligible
WM5	6.4	0.9	7.2	1	7.3	0.1	Imperceptible	Negligible
WM11	5.9	1.2	7.1	1.4	7.3	0.2	Imperceptible	Negligible
WM12	5.9	0.5	6.4	0.5	6.5	0.1	Imperceptible	Negligible
SX15	5.5	7.7	13.2	0.8	6.3	-6.9	High	Moderate Beneficial
YX9	5.3	0.2	5.5	1	6.3	0.8	Low	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE15	5.1	0.1	5.3	0.3	5.4	0.1	Imperceptible	Negligible
LE16	5.1	0.1	5.2	0.2	5.4	0.1	Imperceptible	Negligible
LE19	5.3	0.1	5.4	0.3	5.5	0.1	Imperceptible	Negligible
LE17	5.1	0.1	5.2	0.2	5.3	0.1	Imperceptible	Negligible
LE18	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE20	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE21	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE22	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
LE23	5.2	0.1	5.3	0.1	5.4	0.1	Imperceptible	Negligible
WM3	5.4	1.7	7.1	1.8	7.2	0.1	Imperceptible	Negligible
WM14	5.4	0.3	5.7	0.3	5.7	<0.1	Imperceptible	Negligible
YX10	5.3	2.3	7.6	2.6	7.9	0.4	Imperceptible	Negligible
LE24	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
YX11	5.3	0.7	6	1.1	6.3	0.3	Imperceptible	Negligible
YX12	5.3	0.6	5.9	1	6.3	0.4	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE25	5.1	0	5.1	0.1	5.2	0.1	Imperceptible	Negligible
LE26	5.1	0.1	5.2	0.2	5.4	0.1	Imperceptible	Negligible
LE27	5.1	0.1	5.2	0.2	5.3	0.1	Imperceptible	Negligible
LE28	5.1	0.2	5.4	1.5	6.6	1.2	Low	Negligible
LE29	5.1	0	5.1	0.1	5.2	0.1	Imperceptible	Negligible
LE30	5.2	0.2	5.4	0.3	5.5	0.1	Imperceptible	Negligible
LE31	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE32	5.3	0.2	5.4	0.3	5.6	0.2	Imperceptible	Negligible
LE33	5.3	0.4	5.6	0.5	5.8	0.2	Imperceptible	Negligible
LE34	5.6	0.2	5.7	0.3	5.9	0.1	Imperceptible	Negligible
LE35	5.9	0.1	6.1	0.3	6.2	0.1	Imperceptible	Negligible
LE36	5.6	0.7	6.3	1.6	7.2	0.9	Low	Negligible
LE37	5.6	0.7	6.3	2.2	7.8	1.5	Low	Negligible
LE38	5.6	0.8	6.4	2.4	8	1.6	Low	Negligible
LE39	5.2	0.5	5.8	0.8	6	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE40	5.6	0.2	5.8	0.4	5.9	0.2	Imperceptible	Negligible
LE41	5.3	0.5	5.7	0.6	5.9	0.2	Imperceptible	Negligible
LE42	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE43	5.2	0.1	5.3	0.1	5.4	0.1	Imperceptible	Negligible
YX13	5.4	2.4	7.8	2.7	8.1	0.3	Imperceptible	Negligible
YX14	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
YX15	5.4	1.6	6.9	1.9	7.3	0.4	Imperceptible	Negligible
YX16	5.4	1.6	7.1	1.8	7.3	0.2	Imperceptible	Negligible
YX17	5.4	0.2	5.5	0.3	5.7	0.1	Imperceptible	Negligible
LE44	5.2	0.4	5.6	0.5	5.7	0.1	Imperceptible	Negligible
LE45	5.3	1	6.3	1.1	6.4	0.2	Imperceptible	Negligible
YX18	5.5	1	6.5	1.6	7.1	0.6	Very Low	Negligible
YX19	5.2	0.7	5.9	3.4	8.6	2.6	Medium	Minor Adverse
YX20	5.2	2	7.2	2.3	7.5	0.3	Imperceptible	Negligible
SX16	5.8	1.1	6.9	1.3	7.1	0.2	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX18	5.3	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
SX17	5.8	0.2	6	0.5	6.3	0.3	Imperceptible	Negligible
SX19	5.3	0.1	5.4	0.2	5.6	0.1	Imperceptible	Negligible
WM15	6.2	0.5	6.7	0.6	6.8	0.1	Imperceptible	Negligible
WM16	5.6	0.2	5.7	0.3	5.9	0.1	Imperceptible	Negligible
WM17	5.6	0.2	5.8	0.4	6	0.2	Imperceptible	Negligible
BK6	7.3	1.1	8.3	1.1	8.3	<0.1	Imperceptible	Negligible
BK7	7.2	0.8	8	0.8	8	<0.1	Imperceptible	Negligible
LE46	5.3	0.4	5.7	0.7	5.9	0.2	Imperceptible	Negligible
BK8	7.2	1.2	8.3	1.2	8.4	<0.1	Imperceptible	Negligible
LE47	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
LE48	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible

Table 5: Modelled PM₁₀ at receptors for 2028 average day cumulative scenario

Receptor	2028 Background (µg/m ³)	2028RC Road + Rail (µg/m ³)	2028RC Total (µg/m ³)	2028AD Road + Rail (µg/m ³)	2028AD Total (µg/m ³)	Magnitude of Change (µg/m ³)	Magnitude of Change Descriptor (µg/m ³)	Effect Descriptor (µg/m ³)
BC1	13.8	0.4	14.2	0.5	14.2	<0.1	Imperceptible	Negligible
BC2	14.9	2.1	16.9	2.1	17	<0.1	Imperceptible	Negligible
BC3	12.8	0.3	13.1	0.3	13.1	<0.1	Imperceptible	Negligible
BC4	12.7	0.4	13	0.4	13.1	<0.1	Imperceptible	Negligible
BC5	14.4	1.4	15.8	1.5	15.9	<0.1	Imperceptible	Negligible
SW6	13.7	0.3	14	0.3	14	<0.1	Imperceptible	Negligible
SW5	14.3	0.3	14.7	0.4	14.7	0.1	Imperceptible	Negligible
BC7	15	0.4	15.5	0.4	15.5	<0.1	Imperceptible	Negligible
BC8	13.7	0.3	14	0.3	14	<0.1	Imperceptible	Negligible
KS4	14.1	0.3	14.5	0.4	14.5	<0.1	Imperceptible	Negligible
LW1	14.6	0.9	15.5	0.9	15.5	<0.1	Imperceptible	Negligible
LW3	12.7	1.8	14.5	1.9	14.6	<0.1	Imperceptible	Negligible
LW5	13.6	0.4	14	0.4	14	<0.1	Imperceptible	Negligible
LW6	13.6	0.5	14.1	0.6	14.1	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
KS1	12.9	0.3	13.2	0.3	13.2	<0.1	Imperceptible	Negligible
KS2	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
KS3	14.1	0.8	14.9	0.9	15	0.1	Imperceptible	Negligible
SW4	12.6	0.5	13	0.6	13.1	0.1	Imperceptible	Negligible
HS3	15	0.5	15.6	0.6	15.7	0.1	Imperceptible	Negligible
YX1	14.8	1.4	16.3	1.6	16.4	0.1	Imperceptible	Negligible
YX3	13.4	1.3	14.7	2.3	15.7	1	Low	Negligible
YX7	13.4	0.2	13.6	0.1	13.5	-0.1	Imperceptible	Negligible
LE3	13.6	0.4	13.9	0.6	14.2	0.2	Imperceptible	Negligible
LE9	12.8	0.8	13.6	0.9	13.7	0.1	Imperceptible	Negligible
LE10	12.8	1	13.9	1.3	14.1	0.3	Imperceptible	Negligible
LE11	13	0.5	13.4	0.6	13.6	0.1	Imperceptible	Negligible
LE14	14.2	0.5	14.7	0.6	14.8	0.1	Imperceptible	Negligible
SX12	14.1	0.3	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
YX4	14.8	0.5	15.4	0.6	15.4	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
SX1	14.1	0.5	14.6	0.7	14.8	0.1	Imperceptible	Negligible
WM2	14.6	2.3	16.9	2.7	17.3	0.4	Imperceptible	Negligible
WM6	14.1	0.2	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
WM7	15.3	0.5	15.8	0.5	15.8	0.1	Imperceptible	Negligible
WM8	14.7	0.6	15.3	0.7	15.4	0.1	Imperceptible	Negligible
WM4	13.1	0.3	13.4	0.3	13.5	<0.1	Imperceptible	Negligible
WB8	13.5	2	15.5	2.1	15.6	0.1	Imperceptible	Negligible
WB9	13.5	1.2	14.8	1.3	14.8	<0.1	Imperceptible	Negligible
WB10	14.5	0.5	15	0.5	15.1	<0.1	Imperceptible	Negligible
BK2	15	0.6	15.6	0.7	15.7	<0.1	Imperceptible	Negligible
BK4	16.9	0.6	17.5	0.6	17.5	<0.1	Imperceptible	Negligible
BK5	16.9	1	17.9	1	17.9	<0.1	Imperceptible	Negligible
IP1	16.9	1.7	18.6	1.8	18.7	<0.1	Imperceptible	Negligible
IP2	17.2	1.3	18.5	1.3	18.5	<0.1	Imperceptible	Negligible
BK3	15	2	17	2	17	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
IP3	14.8	1.7	16.5	1.7	16.5	<0.1	Imperceptible	Negligible
IP4	16.3	2.5	18.8	2.6	18.9	0.1	Imperceptible	Negligible
IP5	17.2	0.4	17.7	0.4	17.7	<0.1	Imperceptible	Negligible
IP6	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP7	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP8	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP9	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP10	15.1	0.1	15.1	0.1	15.1	<0.1	Imperceptible	Negligible
IP11	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
ND1	15.7	2	17.7	2.1	17.7	<0.1	Imperceptible	Negligible
ND2	16.2	0.6	16.9	0.6	16.9	<0.1	Imperceptible	Negligible
ND3	15.1	1	16.2	1.1	16.2	<0.1	Imperceptible	Negligible
ND4	14.2	0.9	15.1	1	15.1	<0.1	Imperceptible	Negligible
ND5	15	0.9	15.8	0.9	15.9	<0.1	Imperceptible	Negligible
ND6	14.4	0.1	14.5	0.1	14.6	<0.1	Imperceptible	Negligible

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Receptor	2028 Background ($\mu\text{g}/\text{m}^3$)	2028RC Road + Rail ($\mu\text{g}/\text{m}^3$)	2028RC Total ($\mu\text{g}/\text{m}^3$)	2028AD Road + Rail ($\mu\text{g}/\text{m}^3$)	2028AD Total ($\mu\text{g}/\text{m}^3$)	Magnitude of Change ($\mu\text{g}/\text{m}^3$)	Magnitude of Change Descriptor ($\mu\text{g}/\text{m}^3$)	Effect Descriptor ($\mu\text{g}/\text{m}^3$)
WM9	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
ND7	15.4	0.8	16.2	0.8	16.2	<0.1	Imperceptible	Negligible
FR1	14.9	0.5	15.4	0.5	15.4	<0.1	Imperceptible	Negligible
FR2	13.7	0.8	14.5	0.8	14.5	<0.1	Imperceptible	Negligible
FR3	13.7	0.2	13.9	0.2	13.9	<0.1	Imperceptible	Negligible
FR4	15.1	0.5	15.6	0.5	15.6	<0.1	Imperceptible	Negligible
FR5	14.3	0.3	14.6	0.3	14.6	<0.1	Imperceptible	Negligible
FR6	15	0.2	15.2	0.2	15.2	<0.1	Imperceptible	Negligible
IP12	14.2	0.1	14.3	0.1	14.3	<0.1	Imperceptible	Negligible
IP13	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP14	14	1.6	15.5	1.6	15.6	<0.1	Imperceptible	Negligible
IP15	14.3	1.5	15.8	1.5	15.8	<0.1	Imperceptible	Negligible
WB11	13.7	0.8	14.4	0.8	14.5	<0.1	Imperceptible	Negligible
WB12	13.5	0.8	14.2	0.8	14.3	0.1	Imperceptible	Negligible
WB7	13.8	0.8	14.6	0.8	14.6	<0.1	Imperceptible	Negligible

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Receptor	2028 Background ($\mu\text{g}/\text{m}^3$)	2028RC Road + Rail ($\mu\text{g}/\text{m}^3$)	2028RC Total ($\mu\text{g}/\text{m}^3$)	2028AD Road + Rail ($\mu\text{g}/\text{m}^3$)	2028AD Total ($\mu\text{g}/\text{m}^3$)	Magnitude of Change ($\mu\text{g}/\text{m}^3$)	Magnitude of Change Descriptor ($\mu\text{g}/\text{m}^3$)	Effect Descriptor ($\mu\text{g}/\text{m}^3$)
WB6	13.2	0.6	13.9	0.7	13.9	<0.1	Imperceptible	Negligible
WB5	12.8	0.2	13	0.2	13	<0.1	Imperceptible	Negligible
WB4	12.8	0.2	12.9	0.2	13	<0.1	Imperceptible	Negligible
WB3	12.9	0.4	13.3	0.4	13.3	<0.1	Imperceptible	Negligible
WB2	12.9	0.6	13.5	0.6	13.5	<0.1	Imperceptible	Negligible
SX13	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
SX14	15	0.5	15.5	0.5	15.5	<0.1	Imperceptible	Negligible
WM13	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
HS1	13.7	0.6	14.3	0.6	14.4	<0.1	Imperceptible	Negligible
HS2	14.9	0.3	15.2	0.4	15.2	<0.1	Imperceptible	Negligible
SW1	11.7	0.4	12	0.4	12	<0.1	Imperceptible	Negligible
YX2	13.4	0.8	14.2	0.9	14.3	0.1	Imperceptible	Negligible
YX6	13.5	0.4	14	2.2	15.7	1.7	Low	Negligible
SX2	14	0.1	14.1	0.1	14.2	<0.1	Imperceptible	Negligible
SX4	13.1	0.9	14	1	14.1	0.1	Imperceptible	Negligible

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Receptor	2028 Background ($\mu\text{g}/\text{m}^3$)	2028RC Road + Rail ($\mu\text{g}/\text{m}^3$)	2028RC Total ($\mu\text{g}/\text{m}^3$)	2028AD Road + Rail ($\mu\text{g}/\text{m}^3$)	2028AD Total ($\mu\text{g}/\text{m}^3$)	Magnitude of Change ($\mu\text{g}/\text{m}^3$)	Magnitude of Change Descriptor ($\mu\text{g}/\text{m}^3$)	Effect Descriptor ($\mu\text{g}/\text{m}^3$)
SX3	14.6	0.2	14.8	0.2	14.8	<0.1	Imperceptible	Negligible
SX10	14.6	0.7	15.4	0.8	15.5	0.1	Imperceptible	Negligible
SX5	13.8	1.2	15	0.1	13.9	-1.1	Low	Negligible
SX6	13.5	4.7	18.2	0.1	13.6	-4.6	High	Moderate Beneficial
SX7	13.5	2.3	15.8	0.2	13.7	-2.1	Medium	Minor Beneficial
SX11	13.9	0.6	14.5	0.7	14.5	0.1	Imperceptible	Negligible
SW3	12.4	1.1	13.5	1.3	13.7	0.2	Imperceptible	Negligible
SW2	12.4	0.8	13.2	0.9	13.3	0.1	Imperceptible	Negligible
YX8	14.2	0.4	14.6	0.5	14.7	<0.1	Imperceptible	Negligible
LE13	12.5	0.5	13	0.5	13	<0.1	Imperceptible	Negligible
LE12	13.4	0.4	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
LE7	14	0.2	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE1	12.8	0.6	13.4	0.9	13.7	0.3	Imperceptible	Negligible
LE8	12.8	0.4	13.2	0.4	13.2	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
LE6	14	0.5	14.5	0.1	14.1	-0.5	Very Low	Negligible
LE5	14	0.3	14.3	0.1	14.1	-0.2	Imperceptible	Negligible
ND8	14.5	1.3	15.8	1.3	15.8	<0.1	Imperceptible	Negligible
WM1	13.5	0.2	13.6	0.3	13.8	0.2	Imperceptible	Negligible
SX8	14.2	0.1	14.2	0.3	14.5	0.2	Imperceptible	Negligible
SX9	14.2	0.1	14.2	0.3	14.4	0.2	Imperceptible	Negligible
LE4	14	0	14	0.1	14.1	<0.1	Imperceptible	Negligible
YX5	14.2	0	14.3	0.1	14.3	0.1	Imperceptible	Negligible
LW2	12.7	0.6	13.3	0.5	13.2	>-0.1	Imperceptible	Negligible
BK1	13.6	1.2	14.8	1.2	14.8	<0.1	Imperceptible	Negligible
WM10	14.9	1.3	16.2	1.4	16.3	0.1	Imperceptible	Negligible
WB1	14.8	1.4	16.2	1.4	16.2	<0.1	Imperceptible	Negligible
BC6	14.9	0.5	15.5	0.6	15.5	<0.1	Imperceptible	Negligible
LW4	13.1	0.6	13.7	0.6	13.7	<0.1	Imperceptible	Negligible
LW7	13.6	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
LW8	13.3	0.7	13.9	0.7	14	<0.1	Imperceptible	Negligible
LW9	13.6	0.5	14.1	0.5	14.1	<0.1	Imperceptible	Negligible
LE2	13.7	0.2	13.9	0.3	14	0.1	Imperceptible	Negligible
WM5	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
WM11	14.1	0.4	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
WM12	14.1	0.1	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
SX15	13.8	2.7	16.5	0.1	13.9	-2.6	Medium	Minor Beneficial
YX9	14.8	0.1	14.9	0.1	15	<0.1	Imperceptible	Negligible
LE15	13.6	0	13.6	0.1	13.7	<0.1	Imperceptible	Negligible
LE16	13.6	0	13.6	0.1	13.6	<0.1	Imperceptible	Negligible
LE19	13.7	0.1	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
LE17	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE18	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE20	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
LE21	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE22	13.5	0	13.5	0	13.5	<0.1	Imperceptible	Negligible
LE23	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
WM3	14	0.5	14.6	0.6	14.6	<0.1	Imperceptible	Negligible
WM14	14	0.1	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
YX10	14.7	0.9	15.5	1	15.6	0.1	Imperceptible	Negligible
LE24	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX11	14.7	0.3	14.9	0.3	15	<0.1	Imperceptible	Negligible
YX12	14.7	0.2	14.9	0.3	15	<0.1	Imperceptible	Negligible
LE25	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE26	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE27	13.6	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE28	13.6	0.1	13.7	0.2	13.8	0.1	Imperceptible	Negligible
LE29	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE30	12.5	0.1	12.6	0.1	12.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
LE31	12.5	0	12.5	0	12.5	<0.1	Imperceptible	Negligible
LE32	14	0.1	14	0.1	14.1	<0.1	Imperceptible	Negligible
LE33	14	0.1	14.1	0.2	14.1	<0.1	Imperceptible	Negligible
LE34	13.4	0	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE35	12.8	0	12.8	0	12.9	<0.1	Imperceptible	Negligible
LE36	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE37	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE38	13.4	0.3	13.7	0.3	13.7	<0.1	Imperceptible	Negligible
LE39	12.9	0.2	13.1	0.2	13.1	<0.1	Imperceptible	Negligible
LE40	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE41	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE42	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE43	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX13	14.8	0.9	15.7	1	15.8	0.1	Imperceptible	Negligible
YX14	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
YX15	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
YX16	14.8	0.6	15.5	0.7	15.5	0.1	Imperceptible	Negligible
YX17	14.1	0.1	14.2	0.1	14.2	<0.1	Imperceptible	Negligible
LE44	13.6	0.1	13.7	0.1	13.7	<0.1	Imperceptible	Negligible
LE45	13.5	0.3	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
YX18	13.4	0.4	13.8	0.5	13.9	0.1	Imperceptible	Negligible
YX19	13.5	0.3	13.8	1.1	14.6	0.8	Low	Negligible
YX20	14	0.8	14.8	0.9	14.9	0.1	Imperceptible	Negligible
SX16	13.1	0.3	13.5	0.4	13.5	<0.1	Imperceptible	Negligible
SX18	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
SX17	13.1	0.1	13.2	0.1	13.2	<0.1	Imperceptible	Negligible
SX19	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
WM15	14.5	0.2	14.7	0.2	14.7	<0.1	Imperceptible	Negligible
WM16	13	0.1	13	0.1	13	<0.1	Imperceptible	Negligible
WM17	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor (µg/m³)	Effect Descriptor (µg/m³)
BK6	13.8	0.4	14.2	0.4	14.2	<0.1	Imperceptible	Negligible
BK7	16.9	0.3	17.2	0.3	17.2	<0.1	Imperceptible	Negligible
LE46	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
BK8	16.7	0.4	17.2	0.4	17.2	<0.1	Imperceptible	Negligible
LE47	13.2	0.3	13.6	0.4	13.6	<0.1	Imperceptible	Negligible
LE48	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible

Table 6: Modelled PM_{2.5} concentrations at receptors for 2028 average day cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
BC2	8.4	1.2	9.6	1.2	9.6	<0.1	Imperceptible	Negligible
BC3	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
BC4	8.1	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC5	9.4	0.8	10.2	0.9	10.2	<0.1	Imperceptible	Negligible
SW6	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
SW5	8.2	0.2	8.3	0.2	8.4	<0.1	Imperceptible	Negligible
BC7	8.9	0.2	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BC8	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS4	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LW1	10.3	0.5	10.8	0.5	10.8	>-0.1	Imperceptible	Negligible
LW3	8.5	1.1	9.6	1.1	9.6	<0.1	Imperceptible	Negligible
LW5	8.8	0.2	9.1	0.2	9.1	<0.1	Imperceptible	Negligible
LW6	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
KS1	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS2	8.2	0.3	8.6	0.4	8.6	<0.1	Imperceptible	Negligible
KS3	8.2	0.5	8.7	0.5	8.7	0.1	Imperceptible	Negligible
SW4	7.7	0.3	8	0.3	8	<0.1	Imperceptible	Negligible
HS3	8.3	0.3	8.6	0.4	8.7	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX1	8.3	0.8	9.1	0.9	9.2	0.1	Imperceptible	Negligible
YX3	8	0.7	8.8	1.3	9.4	0.6	Low	Negligible
YX7	7.9	0.1	8	0.1	7.9	>-0.1	Imperceptible	Negligible
LE3	7.9	0.2	8.1	0.3	8.3	0.1	Imperceptible	Negligible
LE9	8.3	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
LE10	8.3	0.6	8.9	0.8	9.1	0.2	Imperceptible	Negligible
LE11	7.9	0.3	8.2	0.4	8.2	0.1	Imperceptible	Negligible
LE14	8.2	0.3	8.4	0.3	8.5	<0.1	Imperceptible	Negligible
SX12	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
YX4	8.3	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
SX1	8.2	0.3	8.5	0.4	8.6	0.1	Imperceptible	Negligible
WM2	8.4	1.3	9.7	1.6	10	0.2	Imperceptible	Negligible
WM6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WM7	8.7	0.3	9	0.3	9	<0.1	Imperceptible	Negligible
WM8	8.6	0.3	8.9	0.4	8.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM4	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
WB8	8.7	1.2	9.9	1.2	9.9	0.1	Imperceptible	Negligible
WB9	8.7	0.7	9.4	0.7	9.5	<0.1	Imperceptible	Negligible
WB10	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BK2	8.9	0.4	9.2	0.4	9.2	<0.1	Imperceptible	Negligible
BK4	9.7	0.4	10.1	0.4	10.1	<0.1	Imperceptible	Negligible
BK5	9.7	0.6	10.3	0.6	10.3	<0.1	Imperceptible	Negligible
IP1	10	1	11	1	11	<0.1	Imperceptible	Negligible
IP2	10.1	0.8	10.8	0.8	10.9	<0.1	Imperceptible	Negligible
BK3	9	1.1	10.1	1.1	10.1	<0.1	Imperceptible	Negligible
IP3	9	1	10	1	10	<0.1	Imperceptible	Negligible
IP4	9.4	1.4	10.9	1.5	10.9	<0.1	Imperceptible	Negligible
IP5	10	0.3	10.3	0.3	10.3	<0.1	Imperceptible	Negligible
IP6	9.4	0.1	9.5	0.1	9.5	<0.1	Imperceptible	Negligible
IP7	9.8	0.1	9.9	0.1	9.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP8	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
IP9	10	0	10	0.1	10	<0.1	Imperceptible	Negligible
IP10	10	0	10	0	10	<0.1	Imperceptible	Negligible
IP11	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
ND1	9.6	1.2	10.7	1.2	10.8	<0.1	Imperceptible	Negligible
ND2	9.6	0.4	9.9	0.4	9.9	<0.1	Imperceptible	Negligible
ND3	8.8	0.6	9.4	0.6	9.4	<0.1	Imperceptible	Negligible
ND4	8.5	0.5	9	0.6	9	<0.1	Imperceptible	Negligible
ND5	8.5	0.5	9	0.5	9.1	<0.1	Imperceptible	Negligible
ND6	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WM9	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
ND7	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
FR1	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR2	8.4	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
FR3	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
FR4	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR5	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
FR6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
IP12	9.1	0	9.1	0	9.1	<0.1	Imperceptible	Negligible
IP13	9.7	0.1	9.8	0.1	9.8	<0.1	Imperceptible	Negligible
IP14	8.9	0.9	9.9	0.9	9.9	<0.1	Imperceptible	Negligible
IP15	8.9	0.9	9.8	0.9	9.8	<0.1	Imperceptible	Negligible
WB11	8.7	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB12	8.4	0.4	8.9	0.5	8.9	<0.1	Imperceptible	Negligible
WB7	8.6	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB6	8.4	0.4	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
WB5	8.4	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WB4	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WB3	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WB2	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX13	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
SX14	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
WM13	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
HS1	8.5	0.3	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
HS2	8.4	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
SW1	7.6	0.2	7.8	0.2	7.8	<0.1	Imperceptible	Negligible
YX2	8	0.4	8.5	0.5	8.6	0.1	Imperceptible	Negligible
YX6	7.9	0.3	8.2	1.3	9.2	1	Low	Negligible
SX2	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX4	8.2	0.5	8.7	0.6	8.7	<0.1	Imperceptible	Negligible
SX3	8.3	0.1	8.4	0.1	8.5	<0.1	Imperceptible	Negligible
SX10	8.4	0.4	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
SX5	8.1	0.7	8.9	0.1	8.2	-0.6	Low	Negligible
SX6	8.1	2.7	10.8	0.1	8.1	-2.7	High	Moderate Beneficial
SX7	8.1	1.4	9.4	0.1	8.2	-1.2	Low	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX11	8.1	0.4	8.5	0.4	8.5	<0.1	Imperceptible	Negligible
SW3	7.7	0.6	8.3	0.7	8.4	0.1	Imperceptible	Negligible
SW2	7.7	0.4	8.1	0.5	8.2	0.1	Imperceptible	Negligible
YX8	8.1	0.2	8.4	0.3	8.4	<0.1	Imperceptible	Negligible
LE13	7.6	0.3	7.9	0.3	7.9	<0.1	Imperceptible	Negligible
LE12	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
LE7	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE1	8.3	0.4	8.7	0.5	8.8	0.2	Imperceptible	Negligible
LE8	8.3	0.2	8.5	0.3	8.6	<0.1	Imperceptible	Negligible
LE6	8.1	0.3	8.4	0.1	8.1	-0.3	Imperceptible	Negligible
LE5	8.1	0.2	8.2	0	8.1	-0.1	Imperceptible	Negligible
ND8	8.4	0.7	9.2	0.7	9.2	<0.1	Imperceptible	Negligible
WM1	8.1	0.1	8.2	0.2	8.3	0.1	Imperceptible	Negligible
SX8	8.2	0	8.2	0.2	8.4	0.1	Imperceptible	Negligible
SX9	8.2	0	8.2	0.2	8.3	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE4	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
YX5	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LW2	8.5	0.3	8.8	0.3	8.8	>-0.1	Imperceptible	Negligible
BK1	8.7	0.7	9.4	0.7	9.4	<0.1	Imperceptible	Negligible
WM10	8.5	0.7	9.2	0.8	9.3	<0.1	Imperceptible	Negligible
WB1	8.9	0.8	9.8	0.8	9.8	<0.1	Imperceptible	Negligible
BC6	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
LW4	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LW7	8.8	0.2	9	0.2	9	<0.1	Imperceptible	Negligible
LW8	9	0.4	9.4	0.4	9.4	<0.1	Imperceptible	Negligible
LW9	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LE2	8	0.1	8.1	0.2	8.2	0.1	Imperceptible	Negligible
WM5	8.4	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WM11	8.3	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
WM12	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX15	8.1	1.6	9.7	0.1	8.2	-1.5	Medium	Minor Beneficial
YX9	8.3	0	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
LE15	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE16	7.9	0	7.9	0	8	<0.1	Imperceptible	Negligible
LE19	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE17	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE18	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE20	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE21	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE22	8	0	8	0	8	<0.1	Imperceptible	Negligible
LE23	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
WM3	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
WM14	8.2	0.1	8.3	0.1	8.3	<0.1	Imperceptible	Negligible
YX10	8.2	0.5	8.7	0.6	8.8	0.1	Imperceptible	Negligible
LE24	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX11	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
YX12	8.2	0.1	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LE25	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE26	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE27	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE28	7.9	0.1	8	0.1	8	0.1	Imperceptible	Negligible
LE29	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE30	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE31	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE32	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE33	8.1	0.1	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LE34	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE35	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
LE36	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE37	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE38	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
LE39	7.8	0.1	7.9	0.1	7.9	<0.1	Imperceptible	Negligible
LE40	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE41	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE42	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE43	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
YX13	8.3	0.5	8.8	0.6	8.9	0.1	Imperceptible	Negligible
YX14	8.2	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
YX15	8.1	0.3	8.5	0.4	8.5	0.1	Imperceptible	Negligible
YX16	8.3	0.4	8.7	0.4	8.7	<0.1	Imperceptible	Negligible
YX17	8.1	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE44	7.9	0.1	8	0.1	8	<0.1	Imperceptible	Negligible
LE45	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
YX18	8	0.2	8.2	0.3	8.3	0.1	Imperceptible	Negligible
YX19	7.9	0.1	8.1	0.6	8.6	0.5	Very Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX20	8.1	0.4	8.6	0.5	8.6	0.1	Imperceptible	Negligible
SX16	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
SX18	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
SX17	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
SX19	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
WM15	8.5	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WM16	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
WM17	8.1	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
BK6	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
BK7	9.5	0.2	9.7	0.2	9.7	<0.1	Imperceptible	Negligible
LE46	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
BK8	9.6	0.3	9.9	0.3	9.9	<0.1	Imperceptible	Negligible
LE47	7.9	0.2	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
LE48	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible

Table 7: Modelled NO₂ concentrations at receptors for 2028 busiest day cumulative scenario

Receptor	2028 Background (µg/m ³)	2028RC Road + Rail (µg/m ³)	2028RC Total (µg/m ³)	2028BD Road + Rail (µg/m ³)	2028BD Total (µg/m ³)	Magnitude of Change (µg/m ³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	6.4	1.3	7.8	1.4	7.8	<0.1	Imperceptible	Negligible
BC2	6.3	5.8	12.1	6	12.2	0.2	Imperceptible	Negligible
BC3	7	0.9	7.9	1	7.9	<0.1	Imperceptible	Negligible
BC4	7.9	1.1	9	1.2	9	<0.1	Imperceptible	Negligible
BC5	7.9	4.1	12	4.2	12.1	0.1	Imperceptible	Negligible
SW6	5.4	0.7	6.1	0.8	6.2	0.1	Imperceptible	Negligible
SW5	5.4	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
BC7	7.1	1.3	8.4	1.3	8.4	<0.1	Imperceptible	Negligible
BC8	5.9	0.9	6.8	1	6.8	0.1	Imperceptible	Negligible
KS4	5.7	1.1	6.8	1.2	6.9	0.1	Imperceptible	Negligible
LW1	12.7	2.7	15.3	2.7	15.4	<0.1	Imperceptible	Negligible
LW3	9.8	5.8	15.6	5.9	15.6	<0.1	Imperceptible	Negligible
LW5	8.2	1.3	9.5	1.3	9.5	<0.1	Imperceptible	Negligible
LW6	8.2	1.7	9.9	1.7	9.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	6	1.1	7.1	1.2	7.2	<0.1	Imperceptible	Negligible
KS2	5.7	1.8	7.5	1.9	7.7	0.2	Imperceptible	Negligible
KS3	5.7	2.3	8.1	2.6	8.3	0.3	Imperceptible	Negligible
SW4	5.5	1.3	6.7	1.5	6.9	0.2	Imperceptible	Negligible
HS3	5.4	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
YX1	5.4	3.7	9.1	4.1	9.5	0.3	Imperceptible	Negligible
YX3	5.5	3.7	9.1	6.9	12.4	3.2	Medium	Minor Adverse
YX7	5.1	0.6	5.7	2.2	7.3	1.6	Low	Negligible
LE3	5.1	1	6.1	1.9	7	0.9	Low	Negligible
LE9	5.9	4.9	10.8	5.8	11.7	0.9	Low	Negligible
LE10	5.9	3.2	9.1	4	10	0.8	Low	Negligible
LE11	5.3	1.5	6.8	1.9	7.2	0.4	Very Low	Negligible
LE14	5.3	1.5	6.8	1.7	7	0.2	Imperceptible	Negligible
SX12	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
YX4	5.3	1.6	6.8	2.1	7.4	0.5	Very Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	5.3	1.5	6.9	1.9	7.2	0.4	Imperceptible	Negligible
WM2	5.7	6.1	11.8	6.7	12.4	0.6	Very Low	Negligible
WM6	5.9	0.8	6.7	0.9	6.8	0.1	Imperceptible	Negligible
WM7	6.2	1.6	7.9	1.8	8	0.1	Imperceptible	Negligible
WM8	6.2	2	8.2	2.1	8.4	0.1	Imperceptible	Negligible
WM4	5.7	1	6.7	1.1	6.8	0.1	Imperceptible	Negligible
WB8	7.3	5.3	12.6	5.5	12.8	0.2	Imperceptible	Negligible
WB9	7.3	3.7	11	3.8	11.2	0.2	Imperceptible	Negligible
WB10	7.4	1.8	9.2	1.9	9.3	0.1	Imperceptible	Negligible
BK2	8.5	2.1	10.6	2.2	10.7	0.1	Imperceptible	Negligible
BK4	8.1	1.6	9.7	1.6	9.7	<0.1	Imperceptible	Negligible
BK5	8.1	2.7	10.8	2.7	10.8	<0.1	Imperceptible	Negligible
IP1	9.3	4	13.3	4.1	13.4	0.1	Imperceptible	Negligible
IP2	7.6	3.5	11.1	3.5	11.2	<0.1	Imperceptible	Negligible
BK3	7.3	4.7	11.9	5.3	12.6	0.7	Very Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	6.4	3.9	10.3	4	10.4	0.1	Imperceptible	Negligible
IP4	6.5	5.9	12.4	6.1	12.6	0.2	Imperceptible	Negligible
IP5	7.2	1	8.3	1	8.3	<0.1	Imperceptible	Negligible
IP6	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
IP7	10.8	0.2	11	0.2	11	<0.1	Imperceptible	Negligible
IP8	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP9	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP10	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP11	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
ND1	9.3	4.2	13.5	4.3	13.6	0.1	Imperceptible	Negligible
ND2	8	1.3	9.3	1.4	9.3	<0.1	Imperceptible	Negligible
ND3	6.8	2.5	9.3	2.6	9.3	<0.1	Imperceptible	Negligible
ND4	6.3	3.1	9.3	3.3	9.5	0.2	Imperceptible	Negligible
ND5	6	2.2	8.2	2.4	8.4	0.1	Imperceptible	Negligible
ND6	6.1	0.4	6.5	0.4	6.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	5.6	0.8	6.5	1	6.6	0.2	Imperceptible	Negligible
ND7	6.3	1.9	8.3	1.9	8.3	<0.1	Imperceptible	Negligible
FR1	5.4	1.1	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
FR2	6.2	2.2	8.4	2.3	8.5	0.1	Imperceptible	Negligible
FR3	6.2	0.7	6.9	0.7	6.9	<0.1	Imperceptible	Negligible
FR4	5.4	1.1	6.5	1.2	6.5	0.1	Imperceptible	Negligible
FR5	5.3	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
FR6	5.3	0.8	6.1	0.8	6.1	<0.1	Imperceptible	Negligible
IP12	7.8	0.2	8	0.2	8	<0.1	Imperceptible	Negligible
IP13	9.3	0.3	9.6	0.3	9.6	<0.1	Imperceptible	Negligible
IP14	7.9	5.1	13	5.2	13.1	0.1	Imperceptible	Negligible
IP15	7.3	4.5	11.8	4.5	11.9	0.1	Imperceptible	Negligible
WB11	7.8	2.5	10.2	2.7	10.5	0.2	Imperceptible	Negligible
WB12	7	2.4	9.4	2.5	9.5	0.1	Imperceptible	Negligible
WB7	7	2.3	9.3	2.3	9.4	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	6.6	1.8	8.4	2	8.6	0.1	Imperceptible	Negligible
WB5	7.1	1.2	8.2	1.4	8.5	0.3	Imperceptible	Negligible
WB4	7.1	0.5	7.6	0.6	7.7	0.1	Imperceptible	Negligible
WB3	6.5	1.1	7.5	1.1	7.6	<0.1	Imperceptible	Negligible
WB2	6.5	1.6	8	1.6	8.1	<0.1	Imperceptible	Negligible
SX13	5.3	0.9	6.2	1	6.3	0.1	Imperceptible	Negligible
SX14	5.4	1.5	6.9	1.6	7	0.1	Imperceptible	Negligible
WM13	5.4	0.9	6.4	1	6.4	<0.1	Imperceptible	Negligible
HS1	6.4	1.7	8.2	1.9	8.3	0.1	Imperceptible	Negligible
HS2	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
SW1	5.9	1.2	7	1.2	7.1	<0.1	Imperceptible	Negligible
YX2	5.5	2.2	7.7	2.8	8.2	0.6	Very Low	Negligible
YX6	5.2	1.3	6.5	6.8	12	5.5	High	Moderate Adverse
SX2	5.6	0.3	5.9	0.4	6	0.1	Imperceptible	Negligible
SX4	5.8	2.8	8.6	3.1	8.9	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	5.4	0.6	5.9	0.7	6.1	0.2	Imperceptible	Negligible
SX10	5.5	2.1	7.6	2.7	8.1	0.5	Very Low	Negligible
SX5	5.5	3.6	9.1	1.4	6.8	-2.3	Medium	Minor Beneficial
SX6	5.4	13.2	18.6	0.3	5.7	-12.9	High	Moderate Beneficial
SX7	5.4	6.7	12.1	1.8	7.2	-4.9	High	Moderate Beneficial
SX11	5.3	1.8	7.1	2	7.3	0.2	Imperceptible	Negligible
SW3	5.3	3.1	8.4	3.6	8.9	0.5	Very Low	Negligible
SW2	5.3	2.2	7.5	2.5	7.8	0.3	Imperceptible	Negligible
YX8	5.1	1.3	6.4	1.5	6.6	0.2	Imperceptible	Negligible
LE13	5.2	1.7	6.9	1.7	6.9	0.1	Imperceptible	Negligible
LE12	5.6	1.2	6.8	1.4	7	0.2	Imperceptible	Negligible
LE7	5.3	0.5	5.7	0.7	6	0.2	Imperceptible	Negligible
LE1	5.9	2.6	8.5	4.1	10	1.5	Low	Negligible
LE8	5.9	1.3	7.3	1.7	7.6	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE6	5.2	1.5	6.6	0.9	6.1	-0.6	Very Low	Negligible
LE5	5.2	0.9	6.1	1	6.1	0.1	Imperceptible	Negligible
ND8	5.7	3.1	8.8	3.2	8.9	0.1	Imperceptible	Negligible
WM1	5.4	0.5	5.9	4.1	9.5	3.6	Medium	Minor Adverse
SX8	5.2	0.1	5.3	3.7	8.9	3.6	Medium	Minor Adverse
SX9	5.2	0.2	5.4	3.2	8.4	3.1	Medium	Minor Adverse
LE4	5.2	0.1	5.2	0.7	5.9	0.7	Very Low	Negligible
YX5	5.2	0.1	5.2	1.6	6.7	1.5	Low	Negligible
LW2	9.8	1.8	11.5	1.6	11.4	-0.1	Imperceptible	Negligible
BK1	9	3.8	12.8	5.7	14.7	1.9	Low	Negligible
WM10	5.8	3.4	9.2	3.6	9.4	0.2	Imperceptible	Negligible
WB1	7.1	3.8	10.9	3.8	10.9	<0.1	Imperceptible	Negligible
BC6	5.6	1.5	7.1	1.7	7.2	0.1	Imperceptible	Negligible
LW4	8.5	1.8	10.3	1.8	10.3	0.1	Imperceptible	Negligible
LW7	8.2	0.8	9	0.9	9	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW8	18.3	2.1	20.4	2.2	20.5	0.1	Imperceptible	Negligible
LW9	8.2	1.5	9.7	1.6	9.8	0.1	Imperceptible	Negligible
LE2	5.3	0.5	5.7	0.8	6.1	0.4	Imperceptible	Negligible
WM5	6.4	0.9	7.2	1	7.3	0.1	Imperceptible	Negligible
WM11	5.9	1.2	7.1	1.4	7.3	0.2	Imperceptible	Negligible
WM12	5.9	0.5	6.4	0.5	6.5	0.1	Imperceptible	Negligible
SX15	5.5	7.7	13.2	0.9	6.4	-6.8	High	Moderate Beneficial
YX9	5.3	0.2	5.5	1.3	6.6	1.1	Low	Negligible
LE15	5.1	0.1	5.3	0.3	5.4	0.2	Imperceptible	Negligible
LE16	5.1	0.1	5.2	0.2	5.4	0.1	Imperceptible	Negligible
LE19	5.3	0.1	5.4	0.3	5.6	0.1	Imperceptible	Negligible
LE17	5.1	0.1	5.2	0.2	5.4	0.1	Imperceptible	Negligible
LE18	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE20	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE21	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE22	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
LE23	5.2	0.1	5.3	0.1	5.4	0.1	Imperceptible	Negligible
WM3	5.4	1.7	7.1	1.8	7.2	0.1	Imperceptible	Negligible
WM14	5.4	0.3	5.7	0.3	5.7	<0.1	Imperceptible	Negligible
YX10	5.3	2.3	7.6	2.7	7.9	0.4	Imperceptible	Negligible
LE24	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
YX11	5.3	0.7	6	1.1	6.3	0.4	Imperceptible	Negligible
YX12	5.3	0.6	5.9	1	6.3	0.4	Imperceptible	Negligible
LE25	5.1	0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE26	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible
LE27	5.1	0.1	5.2	0.2	5.3	0.1	Imperceptible	Negligible
LE28	5.1	0.2	5.4	1.9	7	1.6	Low	Negligible
LE29	5.1	0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE30	5.2	0.2	5.4	0.3	5.5	0.1	Imperceptible	Negligible
LE31	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE32	5.3	0.2	5.4	0.3	5.6	0.2	Imperceptible	Negligible
LE33	5.3	0.4	5.6	0.6	5.8	0.2	Imperceptible	Negligible
LE34	5.6	0.2	5.7	0.3	5.9	0.1	Imperceptible	Negligible
LE35	5.9	0.1	6.1	0.3	6.2	0.1	Imperceptible	Negligible
LE36	5.6	0.7	6.3	1.6	7.2	0.9	Low	Negligible
LE37	5.6	0.7	6.3	2.2	7.8	1.5	Low	Negligible
LE38	5.6	0.8	6.4	2.4	8	1.6	Low	Negligible
LE39	5.2	0.5	5.8	0.8	6	0.3	Imperceptible	Negligible
LE40	5.6	0.2	5.8	0.4	5.9	0.2	Imperceptible	Negligible
LE41	5.3	0.5	5.7	0.6	5.9	0.2	Imperceptible	Negligible
LE42	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
LE43	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
YX13	5.4	2.4	7.8	2.7	8.1	0.3	Imperceptible	Negligible
YX14	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
YX15	5.4	1.6	6.9	2	7.3	0.4	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX16	5.4	1.6	7.1	1.9	7.3	0.2	Imperceptible	Negligible
YX17	5.4	0.2	5.5	0.3	5.7	0.1	Imperceptible	Negligible
LE44	5.2	0.4	5.6	0.5	5.7	0.1	Imperceptible	Negligible
LE45	5.3	1	6.3	1.1	6.4	0.2	Imperceptible	Negligible
YX18	5.5	1	6.5	1.8	7.2	0.7	Very Low	Negligible
YX19	5.2	0.7	5.9	3.4	8.6	2.7	Medium	Minor Adverse
YX20	5.2	2	7.2	2.4	7.6	0.3	Imperceptible	Negligible
SX16	5.8	1.1	6.9	1.3	7.1	0.2	Imperceptible	Negligible
SX18	5.3	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
SX17	5.8	0.2	6	0.5	6.3	0.3	Imperceptible	Negligible
SX19	5.3	0.1	5.4	0.2	5.6	0.2	Imperceptible	Negligible
WM15	6.2	0.5	6.7	0.7	6.9	0.1	Imperceptible	Negligible
WM16	5.6	0.2	5.7	0.3	5.9	0.1	Imperceptible	Negligible
WM17	5.6	0.2	5.8	0.4	6	0.2	Imperceptible	Negligible
BK6	7.3	1.1	8.3	1.1	8.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BK7	7.2	0.8	8	0.8	8	<0.1	Imperceptible	Negligible
LE46	5.3	0.4	5.7	0.7	5.9	0.2	Imperceptible	Negligible
BK8	7.2	1.2	8.3	1.2	8.4	<0.1	Imperceptible	Negligible
LE47	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
LE48	5.1	0.1	5.2	0.4	5.5	0.3	Imperceptible	Negligible

Table 8: Modelled PM₁₀ concentrations at receptors for 2028 busiest day cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	13.8	0.4	14.2	0.5	14.2	<0.1	Imperceptible	Negligible
BC2	14.9	2.1	16.9	2.1	17	<0.1	Imperceptible	Negligible
BC3	12.8	0.3	13.1	0.3	13.1	<0.1	Imperceptible	Negligible
BC4	12.7	0.4	13	0.4	13.1	<0.1	Imperceptible	Negligible
BC5	14.4	1.4	15.8	1.5	15.9	0.1	Imperceptible	Negligible
SW6	13.7	0.3	14	0.4	14	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW5	14.3	0.3	14.7	0.4	14.7	0.1	Imperceptible	Negligible
BC7	15	0.4	15.5	0.4	15.5	<0.1	Imperceptible	Negligible
BC8	13.7	0.3	14	0.3	14	<0.1	Imperceptible	Negligible
KS4	14.1	0.3	14.5	0.4	14.5	<0.1	Imperceptible	Negligible
LW1	14.6	0.9	15.5	0.9	15.5	<0.1	Imperceptible	Negligible
LW3	12.7	1.8	14.5	1.9	14.6	<0.1	Imperceptible	Negligible
LW5	13.6	0.4	14	0.4	14	<0.1	Imperceptible	Negligible
LW6	13.6	0.5	14.1	0.6	14.1	<0.1	Imperceptible	Negligible
KS1	12.9	0.3	13.2	0.3	13.2	<0.1	Imperceptible	Negligible
KS2	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
KS3	14.1	0.8	14.9	0.9	15.1	0.1	Imperceptible	Negligible
SW4	12.6	0.5	13	0.6	13.1	0.1	Imperceptible	Negligible
HS3	15	0.5	15.6	0.6	15.7	0.1	Imperceptible	Negligible
YX1	14.8	1.4	16.3	1.6	16.4	0.2	Imperceptible	Negligible
YX3	13.4	1.3	14.7	2.3	15.7	1	Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX7	13.4	0.2	13.6	0.1	13.5	-0.1	Imperceptible	Negligible
LE3	13.6	0.4	13.9	0.6	14.2	0.2	Imperceptible	Negligible
LE9	12.8	0.8	13.6	0.9	13.7	0.1	Imperceptible	Negligible
LE10	12.8	1	13.9	1.3	14.1	0.3	Imperceptible	Negligible
LE11	13	0.5	13.4	0.6	13.6	0.1	Imperceptible	Negligible
LE14	14.2	0.5	14.7	0.6	14.8	0.1	Imperceptible	Negligible
SX12	14.1	0.3	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
YX4	14.8	0.5	15.4	0.6	15.4	<0.1	Imperceptible	Negligible
SX1	14.1	0.5	14.6	0.7	14.8	0.2	Imperceptible	Negligible
WM2	14.6	2.3	16.9	2.8	17.4	0.5	Very Low	Negligible
WM6	14.1	0.2	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
WM7	15.3	0.5	15.8	0.5	15.8	0.1	Imperceptible	Negligible
WM8	14.7	0.6	15.3	0.7	15.4	0.1	Imperceptible	Negligible
WM4	13.1	0.3	13.4	0.3	13.5	<0.1	Imperceptible	Negligible
WB8	13.5	2	15.5	2.1	15.7	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB9	13.5	1.2	14.8	1.3	14.8	0.1	Imperceptible	Negligible
WB10	14.5	0.5	15	0.5	15.1	<0.1	Imperceptible	Negligible
BK2	15	0.6	15.6	0.7	15.7	<0.1	Imperceptible	Negligible
BK4	16.9	0.6	17.5	0.6	17.5	<0.1	Imperceptible	Negligible
BK5	16.9	1	17.9	1	17.9	<0.1	Imperceptible	Negligible
IP1	16.9	1.7	18.6	1.8	18.7	<0.1	Imperceptible	Negligible
IP2	17.2	1.3	18.5	1.3	18.5	<0.1	Imperceptible	Negligible
BK3	15	2	17	2	17	<0.1	Imperceptible	Negligible
IP3	14.8	1.7	16.5	1.7	16.5	0.1	Imperceptible	Negligible
IP4	16.3	2.5	18.8	2.6	18.9	0.1	Imperceptible	Negligible
IP5	17.2	0.4	17.7	0.5	17.7	<0.1	Imperceptible	Negligible
IP6	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP7	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP8	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP9	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP10	15.1	0.1	15.1	0.1	15.2	<0.1	Imperceptible	Negligible
IP11	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
ND1	15.7	2	17.7	2.1	17.7	<0.1	Imperceptible	Negligible
ND2	16.2	0.6	16.9	0.6	16.9	<0.1	Imperceptible	Negligible
ND3	15.1	1	16.2	1.1	16.2	<0.1	Imperceptible	Negligible
ND4	14.2	0.9	15.1	1	15.1	0.1	Imperceptible	Negligible
ND5	15	0.9	15.8	0.9	15.9	<0.1	Imperceptible	Negligible
ND6	14.4	0.1	14.5	0.1	14.6	<0.1	Imperceptible	Negligible
WM9	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
ND7	15.4	0.8	16.2	0.8	16.2	<0.1	Imperceptible	Negligible
FR1	14.9	0.5	15.4	0.5	15.4	<0.1	Imperceptible	Negligible
FR2	13.7	0.8	14.5	0.8	14.5	<0.1	Imperceptible	Negligible
FR3	13.7	0.2	13.9	0.2	13.9	<0.1	Imperceptible	Negligible
FR4	15.1	0.5	15.6	0.5	15.6	<0.1	Imperceptible	Negligible
FR5	14.3	0.3	14.6	0.3	14.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
FR6	15	0.2	15.2	0.2	15.2	<0.1	Imperceptible	Negligible
IP12	14.2	0.1	14.3	0.1	14.3	<0.1	Imperceptible	Negligible
IP13	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP14	14	1.6	15.5	1.6	15.6	<0.1	Imperceptible	Negligible
IP15	14.3	1.5	15.8	1.5	15.8	<0.1	Imperceptible	Negligible
WB11	13.7	0.8	14.4	0.8	14.5	<0.1	Imperceptible	Negligible
WB12	13.5	0.8	14.2	0.8	14.3	0.1	Imperceptible	Negligible
WB7	13.8	0.8	14.6	0.8	14.6	<0.1	Imperceptible	Negligible
WB6	13.2	0.6	13.9	0.7	13.9	<0.1	Imperceptible	Negligible
WB5	12.8	0.2	13	0.2	13	<0.1	Imperceptible	Negligible
WB4	12.8	0.2	12.9	0.2	13	<0.1	Imperceptible	Negligible
WB3	12.9	0.4	13.3	0.4	13.3	<0.1	Imperceptible	Negligible
WB2	12.9	0.6	13.5	0.6	13.5	<0.1	Imperceptible	Negligible
SX13	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
SX14	15	0.5	15.5	0.5	15.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM13	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
HS1	13.7	0.6	14.3	0.6	14.4	<0.1	Imperceptible	Negligible
HS2	14.9	0.3	15.2	0.4	15.2	<0.1	Imperceptible	Negligible
SW1	11.7	0.4	12	0.4	12	<0.1	Imperceptible	Negligible
YX2	13.4	0.8	14.2	0.9	14.3	0.1	Imperceptible	Negligible
YX6	13.5	0.4	14	2.2	15.7	1.8	Low	Negligible
SX2	14	0.1	14.1	0.1	14.2	<0.1	Imperceptible	Negligible
SX4	13.1	0.9	14	1	14.1	0.1	Imperceptible	Negligible
SX3	14.6	0.2	14.8	0.2	14.8	<0.1	Imperceptible	Negligible
SX10	14.6	0.7	15.4	0.8	15.5	0.1	Imperceptible	Negligible
SX5	13.8	1.2	15	0.2	13.9	-1.1	Low	Negligible
SX6	13.5	4.7	18.2	0.1	13.6	-4.6	High	Moderate Beneficial
SX7	13.5	2.3	15.8	0.2	13.7	-2.1	Medium	Minor Beneficial
SX11	13.9	0.6	14.5	0.7	14.5	0.1	Imperceptible	Negligible
SW3	12.4	1.1	13.5	1.3	13.7	0.2	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW2	12.4	0.8	13.2	0.9	13.3	0.1	Imperceptible	Negligible
YX8	14.2	0.4	14.6	0.5	14.7	<0.1	Imperceptible	Negligible
LE13	12.5	0.5	13	0.5	13	<0.1	Imperceptible	Negligible
LE12	13.4	0.4	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
LE7	14	0.2	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE1	12.8	0.6	13.4	0.9	13.7	0.3	Imperceptible	Negligible
LE8	12.8	0.4	13.2	0.4	13.2	0.1	Imperceptible	Negligible
LE6	14	0.5	14.5	0.1	14.1	-0.4	Very Low	Negligible
LE5	14	0.3	14.3	0.1	14.1	-0.2	Imperceptible	Negligible
ND8	14.5	1.3	15.8	1.3	15.8	<0.1	Imperceptible	Negligible
WM1	13.5	0.2	13.6	0.4	13.8	0.2	Imperceptible	Negligible
SX8	14.2	0.1	14.2	0.3	14.5	0.2	Imperceptible	Negligible
SX9	14.2	0.1	14.2	0.3	14.4	0.2	Imperceptible	Negligible
LE4	14	0	14	0.1	14.1	<0.1	Imperceptible	Negligible
YX5	14.2	0	14.3	0.1	14.3	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW2	12.7	0.6	13.3	0.5	13.2	>-0.1	Imperceptible	Negligible
BK1	13.6	1.2	14.8	1.2	14.9	0.1	Imperceptible	Negligible
WM10	14.9	1.3	16.2	1.4	16.3	0.1	Imperceptible	Negligible
WB1	14.8	1.4	16.2	1.4	16.2	<0.1	Imperceptible	Negligible
BC6	14.9	0.5	15.5	0.6	15.5	<0.1	Imperceptible	Negligible
LW4	13.1	0.6	13.7	0.6	13.7	<0.1	Imperceptible	Negligible
LW7	13.6	0.3	13.8	0.3	13.9	<0.1	Imperceptible	Negligible
LW8	13.3	0.7	13.9	0.7	14	<0.1	Imperceptible	Negligible
LW9	13.6	0.5	14.1	0.5	14.1	<0.1	Imperceptible	Negligible
LE2	13.7	0.2	13.9	0.3	14	0.1	Imperceptible	Negligible
WM5	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
WM11	14.1	0.4	14.4	0.4	14.5	0.1	Imperceptible	Negligible
WM12	14.1	0.1	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
SX15	13.8	2.7	16.5	0.1	13.9	-2.6	Medium	Minor Beneficial
YX9	14.8	0.1	14.9	0.1	15	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE15	13.6	0	13.6	0.1	13.7	<0.1	Imperceptible	Negligible
LE16	13.6	0	13.6	0.1	13.6	<0.1	Imperceptible	Negligible
LE19	13.7	0.1	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
LE17	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE18	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE20	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE21	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE22	13.5	0	13.5	0	13.5	<0.1	Imperceptible	Negligible
LE23	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
WM3	14	0.5	14.6	0.6	14.6	<0.1	Imperceptible	Negligible
WM14	14	0.1	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
YX10	14.7	0.9	15.5	1	15.7	0.1	Imperceptible	Negligible
LE24	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX11	14.7	0.3	14.9	0.3	15	0.1	Imperceptible	Negligible
YX12	14.7	0.2	14.9	0.3	15	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE25	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE26	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE27	13.6	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE28	13.6	0.1	13.7	0.2	13.8	0.1	Imperceptible	Negligible
LE29	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE30	12.5	0.1	12.6	0.1	12.6	<0.1	Imperceptible	Negligible
LE31	12.5	0	12.5	0	12.5	<0.1	Imperceptible	Negligible
LE32	14	0.1	14	0.1	14.1	<0.1	Imperceptible	Negligible
LE33	14	0.1	14.1	0.2	14.1	<0.1	Imperceptible	Negligible
LE34	13.4	0	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE35	12.8	0	12.8	0.1	12.9	<0.1	Imperceptible	Negligible
LE36	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE37	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE38	13.4	0.3	13.7	0.3	13.7	<0.1	Imperceptible	Negligible
LE39	12.9	0.2	13.1	0.2	13.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE40	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE41	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE42	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE43	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX13	14.8	0.9	15.7	1	15.8	0.1	Imperceptible	Negligible
YX14	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
YX15	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
YX16	14.8	0.6	15.5	0.7	15.5	0.1	Imperceptible	Negligible
YX17	14.1	0.1	14.2	0.1	14.2	<0.1	Imperceptible	Negligible
LE44	13.6	0.1	13.7	0.1	13.7	<0.1	Imperceptible	Negligible
LE45	13.5	0.3	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
YX18	13.4	0.4	13.8	0.5	13.9	0.1	Imperceptible	Negligible
YX19	13.5	0.3	13.8	1.1	14.6	0.8	Low	Negligible
YX20	14	0.8	14.8	0.9	14.9	0.1	Imperceptible	Negligible
SX16	13.1	0.3	13.5	0.4	13.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX18	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
SX17	13.1	0.1	13.2	0.1	13.2	<0.1	Imperceptible	Negligible
SX19	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
WM15	14.5	0.2	14.7	0.2	14.7	<0.1	Imperceptible	Negligible
WM16	13	0.1	13	0.1	13	<0.1	Imperceptible	Negligible
WM17	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
BK6	13.8	0.4	14.2	0.4	14.2	<0.1	Imperceptible	Negligible
BK7	16.9	0.3	17.2	0.3	17.2	<0.1	Imperceptible	Negligible
LE46	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
BK8	16.7	0.4	17.2	0.4	17.2	<0.1	Imperceptible	Negligible
LE47	13.2	0.3	13.6	0.4	13.6	<0.1	Imperceptible	Negligible
LE48	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible

Table 9: Modelled PM_{2.5} concentrations at receptors for 2028 busiest day cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
BC2	8.4	1.2	9.6	1.2	9.6	<0.1	Imperceptible	Negligible
BC3	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
BC4	8.1	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
BC5	9.4	0.8	10.2	0.9	10.2	<0.1	Imperceptible	Negligible
SW6	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
SW5	8.2	0.2	8.3	0.2	8.4	<0.1	Imperceptible	Negligible
BC7	8.9	0.2	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BC8	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS4	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LW1	10.3	0.5	10.8	0.5	10.8	>-0.1	Imperceptible	Negligible
LW3	8.5	1.1	9.6	1.1	9.6	<0.1	Imperceptible	Negligible
LW5	8.8	0.2	9.1	0.2	9.1	<0.1	Imperceptible	Negligible
LW6	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS2	8.2	0.3	8.6	0.4	8.6	<0.1	Imperceptible	Negligible
KS3	8.2	0.5	8.7	0.5	8.7	0.1	Imperceptible	Negligible
SW4	7.7	0.3	8	0.3	8.1	<0.1	Imperceptible	Negligible
HS3	8.3	0.3	8.6	0.4	8.7	0.1	Imperceptible	Negligible
YX1	8.3	0.8	9.1	0.9	9.2	0.1	Imperceptible	Negligible
YX3	8	0.7	8.8	1.3	9.4	0.6	Low	Negligible
YX7	7.9	0.1	8	0.1	8	>-0.1	Imperceptible	Negligible
LE3	7.9	0.2	8.1	0.3	8.3	0.1	Imperceptible	Negligible
LE9	8.3	0.5	8.8	0.5	8.9	<0.1	Imperceptible	Negligible
LE10	8.3	0.6	8.9	0.8	9.1	0.2	Imperceptible	Negligible
LE11	7.9	0.3	8.2	0.4	8.2	0.1	Imperceptible	Negligible
LE14	8.2	0.3	8.4	0.3	8.5	<0.1	Imperceptible	Negligible
SX12	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
YX4	8.3	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	8.2	0.3	8.5	0.4	8.6	0.1	Imperceptible	Negligible
WM2	8.4	1.3	9.7	1.6	10	0.3	Imperceptible	Negligible
WM6	8.3	0.1	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WM7	8.7	0.3	9	0.3	9	<0.1	Imperceptible	Negligible
WM8	8.6	0.3	8.9	0.4	9	0.1	Imperceptible	Negligible
WM4	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
WB8	8.7	1.2	9.9	1.2	10	0.1	Imperceptible	Negligible
WB9	8.7	0.7	9.4	0.8	9.5	<0.1	Imperceptible	Negligible
WB10	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BK2	8.9	0.4	9.2	0.4	9.3	<0.1	Imperceptible	Negligible
BK4	9.7	0.4	10.1	0.4	10.1	<0.1	Imperceptible	Negligible
BK5	9.7	0.6	10.3	0.6	10.3	<0.1	Imperceptible	Negligible
IP1	10	1	11	1	11	<0.1	Imperceptible	Negligible
IP2	10.1	0.8	10.8	0.8	10.9	<0.1	Imperceptible	Negligible
BK3	9	1.1	10.1	1.1	10.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	9	1	10	1	10	<0.1	Imperceptible	Negligible
IP4	9.4	1.4	10.9	1.5	10.9	0.1	Imperceptible	Negligible
IP5	10	0.3	10.3	0.3	10.3	<0.1	Imperceptible	Negligible
IP6	9.4	0.1	9.5	0.1	9.5	<0.1	Imperceptible	Negligible
IP7	9.8	0.1	9.9	0.1	9.9	<0.1	Imperceptible	Negligible
IP8	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
IP9	10	0	10	0.1	10	<0.1	Imperceptible	Negligible
IP10	10	0	10	0	10	<0.1	Imperceptible	Negligible
IP11	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
ND1	9.6	1.2	10.7	1.2	10.8	<0.1	Imperceptible	Negligible
ND2	9.6	0.4	9.9	0.4	9.9	<0.1	Imperceptible	Negligible
ND3	8.8	0.6	9.4	0.6	9.4	<0.1	Imperceptible	Negligible
ND4	8.5	0.5	9	0.6	9	<0.1	Imperceptible	Negligible
ND5	8.5	0.5	9	0.5	9.1	<0.1	Imperceptible	Negligible
ND6	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
ND7	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
FR1	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR2	8.4	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
FR3	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
FR4	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR5	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
FR6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
IP12	9.1	0	9.1	0	9.1	<0.1	Imperceptible	Negligible
IP13	9.7	0.1	9.8	0.1	9.8	<0.1	Imperceptible	Negligible
IP14	8.9	0.9	9.9	0.9	9.9	<0.1	Imperceptible	Negligible
IP15	8.9	0.9	9.8	0.9	9.8	<0.1	Imperceptible	Negligible
WB11	8.7	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB12	8.4	0.4	8.9	0.5	8.9	<0.1	Imperceptible	Negligible
WB7	8.6	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	8.4	0.4	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
WB5	8.4	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WB4	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WB3	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WB2	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
SX13	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
SX14	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
WM13	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
HS1	8.5	0.3	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
HS2	8.4	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
SW1	7.6	0.2	7.8	0.2	7.8	<0.1	Imperceptible	Negligible
YX2	8	0.4	8.5	0.5	8.6	0.1	Imperceptible	Negligible
YX6	7.9	0.3	8.2	1.3	9.2	1	Low	Negligible
SX2	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX4	8.2	0.5	8.7	0.6	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	8.3	0.1	8.4	0.1	8.5	<0.1	Imperceptible	Negligible
SX10	8.4	0.4	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
SX5	8.1	0.7	8.9	0.1	8.2	-0.6	Low	Negligible
SX6	8.1	2.7	10.8	0.1	8.1	-2.7	High	Moderate Beneficial
SX7	8.1	1.4	9.4	0.1	8.2	-1.2	Low	Negligible
SX11	8.1	0.4	8.5	0.4	8.5	<0.1	Imperceptible	Negligible
SW3	7.7	0.6	8.3	0.8	8.5	0.1	Imperceptible	Negligible
SW2	7.7	0.4	8.1	0.5	8.2	0.1	Imperceptible	Negligible
YX8	8.1	0.2	8.4	0.3	8.4	<0.1	Imperceptible	Negligible
LE13	7.6	0.3	7.9	0.3	7.9	<0.1	Imperceptible	Negligible
LE12	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
LE7	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE1	8.3	0.4	8.7	0.5	8.8	0.2	Imperceptible	Negligible
LE8	8.3	0.2	8.5	0.3	8.6	<0.1	Imperceptible	Negligible
LE6	8.1	0.3	8.4	0.1	8.1	-0.3	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE5	8.1	0.2	8.2	0.1	8.1	-0.1	Imperceptible	Negligible
ND8	8.4	0.7	9.2	0.7	9.2	<0.1	Imperceptible	Negligible
WM1	8.1	0.1	8.2	0.2	8.3	0.1	Imperceptible	Negligible
SX8	8.2	0	8.2	0.2	8.4	0.1	Imperceptible	Negligible
SX9	8.2	0	8.2	0.2	8.3	0.1	Imperceptible	Negligible
LE4	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
YX5	8.1	0	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LW2	8.5	0.3	8.8	0.3	8.8	>-0.1	Imperceptible	Negligible
BK1	8.7	0.7	9.4	0.7	9.5	0.1	Imperceptible	Negligible
WM10	8.5	0.7	9.2	0.8	9.3	<0.1	Imperceptible	Negligible
WB1	8.9	0.8	9.8	0.8	9.8	<0.1	Imperceptible	Negligible
BC6	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
LW4	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LW7	8.8	0.2	9	0.2	9	<0.1	Imperceptible	Negligible
LW8	9	0.4	9.4	0.4	9.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW9	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LE2	8	0.1	8.1	0.2	8.2	0.1	Imperceptible	Negligible
WM5	8.4	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
WM11	8.3	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
WM12	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX15	8.1	1.6	9.7	0.1	8.2	-1.5	Medium	Minor Beneficial
YX9	8.3	0	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
LE15	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE16	7.9	0	7.9	0	8	<0.1	Imperceptible	Negligible
LE19	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE17	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE18	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE20	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE21	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE22	8	0	8	0	8	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE23	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
WM3	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
WM14	8.2	0.1	8.3	0.1	8.3	<0.1	Imperceptible	Negligible
YX10	8.2	0.5	8.7	0.6	8.8	0.1	Imperceptible	Negligible
LE24	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
YX11	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
YX12	8.2	0.1	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LE25	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE26	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE27	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE28	7.9	0.1	8	0.1	8.1	0.1	Imperceptible	Negligible
LE29	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE30	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE31	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE32	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE33	8.1	0.1	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LE34	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE35	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
LE36	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE37	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE38	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
LE39	7.8	0.1	7.9	0.1	7.9	<0.1	Imperceptible	Negligible
LE40	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE41	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE42	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE43	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
YX13	8.3	0.5	8.8	0.6	8.9	0.1	Imperceptible	Negligible
YX14	8.2	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
YX15	8.1	0.3	8.5	0.4	8.5	0.1	Imperceptible	Negligible
YX16	8.3	0.4	8.7	0.4	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX17	8.1	0	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE44	7.9	0.1	8	0.1	8	<0.1	Imperceptible	Negligible
LE45	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
YX18	8	0.2	8.2	0.3	8.3	0.1	Imperceptible	Negligible
YX19	7.9	0.1	8.1	0.6	8.6	0.5	Very Low	Negligible
YX20	8.1	0.4	8.6	0.5	8.6	0.1	Imperceptible	Negligible
SX16	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
SX18	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
SX17	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
SX19	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
WM15	8.5	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WM16	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
WM17	8.1	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
BK6	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
BK7	9.5	0.2	9.7	0.2	9.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE46	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
BK8	9.6	0.3	9.9	0.3	9.9	<0.1	Imperceptible	Negligible
LE47	7.9	0.2	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
LE48	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible

A.1. Cumulative transport emissions results for the proposed freight management strategy

Table 10: Modelled NO₂ concentrations at receptors for 2028 average day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	6.4	1.3	7.8	1.4	7.8	<0.1	Imperceptible	Negligible
BC2	6.3	5.8	12.1	5.9	12.1	0.1	Imperceptible	Negligible
BC3	7.0	0.9	7.9	1.0	7.9	<0.1	Imperceptible	Negligible
BC4	7.9	1.1	9.0	1.2	9.0	<0.1	Imperceptible	Negligible
BC5	7.9	4.1	12.0	4.2	12.1	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW6	5.4	0.7	6.1	0.8	6.2	0.1	Imperceptible	Negligible
SW5	5.4	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
BC7	7.1	1.3	8.4	1.3	8.4	<0.1	Imperceptible	Negligible
BC8	5.9	0.9	6.8	1.0	6.8	0.1	Imperceptible	Negligible
KS4	5.7	1.1	6.8	1.2	6.9	0.1	Imperceptible	Negligible
LW1	12.7	2.7	15.3	2.7	15.4	<0.1	Imperceptible	Negligible
LW3	9.8	5.8	15.6	5.9	15.7	0.1	Imperceptible	Negligible
LW5	8.2	1.3	9.5	1.3	9.5	<0.1	Imperceptible	Negligible
LW6	8.2	1.7	9.9	1.7	9.9	<0.1	Imperceptible	Negligible
KS1	6.0	1.1	7.1	1.2	7.2	<0.1	Imperceptible	Negligible
KS2	5.7	1.8	7.5	1.9	7.6	0.1	Imperceptible	Negligible
KS3	5.7	2.3	8.1	2.6	8.3	0.3	Imperceptible	Negligible
SW4	5.5	1.3	6.7	1.5	6.9	0.2	Imperceptible	Negligible
HS3	5.4	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
YX1	5.4	3.7	9.1	4.0	9.4	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX3	5.5	3.7	9.1	3.7	9.2	0.1	Imperceptible	Negligible
YX7	5.1	0.6	5.7	1.7	6.8	1.1	Low	Negligible
LE3	5.1	1.0	6.1	1.8	6.9	0.8	Very Low	Negligible
LE9	5.9	4.9	10.8	5.8	11.7	0.9	Low	Negligible
LE10	5.9	3.2	9.1	4.0	10.0	0.8	Low	Negligible
LE11	5.3	1.5	6.8	1.9	7.2	0.4	Imperceptible	Negligible
LE14	5.3	1.5	6.8	1.7	7.0	0.2	Imperceptible	Negligible
SX12	5.3	1.0	6.3	1.1	6.4	0.1	Imperceptible	Negligible
YX4	5.3	1.6	6.8	1.9	7.1	0.3	Imperceptible	Negligible
SX1	5.3	1.5	6.9	1.8	7.1	0.3	Imperceptible	Negligible
WM2	5.7	6.1	11.8	6.6	12.3	0.5	Very Low	Negligible
WM6	5.9	0.8	6.7	0.9	6.8	0.1	Imperceptible	Negligible
WM7	6.2	1.6	7.9	1.8	8.0	0.2	Imperceptible	Negligible
WM8	6.2	2.0	8.2	2.1	8.4	0.1	Imperceptible	Negligible
WM4	5.7	1.0	6.7	1.1	6.8	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB8	7.3	5.3	12.6	5.4	12.8	0.1	Imperceptible	Negligible
WB9	7.3	3.7	11.0	3.7	11.0	<0.1	Imperceptible	Negligible
WB10	7.4	1.8	9.2	1.9	9.3	0.1	Imperceptible	Negligible
BK2	8.5	2.1	10.6	2.1	10.6	<0.1	Imperceptible	Negligible
BK4	8.1	1.6	9.7	1.6	9.7	<0.1	Imperceptible	Negligible
BK5	8.1	2.7	10.8	2.7	10.8	<0.1	Imperceptible	Negligible
IP1	9.3	4.0	13.3	4.1	13.3	<0.1	Imperceptible	Negligible
IP2	7.6	3.5	11.1	3.5	11.2	<0.1	Imperceptible	Negligible
BK3	7.3	4.7	11.9	4.7	12.0	<0.1	Imperceptible	Negligible
IP3	6.4	3.9	10.3	4.0	10.4	<0.1	Imperceptible	Negligible
IP4	6.5	5.9	12.4	5.9	12.4	<0.1	Imperceptible	Negligible
IP5	7.2	1.0	8.3	1.0	8.3	<0.1	Imperceptible	Negligible
IP6	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
IP7	10.8	0.2	11.0	0.2	11.0	<0.1	Imperceptible	Negligible
IP8	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP9	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP10	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP11	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
ND1	9.3	4.2	13.5	4.3	13.6	<0.1	Imperceptible	Negligible
ND2	8.0	1.3	9.3	1.3	9.3	<0.1	Imperceptible	Negligible
ND3	6.8	2.5	9.3	2.5	9.3	<0.1	Imperceptible	Negligible
ND4	6.3	3.1	9.3	3.2	9.5	0.2	Imperceptible	Negligible
ND5	6.0	2.2	8.2	2.4	8.4	0.1	Imperceptible	Negligible
ND6	6.1	0.4	6.5	0.4	6.5	<0.1	Imperceptible	Negligible
WM9	5.6	0.8	6.5	1.0	6.6	0.2	Imperceptible	Negligible
ND7	6.3	1.9	8.3	1.9	8.3	<0.1	Imperceptible	Negligible
FR1	5.4	1.1	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
FR2	6.2	2.2	8.4	2.3	8.4	0.1	Imperceptible	Negligible
FR3	6.2	0.7	6.9	0.7	6.9	<0.1	Imperceptible	Negligible
FR4	5.4	1.1	6.5	1.2	6.5	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
FR5	5.3	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
FR6	5.3	0.8	6.1	0.8	6.1	<0.1	Imperceptible	Negligible
IP12	7.8	0.2	8.0	0.2	8.0	<0.1	Imperceptible	Negligible
IP13	9.3	0.3	9.6	0.3	9.6	<0.1	Imperceptible	Negligible
IP14	7.9	5.1	13.0	5.2	13.1	0.1	Imperceptible	Negligible
IP15	7.3	4.5	11.8	4.5	11.8	0.1	Imperceptible	Negligible
WB11	7.8	2.5	10.2	2.5	10.3	0.1	Imperceptible	Negligible
WB12	7.0	2.4	9.4	2.8	9.8	0.4	Imperceptible	Negligible
WB7	7.0	2.3	9.3	2.4	9.4	0.1	Imperceptible	Negligible
WB6	6.6	1.8	8.4	2.0	8.6	0.2	Imperceptible	Negligible
WB5	7.1	1.2	8.2	1.5	8.6	0.4	Imperceptible	Negligible
WB4	7.1	0.5	7.6	0.7	7.8	0.2	Imperceptible	Negligible
WB3	6.5	1.1	7.5	1.2	7.7	0.1	Imperceptible	Negligible
WB2	6.5	1.6	8.0	1.7	8.1	0.1	Imperceptible	Negligible
SX13	5.3	0.9	6.2	1.0	6.3	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX14	5.4	1.5	6.9	1.6	7.0	0.1	Imperceptible	Negligible
WM13	5.4	0.9	6.4	1.0	6.4	0.1	Imperceptible	Negligible
HS1	6.4	1.7	8.2	1.9	8.3	0.1	Imperceptible	Negligible
HS2	5.3	1.0	6.3	1.1	6.4	0.1	Imperceptible	Negligible
SW1	5.9	1.2	7.0	1.2	7.0	<0.1	Imperceptible	Negligible
YX2	5.5	2.2	7.7	2.4	7.8	0.2	Imperceptible	Negligible
YX6	5.2	1.3	6.5	1.6	6.8	0.2	Imperceptible	Negligible
SX2	5.6	0.3	5.9	0.4	6.0	0.1	Imperceptible	Negligible
SX4	5.8	2.8	8.6	3.2	9.0	0.4	Very Low	Negligible
SX3	5.4	0.6	5.9	0.8	6.1	0.2	Imperceptible	Negligible
SX10	5.5	2.1	7.6	2.6	8.1	0.5	Very Low	Negligible
SX5	5.5	3.6	9.1	1.2	6.7	-2.4	Medium	Minor Beneficial
SX6	5.4	13.2	18.6	0.3	5.7	-12.9	High	Moderate Beneficial
SX7	5.4	6.7	12.1	1.5	6.9	-5.2	High	Moderate Beneficial

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX11	5.3	1.8	7.1	2.0	7.3	0.2	Imperceptible	Negligible
SW3	5.3	3.1	8.4	3.6	8.9	0.5	Very Low	Negligible
SW2	5.3	2.2	7.5	2.5	7.8	0.3	Imperceptible	Negligible
YX8	5.1	1.3	6.4	1.5	6.6	0.2	Imperceptible	Negligible
LE13	5.2	1.7	6.9	1.7	6.9	<0.1	Imperceptible	Negligible
LE12	5.6	1.2	6.8	1.3	6.9	0.1	Imperceptible	Negligible
LE7	5.3	0.5	5.7	0.7	5.9	0.2	Imperceptible	Negligible
LE1	5.9	2.6	8.5	4.1	10.0	1.5	Low	Negligible
LE8	5.9	1.3	7.3	1.7	7.6	0.3	Imperceptible	Negligible
LE6	5.2	1.5	6.6	0.7	5.9	-0.8	Very Low	Negligible
LE5	5.2	0.9	6.1	0.8	5.9	-0.1	Imperceptible	Negligible
ND8	5.7	3.1	8.8	3.2	8.8	<0.1	Imperceptible	Negligible
WM1	5.4	0.5	5.9	3.3	8.7	2.8	Medium	Minor Adverse
SX8	5.2	0.1	5.3	3.3	8.5	3.2	Medium	Minor Adverse
SX9	5.2	0.2	5.4	2.9	8.0	2.7	Medium	Minor Adverse

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE4	5.2	0.1	5.2	0.6	5.8	0.5	Very Low	Negligible
YX5	5.2	0.1	5.2	1.2	6.4	1.2	Low	Negligible
LW2	9.8	1.8	11.5	1.6	11.4	-0.1	Imperceptible	Negligible
BK1	9.0	3.8	12.8	3.9	12.8	<0.1	Imperceptible	Negligible
WM10	5.8	3.4	9.2	3.6	9.4	0.2	Imperceptible	Negligible
WB1	7.1	3.8	10.9	3.8	10.9	<0.1	Imperceptible	Negligible
BC6	5.6	1.5	7.1	1.6	7.2	0.1	Imperceptible	Negligible
LW4	8.5	1.8	10.3	1.8	10.3	0.1	Imperceptible	Negligible
LW7	8.2	0.8	9.0	0.9	9.0	<0.1	Imperceptible	Negligible
LW8	18.3	2.1	20.4	2.2	20.4	<0.1	Imperceptible	Negligible
LW9	8.2	1.5	9.7	1.6	9.8	0.1	Imperceptible	Negligible
LE2	5.3	0.5	5.7	0.9	6.2	0.5	Very Low	Negligible
WM5	6.4	0.9	7.2	1.0	7.3	0.1	Imperceptible	Negligible
WM11	5.9	1.2	7.1	1.4	7.3	0.2	Imperceptible	Negligible
WM12	5.9	0.5	6.4	0.5	6.5	0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX15	5.5	7.7	13.2	0.8	6.3	-6.9	High	Moderate Beneficial
YX9	5.3	0.2	5.5	1.0	6.2	0.7	Very Low	Negligible
LE15	5.1	0.1	5.3	0.4	5.5	0.2	Imperceptible	Negligible
LE16	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible
LE19	5.3	0.1	5.4	0.4	5.7	0.3	Imperceptible	Negligible
LE17	5.1	0.1	5.2	0.3	5.5	0.2	Imperceptible	Negligible
LE18	5.2	0.1	5.3	0.3	5.5	0.2	Imperceptible	Negligible
LE20	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
LE21	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
LE22	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
LE23	5.2	0.1	5.3	0.2	5.5	0.2	Imperceptible	Negligible
WM3	5.4	1.7	7.1	1.8	7.2	0.1	Imperceptible	Negligible
WM14	5.4	0.3	5.7	0.3	5.8	<0.1	Imperceptible	Negligible
YX10	5.3	2.3	7.6	2.6	7.9	0.3	Imperceptible	Negligible
LE24	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX11	5.3	0.7	6.0	1.0	6.3	0.3	Imperceptible	Negligible
YX12	5.3	0.6	5.9	1.0	6.2	0.4	Imperceptible	Negligible
LE25	5.1	0.0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE26	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible
LE27	5.1	0.1	5.2	0.2	5.3	0.1	Imperceptible	Negligible
LE28	5.1	0.2	5.4	1.4	6.6	1.2	Low	Negligible
LE29	5.1	0.0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE30	5.2	0.2	5.4	0.3	5.5	<0.1	Imperceptible	Negligible
LE31	5.2	0.1	5.3	0.2	5.3	<0.1	Imperceptible	Negligible
LE32	5.3	0.2	5.4	0.3	5.5	0.1	Imperceptible	Negligible
LE33	5.3	0.4	5.6	0.5	5.7	0.1	Imperceptible	Negligible
LE34	5.6	0.2	5.7	0.2	5.8	0.1	Imperceptible	Negligible
LE35	5.9	0.1	6.1	0.2	6.2	0.1	Imperceptible	Negligible
LE36	5.6	0.7	6.3	0.8	6.3	0.1	Imperceptible	Negligible
LE37	5.6	0.7	6.3	0.8	6.4	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE38	5.6	0.8	6.4	0.9	6.5	0.1	Imperceptible	Negligible
LE39	5.2	0.5	5.8	0.6	5.8	0.1	Imperceptible	Negligible
LE40	5.6	0.2	5.8	0.3	5.8	0.1	Imperceptible	Negligible
LE41	5.3	0.5	5.7	0.7	6.0	0.3	Imperceptible	Negligible
LE42	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
LE43	5.2	0.1	5.3	0.2	5.4	0.1	Imperceptible	Negligible
YX13	5.4	2.4	7.8	2.6	8.1	0.3	Imperceptible	Negligible
YX14	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
YX15	5.4	1.6	6.9	1.9	7.3	0.4	Imperceptible	Negligible
YX16	5.4	1.6	7.1	1.8	7.2	0.2	Imperceptible	Negligible
YX17	5.4	0.2	5.5	0.3	5.7	0.1	Imperceptible	Negligible
LE44	5.2	0.4	5.6	0.6	5.7	0.2	Imperceptible	Negligible
LE45	5.3	1.0	6.3	1.2	6.5	0.2	Imperceptible	Negligible
YX18	5.5	1.0	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
YX19	5.2	0.7	5.9	0.9	6.1	0.2	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX20	5.2	2.0	7.2	2.2	7.4	0.2	Imperceptible	Negligible
SX16	5.8	1.1	6.9	1.9	7.6	0.8	Very Low	Negligible
SX18	5.3	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
SX17	5.8	0.2	6.0	1.3	7.1	1.2	Low	Negligible
SX19	5.3	0.1	5.4	0.4	5.8	0.3	Imperceptible	Negligible
WM15	6.2	0.5	6.7	0.7	6.9	0.1	Imperceptible	Negligible
WM16	5.6	0.2	5.7	0.3	5.9	0.2	Imperceptible	Negligible
WM17	5.6	0.2	5.8	0.5	6.1	0.3	Imperceptible	Negligible
BK6	7.3	1.1	8.3	1.1	8.3	<0.1	Imperceptible	Negligible
BK7	7.2	0.8	8.0	0.8	8.0	<0.1	Imperceptible	Negligible
LE46	5.3	0.4	5.7	0.6	5.8	0.1	Imperceptible	Negligible
BK8	7.2	1.2	8.3	1.2	8.4	<0.1	Imperceptible	Negligible
LE47	5.3	1.0	6.3	1.1	6.4	0.1	Imperceptible	Negligible
LE48	5.1	0.1	5.2	0.3	5.4	0.3	Imperceptible	Negligible

Table 11: Modelled PM₁₀ concentrations at receptors for 2028 average day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	13.8	0.4	14.2	0.5	14.2	<0.1	Imperceptible	Negligible
BC2	14.9	2.1	16.9	2.1	17.0	<0.1	Imperceptible	Negligible
BC3	12.8	0.3	13.1	0.3	13.1	<0.1	Imperceptible	Negligible
BC4	12.7	0.4	13.0	0.4	13.1	<0.1	Imperceptible	Negligible
BC5	14.4	1.4	15.8	1.5	15.9	<0.1	Imperceptible	Negligible
SW6	13.7	0.3	14.0	0.3	14.0	<0.1	Imperceptible	Negligible
SW5	14.3	0.3	14.7	0.4	14.7	<0.1	Imperceptible	Negligible
BC7	15.0	0.4	15.5	0.4	15.5	<0.1	Imperceptible	Negligible
BC8	13.7	0.3	14.0	0.3	14.0	<0.1	Imperceptible	Negligible
KS4	14.1	0.3	14.5	0.4	14.5	<0.1	Imperceptible	Negligible
LW1	14.6	0.9	15.5	0.9	15.5	<0.1	Imperceptible	Negligible
LW3	12.7	1.8	14.5	1.9	14.6	<0.1	Imperceptible	Negligible
LW5	13.6	0.4	14.0	0.4	14.0	<0.1	Imperceptible	Negligible
LW6	13.6	0.5	14.1	0.6	14.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	12.9	0.3	13.2	0.3	13.2	<0.1	Imperceptible	Negligible
KS2	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
KS3	14.1	0.8	14.9	0.9	15.0	0.1	Imperceptible	Negligible
SW4	12.6	0.5	13.0	0.5	13.1	0.1	Imperceptible	Negligible
HS3	15.0	0.5	15.6	0.6	15.7	0.1	Imperceptible	Negligible
YX1	14.8	1.4	16.3	1.6	16.4	0.1	Imperceptible	Negligible
YX3	13.4	1.3	14.7	1.3	14.7	>-0.1	Imperceptible	Negligible
YX7	13.4	0.2	13.6	0.1	13.5	-0.1	Imperceptible	Negligible
LE3	13.6	0.4	13.9	0.6	14.2	0.2	Imperceptible	Negligible
LE9	12.8	0.8	13.6	0.9	13.7	0.1	Imperceptible	Negligible
LE10	12.8	1.0	13.9	1.3	14.1	0.3	Imperceptible	Negligible
LE11	13.0	0.5	13.4	0.6	13.6	0.1	Imperceptible	Negligible
LE14	14.2	0.5	14.7	0.6	14.8	0.1	Imperceptible	Negligible
SX12	14.1	0.3	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
YX4	14.8	0.5	15.4	0.6	15.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	14.1	0.5	14.6	0.7	14.8	0.1	Imperceptible	Negligible
WM2	14.6	2.3	16.9	2.6	17.3	0.3	Imperceptible	Negligible
WM6	14.1	0.2	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
WM7	15.3	0.5	15.8	0.5	15.8	0.1	Imperceptible	Negligible
WM8	14.7	0.6	15.3	0.7	15.4	0.1	Imperceptible	Negligible
WM4	13.1	0.3	13.4	0.3	13.5	<0.1	Imperceptible	Negligible
WB8	13.5	2.0	15.5	2.1	15.6	0.1	Imperceptible	Negligible
WB9	13.5	1.2	14.8	1.3	14.8	<0.1	Imperceptible	Negligible
WB10	14.5	0.5	15.0	0.5	15.1	<0.1	Imperceptible	Negligible
BK2	15.0	0.6	15.6	0.7	15.6	<0.1	Imperceptible	Negligible
BK4	16.9	0.6	17.5	0.6	17.5	<0.1	Imperceptible	Negligible
BK5	16.9	1.0	17.9	1.0	17.9	<0.1	Imperceptible	Negligible
IP1	16.9	1.7	18.6	1.8	18.7	<0.1	Imperceptible	Negligible
IP2	17.2	1.3	18.5	1.3	18.5	<0.1	Imperceptible	Negligible
BK3	15.0	2.0	17.0	2.0	17.0	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	14.8	1.7	16.5	1.7	16.5	<0.1	Imperceptible	Negligible
IP4	16.3	2.5	18.8	2.6	18.9	0.1	Imperceptible	Negligible
IP5	17.2	0.4	17.7	0.4	17.7	<0.1	Imperceptible	Negligible
IP6	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP7	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP8	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP9	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP10	15.1	0.1	15.1	0.1	15.1	<0.1	Imperceptible	Negligible
IP11	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
ND1	15.7	2.0	17.7	2.1	17.7	<0.1	Imperceptible	Negligible
ND2	16.2	0.6	16.9	0.6	16.9	<0.1	Imperceptible	Negligible
ND3	15.1	1.0	16.2	1.1	16.2	<0.1	Imperceptible	Negligible
ND4	14.2	0.9	15.1	1.0	15.1	<0.1	Imperceptible	Negligible
ND5	15.0	0.9	15.8	0.9	15.9	<0.1	Imperceptible	Negligible
ND6	14.4	0.1	14.5	0.1	14.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	14.0	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
ND7	15.4	0.8	16.2	0.8	16.2	<0.1	Imperceptible	Negligible
FR1	14.9	0.5	15.4	0.5	15.4	<0.1	Imperceptible	Negligible
FR2	13.7	0.8	14.5	0.8	14.5	<0.1	Imperceptible	Negligible
FR3	13.7	0.2	13.9	0.2	13.9	<0.1	Imperceptible	Negligible
FR4	15.1	0.5	15.6	0.5	15.6	<0.1	Imperceptible	Negligible
FR5	14.3	0.3	14.6	0.3	14.6	<0.1	Imperceptible	Negligible
FR6	15.0	0.2	15.2	0.2	15.2	<0.1	Imperceptible	Negligible
IP12	14.2	0.1	14.3	0.1	14.3	<0.1	Imperceptible	Negligible
IP13	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP14	14.0	1.6	15.5	1.6	15.6	<0.1	Imperceptible	Negligible
IP15	14.3	1.5	15.8	1.5	15.8	<0.1	Imperceptible	Negligible
WB11	13.7	0.8	14.4	0.8	14.5	<0.1	Imperceptible	Negligible
WB12	13.5	0.8	14.2	0.8	14.3	<0.1	Imperceptible	Negligible
WB7	13.8	0.8	14.6	0.8	14.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	13.2	0.6	13.9	0.7	13.9	<0.1	Imperceptible	Negligible
WB5	12.8	0.2	13.0	0.2	13.0	<0.1	Imperceptible	Negligible
WB4	12.8	0.2	12.9	0.2	13.0	<0.1	Imperceptible	Negligible
WB3	12.9	0.4	13.3	0.4	13.3	<0.1	Imperceptible	Negligible
WB2	12.9	0.6	13.5	0.6	13.5	<0.1	Imperceptible	Negligible
SX13	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
SX14	15.0	0.5	15.5	0.5	15.5	<0.1	Imperceptible	Negligible
WM13	14.0	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
HS1	13.7	0.6	14.3	0.6	14.4	<0.1	Imperceptible	Negligible
HS2	14.9	0.3	15.2	0.4	15.2	<0.1	Imperceptible	Negligible
SW1	11.7	0.4	12.0	0.4	12.0	<0.1	Imperceptible	Negligible
YX2	13.4	0.8	14.2	0.8	14.2	<0.1	Imperceptible	Negligible
YX6	13.5	0.4	14.0	0.5	14.0	0.1	Imperceptible	Negligible
SX2	14.0	0.1	14.1	0.1	14.2	<0.1	Imperceptible	Negligible
SX4	13.1	0.9	14.0	1.0	14.1	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	14.6	0.2	14.8	0.2	14.8	<0.1	Imperceptible	Negligible
SX10	14.6	0.7	15.4	0.8	15.5	0.1	Imperceptible	Negligible
SX5	13.8	1.2	15.0	0.1	13.9	-1.1	Low	Negligible
SX6	13.5	4.7	18.2	0.1	13.6	-4.6	High	Moderate Beneficial
SX7	13.5	2.3	15.8	0.2	13.7	-2.1	Medium	Minor Beneficial
SX11	13.9	0.6	14.5	0.7	14.5	0.1	Imperceptible	Negligible
SW3	12.4	1.1	13.5	1.3	13.7	0.2	Imperceptible	Negligible
SW2	12.4	0.8	13.2	0.9	13.3	0.1	Imperceptible	Negligible
YX8	14.2	0.4	14.6	0.5	14.7	<0.1	Imperceptible	Negligible
LE13	12.5	0.5	13.0	0.5	13.0	<0.1	Imperceptible	Negligible
LE12	13.4	0.4	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
LE7	14.0	0.2	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE1	12.8	0.6	13.4	0.9	13.7	0.3	Imperceptible	Negligible
LE8	12.8	0.4	13.2	0.4	13.2	0.1	Imperceptible	Negligible
LE6	14.0	0.5	14.5	0.1	14.1	-0.5	Very Low	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE5	14.0	0.3	14.3	0.1	14.1	-0.2	Imperceptible	Negligible
ND8	14.5	1.3	15.8	1.3	15.8	<0.1	Imperceptible	Negligible
WM1	13.5	0.2	13.6	0.3	13.8	0.2	Imperceptible	Negligible
SX8	14.2	0.1	14.2	0.3	14.4	0.2	Imperceptible	Negligible
SX9	14.2	0.1	14.2	0.3	14.4	0.2	Imperceptible	Negligible
LE4	14.0	0.0	14.0	0.1	14.0	<0.1	Imperceptible	Negligible
YX5	14.2	0.0	14.3	0.1	14.3	<0.1	Imperceptible	Negligible
LW2	12.7	0.6	13.3	0.5	13.2	>-0.1	Imperceptible	Negligible
BK1	13.6	1.2	14.8	1.2	14.8	<0.1	Imperceptible	Negligible
WM10	14.9	1.3	16.2	1.4	16.3	0.1	Imperceptible	Negligible
WB1	14.8	1.4	16.2	1.4	16.2	<0.1	Imperceptible	Negligible
BC6	14.9	0.5	15.5	0.6	15.5	<0.1	Imperceptible	Negligible
LW4	13.1	0.6	13.7	0.6	13.7	<0.1	Imperceptible	Negligible
LW7	13.6	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible
LW8	13.3	0.7	13.9	0.7	14.0	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW9	13.6	0.5	14.1	0.5	14.1	<0.1	Imperceptible	Negligible
LE2	13.7	0.2	13.9	0.3	14.0	0.1	Imperceptible	Negligible
WM5	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
WM11	14.1	0.4	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
WM12	14.1	0.1	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
SX15	13.8	2.7	16.5	0.1	13.9	-2.6	Medium	Minor Beneficial
YX9	14.8	0.1	14.9	0.1	15.0	<0.1	Imperceptible	Negligible
LE15	13.6	0.0	13.6	0.1	13.7	<0.1	Imperceptible	Negligible
LE16	13.6	0.0	13.6	0.1	13.6	<0.1	Imperceptible	Negligible
LE19	13.7	0.1	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
LE17	12.9	0.0	13.0	0.1	13.0	<0.1	Imperceptible	Negligible
LE18	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
LE20	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
LE21	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
LE22	13.5	0.0	13.5	0.0	13.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE23	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
WM3	14.0	0.5	14.6	0.6	14.6	<0.1	Imperceptible	Negligible
WM14	14.0	0.1	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
YX10	14.7	0.9	15.5	1.0	15.6	0.1	Imperceptible	Negligible
LE24	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
YX11	14.7	0.3	14.9	0.3	15.0	<0.1	Imperceptible	Negligible
YX12	14.7	0.2	14.9	0.3	14.9	<0.1	Imperceptible	Negligible
LE25	13.7	0.0	13.7	0.0	13.7	<0.1	Imperceptible	Negligible
LE26	12.9	0.0	13.0	0.1	13.0	<0.1	Imperceptible	Negligible
LE27	13.6	0.0	13.7	0.0	13.7	<0.1	Imperceptible	Negligible
LE28	13.6	0.1	13.7	0.2	13.8	0.1	Imperceptible	Negligible
LE29	13.7	0.0	13.7	0.0	13.7	<0.1	Imperceptible	Negligible
LE30	12.5	0.1	12.6	0.1	12.6	<0.1	Imperceptible	Negligible
LE31	12.5	0.0	12.5	0.0	12.5	<0.1	Imperceptible	Negligible
LE32	14.0	0.1	14.0	0.1	14.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE33	14.0	0.1	14.1	0.2	14.1	<0.1	Imperceptible	Negligible
LE34	13.4	0.0	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE35	12.8	0.0	12.8	0.0	12.8	<0.1	Imperceptible	Negligible
LE36	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE37	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE38	13.4	0.3	13.7	0.3	13.7	<0.1	Imperceptible	Negligible
LE39	12.9	0.2	13.1	0.2	13.1	<0.1	Imperceptible	Negligible
LE40	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE41	14.0	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE42	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
LE43	13.4	0.0	13.4	0.0	13.4	<0.1	Imperceptible	Negligible
YX13	14.8	0.9	15.7	1.0	15.8	0.1	Imperceptible	Negligible
YX14	14.7	0.0	14.7	0.0	14.7	<0.1	Imperceptible	Negligible
YX15	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
YX16	14.8	0.6	15.5	0.7	15.5	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX17	14.1	0.1	14.2	0.1	14.2	<0.1	Imperceptible	Negligible
LE44	13.6	0.1	13.7	0.1	13.7	<0.1	Imperceptible	Negligible
LE45	13.5	0.3	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
YX18	13.4	0.4	13.8	0.3	13.7	>-0.1	Imperceptible	Negligible
YX19	13.5	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible
YX20	14.0	0.8	14.8	0.8	14.9	0.1	Imperceptible	Negligible
SX16	13.1	0.3	13.5	0.4	13.5	<0.1	Imperceptible	Negligible
SX18	14.7	0.0	14.7	0.0	14.7	<0.1	Imperceptible	Negligible
SX17	13.1	0.1	13.2	0.1	13.2	<0.1	Imperceptible	Negligible
SX19	14.7	0.0	14.7	0.0	14.7	<0.1	Imperceptible	Negligible
WM15	14.5	0.2	14.7	0.2	14.7	<0.1	Imperceptible	Negligible
WM16	13.0	0.1	13.0	0.1	13.0	<0.1	Imperceptible	Negligible
WM17	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
BK6	13.8	0.4	14.2	0.4	14.2	<0.1	Imperceptible	Negligible
BK7	16.9	0.3	17.2	0.3	17.2	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE46	14.0	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
BK8	16.7	0.4	17.2	0.4	17.2	<0.1	Imperceptible	Negligible
LE47	13.2	0.3	13.6	0.4	13.6	<0.1	Imperceptible	Negligible
LE48	12.9	0.0	13.0	0.1	13.0	<0.1	Imperceptible	Negligible

Table 12: Modelled PM_{2.5} concentrations at receptors for 2028 average day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
BC2	8.4	1.2	9.6	1.2	9.6	<0.1	Imperceptible	Negligible
BC3	8.0	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
BC4	8.1	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
BC5	9.4	0.8	10.2	0.9	10.2	<0.1	Imperceptible	Negligible
SW6	8.0	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
SW5	8.2	0.2	8.3	0.2	8.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC7	8.9	0.2	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BC8	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS4	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LW1	10.3	0.5	10.8	0.5	10.8	>-0.1	Imperceptible	Negligible
LW3	8.5	1.1	9.6	1.1	9.6	<0.1	Imperceptible	Negligible
LW5	8.8	0.2	9.1	0.2	9.1	<0.1	Imperceptible	Negligible
LW6	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
KS1	8.0	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS2	8.2	0.3	8.6	0.4	8.6	<0.1	Imperceptible	Negligible
KS3	8.2	0.5	8.7	0.5	8.7	0.1	Imperceptible	Negligible
SW4	7.7	0.3	8.0	0.3	8.0	<0.1	Imperceptible	Negligible
HS3	8.3	0.3	8.6	0.4	8.7	<0.1	Imperceptible	Negligible
YX1	8.3	0.8	9.1	0.9	9.2	0.1	Imperceptible	Negligible
YX3	8.0	0.7	8.8	0.7	8.8	>-0.1	Imperceptible	Negligible
YX7	7.9	0.1	8.0	0.1	7.9	-0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE3	7.9	0.2	8.1	0.3	8.3	0.1	Imperceptible	Negligible
LE9	8.3	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
LE10	8.3	0.6	8.9	0.8	9.1	0.2	Imperceptible	Negligible
LE11	7.9	0.3	8.2	0.4	8.2	0.1	Imperceptible	Negligible
LE14	8.2	0.3	8.4	0.3	8.5	<0.1	Imperceptible	Negligible
SX12	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
YX4	8.3	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
SX1	8.2	0.3	8.5	0.4	8.6	0.1	Imperceptible	Negligible
WM2	8.4	1.3	9.7	1.5	9.9	0.2	Imperceptible	Negligible
WM6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WM7	8.7	0.3	9.0	0.3	9.0	<0.1	Imperceptible	Negligible
WM8	8.6	0.3	8.9	0.4	8.9	<0.1	Imperceptible	Negligible
WM4	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
WB8	8.7	1.2	9.9	1.2	9.9	0.1	Imperceptible	Negligible
WB9	8.7	0.7	9.4	0.7	9.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB10	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BK2	8.9	0.4	9.2	0.4	9.2	<0.1	Imperceptible	Negligible
BK4	9.7	0.4	10.1	0.4	10.1	<0.1	Imperceptible	Negligible
BK5	9.7	0.6	10.3	0.6	10.3	<0.1	Imperceptible	Negligible
IP1	10.0	1.0	11.0	1.0	11.0	<0.1	Imperceptible	Negligible
IP2	10.1	0.8	10.8	0.8	10.9	<0.1	Imperceptible	Negligible
BK3	9.0	1.1	10.1	1.1	10.1	<0.1	Imperceptible	Negligible
IP3	9.0	1.0	10.0	1.0	10.0	<0.1	Imperceptible	Negligible
IP4	9.4	1.4	10.9	1.5	10.9	<0.1	Imperceptible	Negligible
IP5	10.0	0.3	10.3	0.3	10.3	<0.1	Imperceptible	Negligible
IP6	9.4	0.1	9.5	0.1	9.5	<0.1	Imperceptible	Negligible
IP7	9.8	0.1	9.9	0.1	9.9	<0.1	Imperceptible	Negligible
IP8	10.0	0.1	10.0	0.1	10.0	<0.1	Imperceptible	Negligible
IP9	10.0	0.0	10.0	0.1	10.0	<0.1	Imperceptible	Negligible
IP10	10.0	0.0	10.0	0.0	10.0	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP11	10.0	0.1	10.0	0.1	10.0	<0.1	Imperceptible	Negligible
ND1	9.6	1.2	10.7	1.2	10.8	<0.1	Imperceptible	Negligible
ND2	9.6	0.4	9.9	0.4	9.9	<0.1	Imperceptible	Negligible
ND3	8.8	0.6	9.4	0.6	9.4	<0.1	Imperceptible	Negligible
ND4	8.5	0.5	9.0	0.6	9.0	<0.1	Imperceptible	Negligible
ND5	8.5	0.5	9.0	0.5	9.1	<0.1	Imperceptible	Negligible
ND6	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WM9	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
ND7	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
FR1	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR2	8.4	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
FR3	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
FR4	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR5	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
FR6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP12	9.1	0.0	9.1	0.0	9.1	<0.1	Imperceptible	Negligible
IP13	9.7	0.1	9.8	0.1	9.8	<0.1	Imperceptible	Negligible
IP14	8.9	0.9	9.9	0.9	9.9	<0.1	Imperceptible	Negligible
IP15	8.9	0.9	9.8	0.9	9.8	<0.1	Imperceptible	Negligible
WB11	8.7	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB12	8.4	0.4	8.9	0.5	8.9	<0.1	Imperceptible	Negligible
WB7	8.6	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB6	8.4	0.4	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
WB5	8.4	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WB4	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WB3	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WB2	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
SX13	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
SX14	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
WM13	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
HS1	8.5	0.3	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
HS2	8.4	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
SW1	7.6	0.2	7.8	0.2	7.8	<0.1	Imperceptible	Negligible
YX2	8.0	0.4	8.5	0.5	8.5	<0.1	Imperceptible	Negligible
YX6	7.9	0.3	8.2	0.3	8.2	<0.1	Imperceptible	Negligible
SX2	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX4	8.2	0.5	8.7	0.6	8.7	<0.1	Imperceptible	Negligible
SX3	8.3	0.1	8.4	0.1	8.5	<0.1	Imperceptible	Negligible
SX10	8.4	0.4	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
SX5	8.1	0.7	8.9	0.1	8.2	-0.6	Low	Negligible
SX6	8.1	2.7	10.8	0.1	8.1	-2.7	High	Moderate Beneficial
SX7	8.1	1.4	9.4	0.1	8.2	-1.2	Low	Negligible
SX11	8.1	0.4	8.5	0.4	8.5	<0.1	Imperceptible	Negligible
SW3	7.7	0.6	8.3	0.7	8.4	0.1	Imperceptible	Negligible
SW2	7.7	0.4	8.1	0.5	8.2	0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX8	8.1	0.2	8.4	0.3	8.4	<0.1	Imperceptible	Negligible
LE13	7.6	0.3	7.9	0.3	7.9	<0.1	Imperceptible	Negligible
LE12	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
LE7	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE1	8.3	0.4	8.7	0.5	8.8	0.2	Imperceptible	Negligible
LE8	8.3	0.2	8.5	0.3	8.6	<0.1	Imperceptible	Negligible
LE6	8.1	0.3	8.4	0.1	8.1	-0.3	Imperceptible	Negligible
LE5	8.1	0.2	8.2	0.0	8.1	-0.1	Imperceptible	Negligible
ND8	8.4	0.7	9.2	0.7	9.2	<0.1	Imperceptible	Negligible
WM1	8.1	0.1	8.2	0.2	8.3	0.1	Imperceptible	Negligible
SX8	8.2	0.0	8.2	0.2	8.4	0.1	Imperceptible	Negligible
SX9	8.2	0.0	8.2	0.2	8.3	0.1	Imperceptible	Negligible
LE4	8.1	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
YX5	8.1	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
LW2	8.5	0.3	8.8	0.3	8.8	>-0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BK1	8.7	0.7	9.4	0.7	9.4	<0.1	Imperceptible	Negligible
WM10	8.5	0.7	9.2	0.8	9.3	<0.1	Imperceptible	Negligible
WB1	8.9	0.8	9.8	0.8	9.8	<0.1	Imperceptible	Negligible
BC6	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
LW4	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LW7	8.8	0.2	9.0	0.2	9.0	<0.1	Imperceptible	Negligible
LW8	9.0	0.4	9.4	0.4	9.4	<0.1	Imperceptible	Negligible
LW9	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LE2	8.0	0.1	8.1	0.2	8.2	0.1	Imperceptible	Negligible
WM5	8.4	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WM11	8.3	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
WM12	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX15	8.1	1.6	9.7	0.1	8.2	-1.5	Medium	Minor Beneficial
YX9	8.3	0.0	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
LE15	7.9	0.0	8.0	0.0	8.0	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE16	7.9	0.0	7.9	0.0	8.0	<0.1	Imperceptible	Negligible
LE19	8.0	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
LE17	7.8	0.0	7.8	0.0	7.8	<0.1	Imperceptible	Negligible
LE18	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
LE20	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
LE21	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
LE22	8.0	0.0	8.0	0.0	8.0	<0.1	Imperceptible	Negligible
LE23	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
WM3	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
WM14	8.2	0.1	8.3	0.1	8.3	<0.1	Imperceptible	Negligible
YX10	8.2	0.5	8.7	0.6	8.8	0.1	Imperceptible	Negligible
LE24	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
YX11	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
YX12	8.2	0.1	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LE25	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE26	7.8	0.0	7.8	0.0	7.8	<0.1	Imperceptible	Negligible
LE27	7.9	0.0	8.0	0.0	8.0	<0.1	Imperceptible	Negligible
LE28	7.9	0.1	8.0	0.1	8.0	0.1	Imperceptible	Negligible
LE29	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
LE30	7.6	0.0	7.7	0.0	7.7	<0.1	Imperceptible	Negligible
LE31	7.6	0.0	7.7	0.0	7.7	<0.1	Imperceptible	Negligible
LE32	8.1	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
LE33	8.1	0.1	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LE34	8.1	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
LE35	8.3	0.0	8.3	0.0	8.3	<0.1	Imperceptible	Negligible
LE36	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE37	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE38	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
LE39	7.8	0.1	7.9	0.1	7.9	<0.1	Imperceptible	Negligible
LE40	8.1	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE41	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE42	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
LE43	7.9	0.0	7.9	0.0	7.9	<0.1	Imperceptible	Negligible
YX13	8.3	0.5	8.8	0.6	8.9	0.1	Imperceptible	Negligible
YX14	8.2	0.0	8.3	0.0	8.3	<0.1	Imperceptible	Negligible
YX15	8.1	0.3	8.5	0.4	8.5	0.1	Imperceptible	Negligible
YX16	8.3	0.4	8.7	0.4	8.7	<0.1	Imperceptible	Negligible
YX17	8.1	0.0	8.2	0.0	8.2	<0.1	Imperceptible	Negligible
LE44	7.9	0.1	8.0	0.1	8.0	<0.1	Imperceptible	Negligible
LE45	8.0	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
YX18	8.0	0.2	8.2	0.2	8.2	>-0.1	Imperceptible	Negligible
YX19	7.9	0.1	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
YX20	8.1	0.4	8.6	0.5	8.6	<0.1	Imperceptible	Negligible
SX16	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
SX18	8.3	0.0	8.3	0.0	8.3	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028AD Road + Rail (µg/m³)	2028AD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX17	8.2	0.0	8.2	0.0	8.2	<0.1	Imperceptible	Negligible
SX19	8.3	0.0	8.3	0.0	8.3	<0.1	Imperceptible	Negligible
WM15	8.5	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WM16	8.0	0.0	8.1	0.0	8.1	<0.1	Imperceptible	Negligible
WM17	8.1	0.0	8.2	0.0	8.2	<0.1	Imperceptible	Negligible
BK6	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
BK7	9.5	0.2	9.7	0.2	9.7	<0.1	Imperceptible	Negligible
LE46	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
BK8	9.6	0.3	9.9	0.3	9.9	<0.1	Imperceptible	Negligible
LE47	7.9	0.2	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
LE48	7.8	0.0	7.8	0.0	7.8	<0.1	Imperceptible	Negligible

Table 13: Modelled NO₂ concentrations at receptors for 2028 busiest day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m ³)	2028RC Road + Rail (µg/m ³)	2028RC Total (µg/m ³)	2028BD Road + Rail (µg/m ³)	2028BD Total (µg/m ³)	Magnitude of Change (µg/m ³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	6.4	1.3	7.8	1.4	7.8	<0.1	Imperceptible	Negligible
BC2	6.3	5.8	12.1	5.9	12.1	0.1	Imperceptible	Negligible
BC3	7	0.9	7.9	1	7.9	<0.1	Imperceptible	Negligible
BC4	7.9	1.1	9	1.2	9	<0.1	Imperceptible	Negligible
BC5	7.9	4.1	12	4.2	12.1	0.1	Imperceptible	Negligible
SW6	5.4	0.7	6.1	0.8	6.2	0.1	Imperceptible	Negligible
SW5	5.4	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
BC7	7.1	1.3	8.4	1.3	8.4	<0.1	Imperceptible	Negligible
BC8	5.9	0.9	6.8	1	6.8	0.1	Imperceptible	Negligible
KS4	5.7	1.1	6.8	1.2	6.9	0.1	Imperceptible	Negligible
LW1	12.7	2.7	15.3	2.7	15.4	<0.1	Imperceptible	Negligible
LW3	9.8	5.8	15.6	5.9	15.7	0.1	Imperceptible	Negligible
LW5	8.2	1.3	9.5	1.3	9.5	<0.1	Imperceptible	Negligible
LW6	8.2	1.7	9.9	1.7	9.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	6	1.1	7.1	1.2	7.2	<0.1	Imperceptible	Negligible
KS2	5.7	1.8	7.5	1.9	7.6	0.1	Imperceptible	Negligible
KS3	5.7	2.3	8.1	2.6	8.3	0.3	Imperceptible	Negligible
SW4	5.5	1.3	6.7	1.5	6.9	0.2	Imperceptible	Negligible
HS3	5.4	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
YX1	5.4	3.7	9.1	4	9.4	0.3	Imperceptible	Negligible
YX3	5.5	3.7	9.1	3.8	9.2	0.1	Imperceptible	Negligible
YX7	5.1	0.6	5.7	1.9	7	1.3	Low	Negligible
LE3	5.1	1	6.1	1.8	6.9	0.8	Low	Negligible
LE9	5.9	4.9	10.8	5.8	11.7	0.9	Low	Negligible
LE10	5.9	3.2	9.1	4	10	0.8	Low	Negligible
LE11	5.3	1.5	6.8	1.9	7.2	0.4	Imperceptible	Negligible
LE14	5.3	1.5	6.8	1.7	7	0.2	Imperceptible	Negligible
SX12	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
YX4	5.3	1.6	6.8	1.9	7.1	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	5.3	1.5	6.9	1.8	7.2	0.3	Imperceptible	Negligible
WM2	5.7	6.1	11.8	6.6	12.3	0.5	Very Low	Negligible
WM6	5.9	0.8	6.7	0.9	6.8	0.1	Imperceptible	Negligible
WM7	6.2	1.6	7.9	1.8	8	0.1	Imperceptible	Negligible
WM8	6.2	2	8.2	2.1	8.3	0.1	Imperceptible	Negligible
WM4	5.7	1	6.7	1.1	6.8	0.1	Imperceptible	Negligible
WB8	7.3	5.3	12.6	5.4	12.7	0.1	Imperceptible	Negligible
WB9	7.3	3.7	11	3.7	11	<0.1	Imperceptible	Negligible
WB10	7.4	1.8	9.2	1.9	9.3	0.1	Imperceptible	Negligible
BK2	8.5	2.1	10.6	2.1	10.6	<0.1	Imperceptible	Negligible
BK4	8.1	1.6	9.7	1.6	9.7	<0.1	Imperceptible	Negligible
BK5	8.1	2.7	10.8	2.7	10.8	<0.1	Imperceptible	Negligible
IP1	9.3	4	13.3	4.1	13.3	<0.1	Imperceptible	Negligible
IP2	7.6	3.5	11.1	3.5	11.2	<0.1	Imperceptible	Negligible
BK3	7.3	4.7	11.9	4.7	12	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	6.4	3.9	10.3	4	10.4	<0.1	Imperceptible	Negligible
IP4	6.5	5.9	12.4	5.9	12.4	<0.1	Imperceptible	Negligible
IP5	7.2	1	8.3	1	8.3	<0.1	Imperceptible	Negligible
IP6	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
IP7	10.8	0.2	11	0.2	11	<0.1	Imperceptible	Negligible
IP8	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP9	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP10	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
IP11	12.5	0.2	12.7	0.2	12.7	<0.1	Imperceptible	Negligible
ND1	9.3	4.2	13.5	4.3	13.6	<0.1	Imperceptible	Negligible
ND2	8	1.3	9.3	1.3	9.3	<0.1	Imperceptible	Negligible
ND3	6.8	2.5	9.3	2.6	9.3	<0.1	Imperceptible	Negligible
ND4	6.3	3.1	9.3	3.2	9.5	0.2	Imperceptible	Negligible
ND5	6	2.2	8.2	2.4	8.4	0.1	Imperceptible	Negligible
ND6	6.1	0.4	6.5	0.4	6.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	5.6	0.8	6.5	1	6.6	0.2	Imperceptible	Negligible
ND7	6.3	1.9	8.3	2	8.3	<0.1	Imperceptible	Negligible
FR1	5.4	1.1	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
FR2	6.2	2.2	8.4	2.3	8.5	0.1	Imperceptible	Negligible
FR3	6.2	0.7	6.9	0.7	6.9	<0.1	Imperceptible	Negligible
FR4	5.4	1.1	6.5	1.2	6.5	0.1	Imperceptible	Negligible
FR5	5.3	0.8	6.1	0.9	6.2	0.1	Imperceptible	Negligible
FR6	5.3	0.8	6.1	0.8	6.1	<0.1	Imperceptible	Negligible
IP12	7.8	0.2	8	0.2	8	<0.1	Imperceptible	Negligible
IP13	9.3	0.3	9.6	0.3	9.6	<0.1	Imperceptible	Negligible
IP14	7.9	5.1	13	5.2	13.1	0.1	Imperceptible	Negligible
IP15	7.3	4.5	11.8	4.5	11.8	0.1	Imperceptible	Negligible
WB11	7.8	2.5	10.2	2.5	10.3	0.1	Imperceptible	Negligible
WB12	7	2.4	9.4	2.8	9.8	0.4	Imperceptible	Negligible
WB7	7	2.3	9.3	2.4	9.4	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	6.6	1.8	8.4	2	8.6	0.2	Imperceptible	Negligible
WB5	7.1	1.2	8.2	1.5	8.6	0.4	Imperceptible	Negligible
WB4	7.1	0.5	7.6	0.7	7.8	0.2	Imperceptible	Negligible
WB3	6.5	1.1	7.5	1.2	7.7	0.1	Imperceptible	Negligible
WB2	6.5	1.6	8	1.7	8.1	0.1	Imperceptible	Negligible
SX13	5.3	0.9	6.2	1	6.3	0.1	Imperceptible	Negligible
SX14	5.4	1.5	6.9	1.6	7	0.1	Imperceptible	Negligible
WM13	5.4	0.9	6.4	1	6.4	0.1	Imperceptible	Negligible
HS1	6.4	1.7	8.2	1.9	8.3	0.1	Imperceptible	Negligible
HS2	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
SW1	5.9	1.2	7	1.2	7.1	<0.1	Imperceptible	Negligible
YX2	5.5	2.2	7.7	2.4	7.8	0.2	Imperceptible	Negligible
YX6	5.2	1.3	6.5	1.6	6.8	0.3	Imperceptible	Negligible
SX2	5.6	0.3	5.9	0.4	6	0.1	Imperceptible	Negligible
SX4	5.8	2.8	8.6	3.3	9	0.4	Very Low	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	5.4	0.6	5.9	0.8	6.2	0.2	Imperceptible	Negligible
SX10	5.5	2.1	7.6	2.6	8.1	0.5	Very Low	Negligible
SX5	5.5	3.6	9.1	1.2	6.7	-2.4	Medium	Minor Beneficial
SX6	5.4	13.2	18.6	0.3	5.7	-12.9	High	Moderate Beneficial
SX7	5.4	6.7	12.1	1.6	7	-5.2	High	Moderate Beneficial
SX11	5.3	1.8	7.1	2	7.3	0.2	Imperceptible	Negligible
SW3	5.3	3.1	8.4	3.6	8.9	0.5	Very Low	Negligible
SW2	5.3	2.2	7.5	2.5	7.8	0.3	Imperceptible	Negligible
YX8	5.1	1.3	6.4	1.5	6.6	0.2	Imperceptible	Negligible
LE13	5.2	1.7	6.9	1.7	6.9	<0.1	Imperceptible	Negligible
LE12	5.6	1.2	6.8	1.3	6.9	0.1	Imperceptible	Negligible
LE7	5.3	0.5	5.7	0.7	5.9	0.2	Imperceptible	Negligible
LE1	5.9	2.6	8.5	4.1	10	1.5	Low	Negligible
LE8	5.9	1.3	7.3	1.7	7.6	0.3	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE6	5.2	1.5	6.6	0.8	6	-0.7	Very Low	Negligible
LE5	5.2	0.9	6.1	0.9	6	>-0.1	Imperceptible	Negligible
ND8	5.7	3.1	8.8	3.2	8.9	0.1	Imperceptible	Negligible
WM1	5.4	0.5	5.9	3.4	8.9	2.9	Medium	Minor Adverse
SX8	5.2	0.1	5.3	3.5	8.7	3.3	Medium	Minor Adverse
SX9	5.2	0.2	5.4	3	8.2	2.8	Medium	Minor Adverse
LE4	5.2	0.1	5.2	0.7	5.8	0.6	Very Low	Negligible
YX5	5.2	0.1	5.2	1.4	6.5	1.3	Low	Negligible
LW2	9.8	1.8	11.5	1.6	11.4	-0.1	Imperceptible	Negligible
BK1	9	3.8	12.8	3.9	12.8	<0.1	Imperceptible	Negligible
WM10	5.8	3.4	9.2	3.6	9.4	0.2	Imperceptible	Negligible
WB1	7.1	3.8	10.9	3.8	10.9	<0.1	Imperceptible	Negligible
BC6	5.6	1.5	7.1	1.6	7.2	0.1	Imperceptible	Negligible
LW4	8.5	1.8	10.3	1.8	10.3	0.1	Imperceptible	Negligible
LW7	8.2	0.8	9	0.9	9	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW8	18.3	2.1	20.4	2.2	20.4	<0.1	Imperceptible	Negligible
LW9	8.2	1.5	9.7	1.6	9.8	0.1	Imperceptible	Negligible
LE2	5.3	0.5	5.7	0.9	6.2	0.5	Very Low	Negligible
WM5	6.4	0.9	7.2	1	7.3	0.1	Imperceptible	Negligible
WM11	5.9	1.2	7.1	1.4	7.3	0.2	Imperceptible	Negligible
WM12	5.9	0.5	6.4	0.5	6.5	0.1	Imperceptible	Negligible
SX15	5.5	7.7	13.2	0.8	6.3	-6.9	High	Moderate Beneficial
YX9	5.3	0.2	5.5	1.1	6.3	0.8	Low	Negligible
LE15	5.1	0.1	5.3	0.4	5.5	0.2	Imperceptible	Negligible
LE16	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible
LE19	5.3	0.1	5.4	0.4	5.7	0.3	Imperceptible	Negligible
LE17	5.1	0.1	5.2	0.4	5.5	0.3	Imperceptible	Negligible
LE18	5.2	0.1	5.3	0.3	5.5	0.2	Imperceptible	Negligible
LE20	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
LE21	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE22	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
LE23	5.2	0.1	5.3	0.2	5.5	0.2	Imperceptible	Negligible
WM3	5.4	1.7	7.1	1.8	7.2	0.1	Imperceptible	Negligible
WM14	5.4	0.3	5.7	0.3	5.8	<0.1	Imperceptible	Negligible
YX10	5.3	2.3	7.6	2.6	7.9	0.3	Imperceptible	Negligible
LE24	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
YX11	5.3	0.7	6	1	6.3	0.3	Imperceptible	Negligible
YX12	5.3	0.6	5.9	1	6.3	0.4	Imperceptible	Negligible
LE25	5.1	0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE26	5.1	0.1	5.2	0.3	5.4	0.2	Imperceptible	Negligible
LE27	5.1	0.1	5.2	0.2	5.3	0.1	Imperceptible	Negligible
LE28	5.1	0.2	5.4	1.5	6.7	1.3	Low	Negligible
LE29	5.1	0	5.1	0.2	5.2	0.1	Imperceptible	Negligible
LE30	5.2	0.2	5.4	0.3	5.5	<0.1	Imperceptible	Negligible
LE31	5.2	0.1	5.3	0.2	5.3	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE32	5.3	0.2	5.4	0.3	5.5	0.1	Imperceptible	Negligible
LE33	5.3	0.4	5.6	0.5	5.7	0.1	Imperceptible	Negligible
LE34	5.6	0.2	5.7	0.2	5.8	0.1	Imperceptible	Negligible
LE35	5.9	0.1	6.1	0.2	6.2	0.1	Imperceptible	Negligible
LE36	5.6	0.7	6.3	0.8	6.3	0.1	Imperceptible	Negligible
LE37	5.6	0.7	6.3	0.8	6.4	0.1	Imperceptible	Negligible
LE38	5.6	0.8	6.4	1	6.5	0.1	Imperceptible	Negligible
LE39	5.2	0.5	5.8	0.6	5.8	0.1	Imperceptible	Negligible
LE40	5.6	0.2	5.8	0.3	5.8	0.1	Imperceptible	Negligible
LE41	5.3	0.5	5.7	0.7	6	0.3	Imperceptible	Negligible
LE42	5.2	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
LE43	5.2	0.1	5.3	0.2	5.4	0.2	Imperceptible	Negligible
YX13	5.4	2.4	7.8	2.6	8.1	0.3	Imperceptible	Negligible
YX14	5.3	0.1	5.4	0.2	5.5	0.1	Imperceptible	Negligible
YX15	5.4	1.6	6.9	1.9	7.3	0.4	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX16	5.4	1.6	7.1	1.8	7.3	0.2	Imperceptible	Negligible
YX17	5.4	0.2	5.5	0.3	5.7	0.1	Imperceptible	Negligible
LE44	5.2	0.4	5.6	0.6	5.7	0.2	Imperceptible	Negligible
LE45	5.3	1	6.3	1.2	6.5	0.2	Imperceptible	Negligible
YX18	5.5	1	6.5	1.1	6.5	<0.1	Imperceptible	Negligible
YX19	5.2	0.7	5.9	1	6.2	0.2	Imperceptible	Negligible
YX20	5.2	2	7.2	2.3	7.5	0.2	Imperceptible	Negligible
SX16	5.8	1.1	6.9	1.9	7.7	0.8	Very Low	Negligible
SX18	5.3	0.1	5.3	0.2	5.5	0.1	Imperceptible	Negligible
SX17	5.8	0.2	6	1.3	7.1	1.2	Low	Negligible
SX19	5.3	0.1	5.4	0.4	5.8	0.3	Imperceptible	Negligible
WM15	6.2	0.5	6.7	0.7	6.9	0.1	Imperceptible	Negligible
WM16	5.6	0.2	5.7	0.3	5.9	0.2	Imperceptible	Negligible
WM17	5.6	0.2	5.8	0.5	6.1	0.3	Imperceptible	Negligible
BK6	7.3	1.1	8.3	1.1	8.3	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BK7	7.2	0.8	8	0.8	8	<0.1	Imperceptible	Negligible
LE46	5.3	0.4	5.7	0.6	5.8	0.1	Imperceptible	Negligible
BK8	7.2	1.2	8.3	1.2	8.4	<0.1	Imperceptible	Negligible
LE47	5.3	1	6.3	1.1	6.4	0.1	Imperceptible	Negligible
LE48	5.1	0.1	5.2	0.4	5.5	0.3	Imperceptible	Negligible

Table 14: Modelled PM₁₀ concentrations at receptors for 2028 busiest day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	13.8	0.4	14.2	0.5	14.2	<0.1	Imperceptible	Negligible
BC2	14.9	2.1	16.9	2.1	17	<0.1	Imperceptible	Negligible
BC3	12.8	0.3	13.1	0.3	13.1	<0.1	Imperceptible	Negligible
BC4	12.7	0.4	13	0.4	13.1	<0.1	Imperceptible	Negligible
BC5	14.4	1.4	15.8	1.5	15.9	0.1	Imperceptible	Negligible
SW6	13.7	0.3	14	0.3	14	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW5	14.3	0.3	14.7	0.4	14.7	0.1	Imperceptible	Negligible
BC7	15	0.4	15.5	0.4	15.5	<0.1	Imperceptible	Negligible
BC8	13.7	0.3	14	0.3	14	<0.1	Imperceptible	Negligible
KS4	14.1	0.3	14.5	0.4	14.5	<0.1	Imperceptible	Negligible
LW1	14.6	0.9	15.5	0.9	15.5	<0.1	Imperceptible	Negligible
LW3	12.7	1.8	14.5	1.9	14.6	<0.1	Imperceptible	Negligible
LW5	13.6	0.4	14	0.4	14	<0.1	Imperceptible	Negligible
LW6	13.6	0.5	14.1	0.6	14.1	<0.1	Imperceptible	Negligible
KS1	12.9	0.3	13.2	0.3	13.2	<0.1	Imperceptible	Negligible
KS2	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
KS3	14.1	0.8	14.9	0.9	15	0.1	Imperceptible	Negligible
SW4	12.6	0.5	13	0.5	13.1	0.1	Imperceptible	Negligible
HS3	15	0.5	15.6	0.6	15.7	0.1	Imperceptible	Negligible
YX1	14.8	1.4	16.3	1.6	16.4	0.1	Imperceptible	Negligible
YX3	13.4	1.3	14.7	1.3	14.7	>-0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX7	13.4	0.2	13.6	0.1	13.5	-0.1	Imperceptible	Negligible
LE3	13.6	0.4	13.9	0.6	14.2	0.2	Imperceptible	Negligible
LE9	12.8	0.8	13.6	0.9	13.7	0.1	Imperceptible	Negligible
LE10	12.8	1	13.9	1.3	14.1	0.3	Imperceptible	Negligible
LE11	13	0.5	13.4	0.6	13.6	0.1	Imperceptible	Negligible
LE14	14.2	0.5	14.7	0.6	14.8	0.1	Imperceptible	Negligible
SX12	14.1	0.3	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
YX4	14.8	0.5	15.4	0.6	15.4	<0.1	Imperceptible	Negligible
SX1	14.1	0.5	14.6	0.7	14.8	0.1	Imperceptible	Negligible
WM2	14.6	2.3	16.9	2.7	17.3	0.4	Imperceptible	Negligible
WM6	14.1	0.2	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
WM7	15.3	0.5	15.8	0.5	15.8	0.1	Imperceptible	Negligible
WM8	14.7	0.6	15.3	0.7	15.4	0.1	Imperceptible	Negligible
WM4	13.1	0.3	13.4	0.3	13.5	<0.1	Imperceptible	Negligible
WB8	13.5	2	15.5	2.1	15.6	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB9	13.5	1.2	14.8	1.3	14.8	<0.1	Imperceptible	Negligible
WB10	14.5	0.5	15	0.5	15.1	<0.1	Imperceptible	Negligible
BK2	15	0.6	15.6	0.7	15.7	<0.1	Imperceptible	Negligible
BK4	16.9	0.6	17.5	0.6	17.5	<0.1	Imperceptible	Negligible
BK5	16.9	1	17.9	1	17.9	<0.1	Imperceptible	Negligible
IP1	16.9	1.7	18.6	1.8	18.7	<0.1	Imperceptible	Negligible
IP2	17.2	1.3	18.5	1.3	18.5	<0.1	Imperceptible	Negligible
BK3	15	2	17	2	17	<0.1	Imperceptible	Negligible
IP3	14.8	1.7	16.5	1.7	16.5	<0.1	Imperceptible	Negligible
IP4	16.3	2.5	18.8	2.6	18.9	0.1	Imperceptible	Negligible
IP5	17.2	0.4	17.7	0.5	17.7	<0.1	Imperceptible	Negligible
IP6	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP7	14.8	0.1	14.9	0.1	14.9	<0.1	Imperceptible	Negligible
IP8	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
IP9	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP10	15.1	0.1	15.1	0.1	15.2	<0.1	Imperceptible	Negligible
IP11	15.1	0.1	15.2	0.1	15.2	<0.1	Imperceptible	Negligible
ND1	15.7	2	17.7	2.1	17.7	<0.1	Imperceptible	Negligible
ND2	16.2	0.6	16.9	0.6	16.9	<0.1	Imperceptible	Negligible
ND3	15.1	1	16.2	1.1	16.2	<0.1	Imperceptible	Negligible
ND4	14.2	0.9	15.1	1	15.1	<0.1	Imperceptible	Negligible
ND5	15	0.9	15.8	0.9	15.9	<0.1	Imperceptible	Negligible
ND6	14.4	0.1	14.5	0.1	14.6	<0.1	Imperceptible	Negligible
WM9	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
ND7	15.4	0.8	16.2	0.8	16.2	<0.1	Imperceptible	Negligible
FR1	14.9	0.5	15.4	0.5	15.4	<0.1	Imperceptible	Negligible
FR2	13.7	0.8	14.5	0.8	14.5	<0.1	Imperceptible	Negligible
FR3	13.7	0.2	13.9	0.2	13.9	<0.1	Imperceptible	Negligible
FR4	15.1	0.5	15.6	0.5	15.6	<0.1	Imperceptible	Negligible
FR5	14.3	0.3	14.6	0.3	14.6	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
FR6	15	0.2	15.2	0.2	15.2	<0.1	Imperceptible	Negligible
IP12	14.2	0.1	14.3	0.1	14.3	<0.1	Imperceptible	Negligible
IP13	14.5	0.1	14.6	0.1	14.6	<0.1	Imperceptible	Negligible
IP14	14	1.6	15.5	1.6	15.6	<0.1	Imperceptible	Negligible
IP15	14.3	1.5	15.8	1.5	15.8	<0.1	Imperceptible	Negligible
WB11	13.7	0.8	14.4	0.8	14.5	<0.1	Imperceptible	Negligible
WB12	13.5	0.8	14.2	0.8	14.3	0.1	Imperceptible	Negligible
WB7	13.8	0.8	14.6	0.8	14.6	<0.1	Imperceptible	Negligible
WB6	13.2	0.6	13.9	0.7	13.9	<0.1	Imperceptible	Negligible
WB5	12.8	0.2	13	0.2	13	<0.1	Imperceptible	Negligible
WB4	12.8	0.2	12.9	0.2	13	<0.1	Imperceptible	Negligible
WB3	12.9	0.4	13.3	0.4	13.3	<0.1	Imperceptible	Negligible
WB2	12.9	0.6	13.5	0.6	13.5	<0.1	Imperceptible	Negligible
SX13	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
SX14	15	0.5	15.5	0.5	15.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM13	14	0.3	14.3	0.3	14.3	<0.1	Imperceptible	Negligible
HS1	13.7	0.6	14.3	0.6	14.4	<0.1	Imperceptible	Negligible
HS2	14.9	0.3	15.2	0.4	15.2	<0.1	Imperceptible	Negligible
SW1	11.7	0.4	12	0.4	12	<0.1	Imperceptible	Negligible
YX2	13.4	0.8	14.2	0.8	14.2	<0.1	Imperceptible	Negligible
YX6	13.5	0.4	14	0.5	14	0.1	Imperceptible	Negligible
SX2	14	0.1	14.1	0.1	14.2	<0.1	Imperceptible	Negligible
SX4	13.1	0.9	14	1	14.1	0.1	Imperceptible	Negligible
SX3	14.6	0.2	14.8	0.2	14.8	<0.1	Imperceptible	Negligible
SX10	14.6	0.7	15.4	0.8	15.5	0.1	Imperceptible	Negligible
SX5	13.8	1.2	15	0.1	13.9	-1.1	Low	Negligible
SX6	13.5	4.7	18.2	0.1	13.6	-4.6	High	Moderate Beneficial
SX7	13.5	2.3	15.8	0.2	13.7	-2.1	Medium	Minor Beneficial
SX11	13.9	0.6	14.5	0.7	14.5	0.1	Imperceptible	Negligible
SW3	12.4	1.1	13.5	1.3	13.7	0.2	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SW2	12.4	0.8	13.2	0.9	13.3	0.1	Imperceptible	Negligible
YX8	14.2	0.4	14.6	0.5	14.7	<0.1	Imperceptible	Negligible
LE13	12.5	0.5	13	0.5	13	<0.1	Imperceptible	Negligible
LE12	13.4	0.4	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
LE7	14	0.2	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE1	12.8	0.6	13.4	0.9	13.7	0.3	Imperceptible	Negligible
LE8	12.8	0.4	13.2	0.4	13.2	0.1	Imperceptible	Negligible
LE6	14	0.5	14.5	0.1	14.1	-0.4	Very Low	Negligible
LE5	14	0.3	14.3	0.1	14.1	-0.2	Imperceptible	Negligible
ND8	14.5	1.3	15.8	1.3	15.8	<0.1	Imperceptible	Negligible
WM1	13.5	0.2	13.6	0.3	13.8	0.2	Imperceptible	Negligible
SX8	14.2	0.1	14.2	0.3	14.5	0.2	Imperceptible	Negligible
SX9	14.2	0.1	14.2	0.3	14.4	0.2	Imperceptible	Negligible
LE4	14	0	14	0.1	14.1	<0.1	Imperceptible	Negligible
YX5	14.2	0	14.3	0.1	14.3	0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW2	12.7	0.6	13.3	0.5	13.2	>-0.1	Imperceptible	Negligible
BK1	13.6	1.2	14.8	1.2	14.8	<0.1	Imperceptible	Negligible
WM10	14.9	1.3	16.2	1.4	16.3	0.1	Imperceptible	Negligible
WB1	14.8	1.4	16.2	1.4	16.2	<0.1	Imperceptible	Negligible
BC6	14.9	0.5	15.5	0.6	15.5	<0.1	Imperceptible	Negligible
LW4	13.1	0.6	13.7	0.6	13.7	<0.1	Imperceptible	Negligible
LW7	13.6	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible
LW8	13.3	0.7	13.9	0.7	14	<0.1	Imperceptible	Negligible
LW9	13.6	0.5	14.1	0.5	14.1	<0.1	Imperceptible	Negligible
LE2	13.7	0.2	13.9	0.3	14	0.1	Imperceptible	Negligible
WM5	14.5	0.3	14.8	0.3	14.8	<0.1	Imperceptible	Negligible
WM11	14.1	0.4	14.4	0.4	14.5	<0.1	Imperceptible	Negligible
WM12	14.1	0.1	14.2	0.2	14.2	<0.1	Imperceptible	Negligible
SX15	13.8	2.7	16.5	0.1	13.9	-2.6	Medium	Minor Beneficial
YX9	14.8	0.1	14.9	0.1	15	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE15	13.6	0	13.6	0.1	13.7	<0.1	Imperceptible	Negligible
LE16	13.6	0	13.6	0.1	13.6	<0.1	Imperceptible	Negligible
LE19	13.7	0.1	13.8	0.1	13.8	<0.1	Imperceptible	Negligible
LE17	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE18	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE20	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE21	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE22	13.5	0	13.5	0	13.5	<0.1	Imperceptible	Negligible
LE23	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
WM3	14	0.5	14.6	0.6	14.6	<0.1	Imperceptible	Negligible
WM14	14	0.1	14.1	0.1	14.1	<0.1	Imperceptible	Negligible
YX10	14.7	0.9	15.5	1	15.6	0.1	Imperceptible	Negligible
LE24	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX11	14.7	0.3	14.9	0.3	15	<0.1	Imperceptible	Negligible
YX12	14.7	0.2	14.9	0.3	14.9	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE25	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE26	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible
LE27	13.6	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE28	13.6	0.1	13.7	0.2	13.8	0.1	Imperceptible	Negligible
LE29	13.7	0	13.7	0	13.7	<0.1	Imperceptible	Negligible
LE30	12.5	0.1	12.6	0.1	12.6	<0.1	Imperceptible	Negligible
LE31	12.5	0	12.5	0	12.5	<0.1	Imperceptible	Negligible
LE32	14	0.1	14	0.1	14.1	<0.1	Imperceptible	Negligible
LE33	14	0.1	14.1	0.2	14.1	<0.1	Imperceptible	Negligible
LE34	13.4	0	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE35	12.8	0	12.8	0	12.9	<0.1	Imperceptible	Negligible
LE36	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE37	13.4	0.2	13.7	0.2	13.7	<0.1	Imperceptible	Negligible
LE38	13.4	0.3	13.7	0.3	13.7	<0.1	Imperceptible	Negligible
LE39	12.9	0.2	13.1	0.2	13.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE40	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
LE41	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
LE42	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
LE43	13.4	0	13.4	0	13.4	<0.1	Imperceptible	Negligible
YX13	14.8	0.9	15.7	1	15.8	0.1	Imperceptible	Negligible
YX14	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
YX15	14.1	0.6	14.7	0.7	14.8	0.1	Imperceptible	Negligible
YX16	14.8	0.6	15.5	0.7	15.5	0.1	Imperceptible	Negligible
YX17	14.1	0.1	14.2	0.1	14.2	<0.1	Imperceptible	Negligible
LE44	13.6	0.1	13.7	0.1	13.7	<0.1	Imperceptible	Negligible
LE45	13.5	0.3	13.8	0.4	13.8	<0.1	Imperceptible	Negligible
YX18	13.4	0.4	13.8	0.3	13.7	>-0.1	Imperceptible	Negligible
YX19	13.5	0.3	13.8	0.3	13.8	<0.1	Imperceptible	Negligible
YX20	14	0.8	14.8	0.8	14.9	0.1	Imperceptible	Negligible
SX16	13.1	0.3	13.5	0.4	13.5	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX18	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
SX17	13.1	0.1	13.2	0.1	13.2	<0.1	Imperceptible	Negligible
SX19	14.7	0	14.7	0	14.7	<0.1	Imperceptible	Negligible
WM15	14.5	0.2	14.7	0.2	14.7	<0.1	Imperceptible	Negligible
WM16	13	0.1	13	0.1	13	<0.1	Imperceptible	Negligible
WM17	13.4	0.1	13.5	0.1	13.5	<0.1	Imperceptible	Negligible
BK6	13.8	0.4	14.2	0.4	14.2	<0.1	Imperceptible	Negligible
BK7	16.9	0.3	17.2	0.3	17.2	<0.1	Imperceptible	Negligible
LE46	14	0.1	14.1	0.2	14.2	0.1	Imperceptible	Negligible
BK8	16.7	0.4	17.2	0.4	17.2	<0.1	Imperceptible	Negligible
LE47	13.2	0.3	13.6	0.4	13.6	<0.1	Imperceptible	Negligible
LE48	12.9	0	13	0.1	13	<0.1	Imperceptible	Negligible

Table 15: Modelled PM_{2.5} concentrations at receptors for 2028 busiest day freight management strategy cumulative scenario

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
BC1	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
BC2	8.4	1.2	9.6	1.2	9.6	<0.1	Imperceptible	Negligible
BC3	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
BC4	8.1	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
BC5	9.4	0.8	10.2	0.9	10.2	<0.1	Imperceptible	Negligible
SW6	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
SW5	8.2	0.2	8.3	0.2	8.4	<0.1	Imperceptible	Negligible
BC7	8.9	0.2	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BC8	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS4	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LW1	10.3	0.5	10.8	0.5	10.8	>-0.1	Imperceptible	Negligible
LW3	8.5	1.1	9.6	1.1	9.6	<0.1	Imperceptible	Negligible
LW5	8.8	0.2	9.1	0.2	9.1	<0.1	Imperceptible	Negligible
LW6	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
KS1	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
KS2	8.2	0.3	8.6	0.4	8.6	<0.1	Imperceptible	Negligible
KS3	8.2	0.5	8.7	0.5	8.7	0.1	Imperceptible	Negligible
SW4	7.7	0.3	8	0.3	8	<0.1	Imperceptible	Negligible
HS3	8.3	0.3	8.6	0.4	8.7	<0.1	Imperceptible	Negligible
YX1	8.3	0.8	9.1	0.9	9.2	0.1	Imperceptible	Negligible
YX3	8	0.7	8.8	0.7	8.8	>-0.1	Imperceptible	Negligible
YX7	7.9	0.1	8	0.1	8	>-0.1	Imperceptible	Negligible
LE3	7.9	0.2	8.1	0.3	8.3	0.1	Imperceptible	Negligible
LE9	8.3	0.5	8.8	0.5	8.9	<0.1	Imperceptible	Negligible
LE10	8.3	0.6	8.9	0.8	9.1	0.2	Imperceptible	Negligible
LE11	7.9	0.3	8.2	0.4	8.2	0.1	Imperceptible	Negligible
LE14	8.2	0.3	8.4	0.3	8.5	<0.1	Imperceptible	Negligible
SX12	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
YX4	8.3	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX1	8.2	0.3	8.5	0.4	8.6	0.1	Imperceptible	Negligible
WM2	8.4	1.3	9.7	1.6	10	0.2	Imperceptible	Negligible
WM6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WM7	8.7	0.3	9	0.3	9	<0.1	Imperceptible	Negligible
WM8	8.6	0.3	8.9	0.4	8.9	<0.1	Imperceptible	Negligible
WM4	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
WB8	8.7	1.2	9.9	1.2	9.9	0.1	Imperceptible	Negligible
WB9	8.7	0.7	9.4	0.7	9.5	<0.1	Imperceptible	Negligible
WB10	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
BK2	8.9	0.4	9.2	0.4	9.2	<0.1	Imperceptible	Negligible
BK4	9.7	0.4	10.1	0.4	10.1	<0.1	Imperceptible	Negligible
BK5	9.7	0.6	10.3	0.6	10.3	<0.1	Imperceptible	Negligible
IP1	10	1	11	1	11	<0.1	Imperceptible	Negligible
IP2	10.1	0.8	10.8	0.8	10.9	<0.1	Imperceptible	Negligible
BK3	9	1.1	10.1	1.1	10.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
IP3	9	1	10	1	10	<0.1	Imperceptible	Negligible
IP4	9.4	1.4	10.9	1.5	10.9	<0.1	Imperceptible	Negligible
IP5	10	0.3	10.3	0.3	10.3	<0.1	Imperceptible	Negligible
IP6	9.4	0.1	9.5	0.1	9.5	<0.1	Imperceptible	Negligible
IP7	9.8	0.1	9.9	0.1	9.9	<0.1	Imperceptible	Negligible
IP8	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
IP9	10	0	10	0.1	10	<0.1	Imperceptible	Negligible
IP10	10	0	10	0	10	<0.1	Imperceptible	Negligible
IP11	10	0.1	10	0.1	10	<0.1	Imperceptible	Negligible
ND1	9.6	1.2	10.7	1.2	10.8	<0.1	Imperceptible	Negligible
ND2	9.6	0.4	9.9	0.4	9.9	<0.1	Imperceptible	Negligible
ND3	8.8	0.6	9.4	0.6	9.4	<0.1	Imperceptible	Negligible
ND4	8.5	0.5	9	0.6	9	<0.1	Imperceptible	Negligible
ND5	8.5	0.5	9	0.5	9.1	<0.1	Imperceptible	Negligible
ND6	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WM9	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
ND7	8.8	0.5	9.3	0.5	9.3	<0.1	Imperceptible	Negligible
FR1	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR2	8.4	0.5	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
FR3	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
FR4	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
FR5	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
FR6	8.3	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
IP12	9.1	0	9.1	0	9.1	<0.1	Imperceptible	Negligible
IP13	9.7	0.1	9.8	0.1	9.8	<0.1	Imperceptible	Negligible
IP14	8.9	0.9	9.9	0.9	9.9	<0.1	Imperceptible	Negligible
IP15	8.9	0.9	9.8	0.9	9.8	<0.1	Imperceptible	Negligible
WB11	8.7	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible
WB12	8.4	0.4	8.9	0.5	8.9	<0.1	Imperceptible	Negligible
WB7	8.6	0.4	9.1	0.5	9.1	<0.1	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
WB6	8.4	0.4	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
WB5	8.4	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WB4	8.4	0.1	8.5	0.1	8.5	<0.1	Imperceptible	Negligible
WB3	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WB2	8.3	0.3	8.6	0.3	8.6	<0.1	Imperceptible	Negligible
SX13	8.3	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
SX14	8.5	0.3	8.8	0.3	8.8	<0.1	Imperceptible	Negligible
WM13	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
HS1	8.5	0.3	8.8	0.4	8.8	<0.1	Imperceptible	Negligible
HS2	8.4	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
SW1	7.6	0.2	7.8	0.2	7.8	<0.1	Imperceptible	Negligible
YX2	8	0.4	8.5	0.5	8.5	<0.1	Imperceptible	Negligible
YX6	7.9	0.3	8.2	0.3	8.2	<0.1	Imperceptible	Negligible
SX2	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX4	8.2	0.5	8.7	0.6	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
SX3	8.3	0.1	8.4	0.1	8.5	<0.1	Imperceptible	Negligible
SX10	8.4	0.4	8.8	0.5	8.8	<0.1	Imperceptible	Negligible
SX5	8.1	0.7	8.9	0.1	8.2	-0.6	Low	Negligible
SX6	8.1	2.7	10.8	0.1	8.1	-2.7	High	Moderate Beneficial
SX7	8.1	1.4	9.4	0.1	8.2	-1.2	Low	Negligible
SX11	8.1	0.4	8.5	0.4	8.5	<0.1	Imperceptible	Negligible
SW3	7.7	0.6	8.3	0.7	8.4	0.1	Imperceptible	Negligible
SW2	7.7	0.4	8.1	0.5	8.2	0.1	Imperceptible	Negligible
YX8	8.1	0.2	8.4	0.3	8.4	<0.1	Imperceptible	Negligible
LE13	7.6	0.3	7.9	0.3	7.9	<0.1	Imperceptible	Negligible
LE12	8.1	0.2	8.3	0.2	8.3	<0.1	Imperceptible	Negligible
LE7	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE1	8.3	0.4	8.7	0.5	8.8	0.2	Imperceptible	Negligible
LE8	8.3	0.2	8.5	0.3	8.6	<0.1	Imperceptible	Negligible
LE6	8.1	0.3	8.4	0.1	8.1	-0.3	Imperceptible	Negligible

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Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE5	8.1	0.2	8.2	0.1	8.1	-0.1	Imperceptible	Negligible
ND8	8.4	0.7	9.2	0.7	9.2	<0.1	Imperceptible	Negligible
WM1	8.1	0.1	8.2	0.2	8.3	0.1	Imperceptible	Negligible
SX8	8.2	0	8.2	0.2	8.4	0.1	Imperceptible	Negligible
SX9	8.2	0	8.2	0.2	8.3	0.1	Imperceptible	Negligible
LE4	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
YX5	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LW2	8.5	0.3	8.8	0.3	8.8	>-0.1	Imperceptible	Negligible
BK1	8.7	0.7	9.4	0.7	9.4	<0.1	Imperceptible	Negligible
WM10	8.5	0.7	9.2	0.8	9.3	<0.1	Imperceptible	Negligible
WB1	8.9	0.8	9.8	0.8	9.8	<0.1	Imperceptible	Negligible
BC6	8.4	0.3	8.7	0.3	8.7	<0.1	Imperceptible	Negligible
LW4	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LW7	8.8	0.2	9	0.2	9	<0.1	Imperceptible	Negligible
LW8	9	0.4	9.4	0.4	9.4	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LW9	8.8	0.3	9.1	0.3	9.1	<0.1	Imperceptible	Negligible
LE2	8	0.1	8.1	0.2	8.2	0.1	Imperceptible	Negligible
WM5	8.4	0.2	8.5	0.2	8.5	<0.1	Imperceptible	Negligible
WM11	8.3	0.2	8.5	0.2	8.6	<0.1	Imperceptible	Negligible
WM12	8.3	0.1	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
SX15	8.1	1.6	9.7	0.1	8.2	-1.5	Medium	Minor Beneficial
YX9	8.3	0	8.4	0.1	8.4	<0.1	Imperceptible	Negligible
LE15	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE16	7.9	0	7.9	0	8	<0.1	Imperceptible	Negligible
LE19	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE17	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE18	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE20	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE21	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE22	8	0	8	0	8	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE23	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
WM3	8.2	0.3	8.5	0.3	8.5	<0.1	Imperceptible	Negligible
WM14	8.2	0.1	8.3	0.1	8.3	<0.1	Imperceptible	Negligible
YX10	8.2	0.5	8.7	0.6	8.8	0.1	Imperceptible	Negligible
LE24	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
YX11	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
YX12	8.2	0.1	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
LE25	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE26	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible
LE27	7.9	0	8	0	8	<0.1	Imperceptible	Negligible
LE28	7.9	0.1	8	0.1	8	0.1	Imperceptible	Negligible
LE29	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE30	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE31	7.6	0	7.7	0	7.7	<0.1	Imperceptible	Negligible
LE32	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE33	8.1	0.1	8.1	0.1	8.2	<0.1	Imperceptible	Negligible
LE34	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE35	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
LE36	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE37	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE38	8.1	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
LE39	7.8	0.1	7.9	0.1	7.9	<0.1	Imperceptible	Negligible
LE40	8.1	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
LE41	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
LE42	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
LE43	7.9	0	7.9	0	7.9	<0.1	Imperceptible	Negligible
YX13	8.3	0.5	8.8	0.6	8.9	0.1	Imperceptible	Negligible
YX14	8.2	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
YX15	8.1	0.3	8.5	0.4	8.5	0.1	Imperceptible	Negligible
YX16	8.3	0.4	8.7	0.4	8.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
YX17	8.1	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
LE44	7.9	0.1	8	0.1	8	<0.1	Imperceptible	Negligible
LE45	8	0.2	8.2	0.2	8.2	<0.1	Imperceptible	Negligible
YX18	8	0.2	8.2	0.2	8.2	>-0.1	Imperceptible	Negligible
YX19	7.9	0.1	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
YX20	8.1	0.4	8.6	0.5	8.6	<0.1	Imperceptible	Negligible
SX16	8.2	0.2	8.4	0.2	8.4	<0.1	Imperceptible	Negligible
SX18	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
SX17	8.2	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
SX19	8.3	0	8.3	0	8.3	<0.1	Imperceptible	Negligible
WM15	8.5	0.1	8.5	0.1	8.6	<0.1	Imperceptible	Negligible
WM16	8	0	8.1	0	8.1	<0.1	Imperceptible	Negligible
WM17	8.1	0	8.2	0	8.2	<0.1	Imperceptible	Negligible
BK6	8.4	0.2	8.6	0.2	8.6	<0.1	Imperceptible	Negligible
BK7	9.5	0.2	9.7	0.2	9.7	<0.1	Imperceptible	Negligible

Receptor	2028 Background (µg/m³)	2028RC Road + Rail (µg/m³)	2028RC Total (µg/m³)	2028BD Road + Rail (µg/m³)	2028BD Total (µg/m³)	Magnitude of Change (µg/m³)	Magnitude of Change Descriptor	Effect Descriptor
LE46	8.1	0.1	8.2	0.1	8.2	<0.1	Imperceptible	Negligible
BK8	9.6	0.3	9.9	0.3	9.9	<0.1	Imperceptible	Negligible
LE47	7.9	0.2	8.1	0.2	8.1	<0.1	Imperceptible	Negligible
LE48	7.8	0	7.8	0	7.8	<0.1	Imperceptible	Negligible

APPENDIX 10.4.C: ASSESSMENT OF CUMULATIVE TERRESTRIAL ECOLOGY AND ORNITHOLOGY EFFECTS WITH THE SCOTTISH POWER RENEWABLES SCHEMES

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PLATES

None Provided.

FIGURES

None Provided.

APPENDICES

None Provided.

1 INTRODUCTION

1.1 Context

1.1.1 Within **Volume 10, Chapter 4** of the **Environmental Statement (ES)** [[APP-578](#)] consideration was given to the potential for cumulative effects to arise with the offshore components of three Scottish Power Renewables windfarms:

- East Anglia ONE North (EA1N);
- East Anglia TWO (EA2); and
- East Anglia THREE (EA3).

1.1.2 Further consideration has identified that there is potential for the onshore development of these schemes to result in cumulative effects when considered in combination with the Sizewell C Project.

2 METHODOLOGY

2.1 Assessment Methodology

2.1.1 The assessment of the cumulative effects within this Appendix has been undertaken in accordance with the methodology provided in **Volume 1, Appendix 6J** of the **ES** [[APP-171](#)].

2.2 Shadow Habitat Regulations Assessment

2.2.1 It should also be noted that the Shadow Habitat Regulations Assessment (sHRA) (Doc Ref 5.10) [[APP-145](#), [APP-146](#), [APP-147](#), [APP-148](#), [APP-149](#), [APP-150](#), [APP-151](#) and [APP 152](#)] identified the potential for EA One North and EA Two to have cumulative effects when considered in combination with the Sizewell C Project.

3 ASSESSMENT

3.1 Early years and Peak Construction

3.1.1 The following IEFs have been identified to have new or different cumulative effects to those described within **Volume 10, Chapter 4** of the Sizewell C Project ES [[APP-578](#)]:

- designated sites;

- farmland birds; and
- bats.

3.1.2 These IEFs may experience the following cumulative impacts:

- habitat loss, damage and fragmentation;
- incidental mortality; and
- disturbance by increased lighting and noise.

a) Designated Sites

i. Environmental Statement

3.1.3 For the purpose of this assessment it has been assumed (worst-case) that all site clearance works will commence at the same time for the Sizewell C and non-Sizewell C developments.

3.1.4 Following a review of the Onshore Ecology chapters of the EA1N and EA2 (Ref. 1 and Ref. 2) ESs the only potential change to the cumulative effects assessment presented within **Volume 10, Chapter 4** of the **ES** is in relation to the assessment of cumulative effects on the Sandlings Special Protection Area (SPA).

3.1.5 Chapter 22 of EA1N and EA2 ESs (Ref. 1 and Ref. 2) the identified a minor adverse effect on the Sandlings SPA related to the following impacts:

- direct landtake (0.483ha) associated with the Onshore Cable Corridor;
- indirect (disturbance) impacts to bird species (e.g. nightjar and woodlark) associated with the Landfall Construction works.

3.1.6 Chapter 23 of the EA3 ES (Ref.3) does not identify the Sandlings SPA as an important ecological feature.

3.1.7 The terrestrial ecology assessment presented in **Volume 2, Chapter 10** of the **ES** and **Volume 1, Chapter 2** of the **ES Addendum** identify the following pathways of effects for the Sizewell C Project:

- disturbance effects on habitats (comprising trampling and other effects due to displacement of recreational users;
- Breeding woodlark and nightjar populations of the Sandlings SPA;

- disturbance/displacement on qualifying features of the Sandlings SPA

- 3.1.8 During the early stages of construction at the main development site, access to the coastal path would be restricted at times and there is ongoing potential for recreational pressure to increase within the surrounding areas. Given the recreational facilities proposed for the Sizewell C workforce, habitat degradation due to nutrient inputs and trampling of vegetation on the SPA is considered likely to be negligible and when considered with the minor adverse effects of the direct landtake from the EA1N and EA2 onshore cable corridor the cumulative effect would remain minor adverse (not significant).
- 3.1.9 It should be noted that the majority of the area of the Sandlings SPA (and hence of the breeding nightjar habitat within the SPA) is over 9 km from the main development site, and well beyond the distance at which effects of noise and visual disturbance associated with the construction of the main development site could occur. The north-west extremity of a relatively small, discrete, block of the SPA approaches to within 0.7 km to the south of the main development site, with this discrete block likely to support approximately 3% of the SPA breeding nightjar population and approximately 9% of the SPA breeding woodlark population.
- 3.1.10 Therefore when considering the combined indirect effects of the Sizewell C Project, EA1N and EA2 it is considered that following the implementation of mitigation measures set out the Sizewell C Project ES (Volume 2, Chapter 14 of the ES (Doc Ref. 6.30 [\[AS-033\]](#)) and the EA1N and EA2 ESs (Ref. 1 and Ref. 2), the disturbance/ displacement effects would remain not significant.

ii. Shadow Habitat Regulations Assessment

- 3.1.11 The sHRA (Doc Ref. 5.10) [APP-145 to APP 152] also considered the potential for in-combination effects on the integrity of the Sandlings SPA in relation to disturbance effects on species populations and disturbance due to increased recreational pressure. The assessment identified that an adverse in-combination effect is not predicted to arise for disturbance effects and there is no potential for in-combination effects due to increased recreational pressure. This is because, where woodlark and nightjar territories are estimated to occur within 200m of the cable corridor, mitigation (including seasonal restrictions on construction works where the cable crosses the SPA) would reduce risks of disturbance to these territories.
- 3.1.12 The sHRA (Doc Ref. 5.10) [APP-145 to APP 152] therefore concluded that, with the adoption of the proposed mitigation measures (including

those embedded into the design), the Sizewell C Project would not result in adverse in-combination effects on the integrity of the Sandlings SPA.

b) Farmland Birds

- 3.1.13 Site clearance and early construction phase activities for the Sizewell C Project and non-Sizewell C developments would result in the loss of arable habitats used by farmland birds. This includes the proposed onshore development area of EA1N, EA2 and EA3 which would result in the permanent loss of 13.84ha of arable land and temporarily result in further habitat loss (62.9ha of arable land) for farmland birds within the locality due to arable farmland being affected by the works. The existing arable habitats which would be lost across the Sizewell C Project are of relatively low value for the farmland bird assemblage, with relatively low densities and of commoner species recorded during survey and the same is likely to be the case for the arable areas associated with EA1N, EA2 and EA3.
- 3.1.14 Given the localised temporary habitat losses during the construction phase of EA1N, EA2 and EA3 as well as the Sizewell C Project, some impacts to farmland birds and reduced foraging resources are anticipated. Due to the nature of the landscape practices where crop stubble is often left, food resources are still expected to remain available within the wider landscape.

c) Bats

- 3.1.15 Whilst habitat loss and fragmentation would occur during the early stages of the Sizewell C Project, boundary features would be retained where practicable to avoid valuable habitat areas such as woodland blocks. SZC Co. also proposes the use of medium-sized trees in containers which can be moved onto haul routes to maintain habitat corridors at night. Similar measures have been effectively used during the construction of Hinkley Point C. The temporary severing of hedgerows and removal of landscape features during the construction phase of EA1N and EA2 would also potentially affect bat flightlines and sever commuting routes. However, the proposed onshore development areas of EA1N and EA2 would have similar mitigation in place to that proposed for Sizewell C to avoid potential fragmentation effects during the temporary construction, including lighting controls, the provision of dark corridors and improvements adjacent to removed sections. Hedgerows would be reinstated upon the completion of the main underground cable works. Given the majority of the habitats present is arable farmland which provides limited value to foraging bats and that the EA1N and EA2 onshore cable routes would be refined to avoid identified bat roosts where

feasible, the cumulative residual effect on bats is not considered to change from that identified within **Volume 10, Chapter 4** of the Sizewell C Project ES [APP-578], i.e minor adverse (**not significant**) during early years and peak construction and Neutral (potentially minor beneficial), **not significant**, during operation

3.2 Operation

3.2.1 The operation of the onshore elements of the three offshore windfarms, would not change the conclusions of the operational cumulative effects to those described within **Volume 10, Chapter 4** of the ES [APP-578].

4 CONCLUSIONS

4.1 Construction

a) Early years

4.1.1 A summary of the cumulative effects during the early years of construction of the Sizewell C Project with Non-Sizewell C developments, within the additional consideration of the onshore components of EA1N, EA2 and EA3, is presented in **Table 4.1**.

Table 4.1: Cumulative Effects Assessment Summary for Sizewell C and Non-Sizewell C Developments - Early Years Construction Phase

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Designated sites international and national (including qualifying features) SPA, SAC, Ramsar Site, and SSSI.	International and National/High.	Negligible, not significant .
Sizewell Levels and Associated Areas CWS.	County/Medium	Minor adverse, not significant .
Breeding birds.	Local/Low	Minor adverse, not significant .
Farmland birds.	Local/Low	Moderate adverse, significant .
Great crested newts / amphibians.	County/Medium	Neutral, not significant .

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Reptiles	County/Medium	Neutral, not significant.
Bats	County/Medium	Minor adverse, not significant.
Badgers	Local/Low	Minor adverse, not significant.

b) Peak Construction

4.1.2 A summary of the cumulative effects during peak of construction of the Sizewell C Project with Non-Sizewell C developments, within the additional consideration of the onshore components of EA1N, EA2 and EA3, is presented in **Table 4.2.**

Table 4.2: Cumulative Effects Assessment Summary for Sizewell and Non-Sizewell C Developments – Peak Construction Phase

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Designated sites international and national (including qualifying features) SPA, SAC, Ramsar Site, and SSSI.	International and National/High	Neutral, not significant.
County wildlife sites (CWS) Sizewell Levels and Associated Areas CWS.	County/Medium	Minor adverse, not significant.
Breeding birds.	Local/Low	Minor adverse, not significant.
Farmland birds.	Local/Low	Minor adverse, not significant.
Great crested newts / amphibians.	County/Medium	Neutral, not significant.
Reptiles	County/Medium	Neutral, not significant

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Bats	County/Medium	Minor adverse, not significant.

4.2 Operation

4.2.1 A summary of the cumulative effects during the operation of the Sizewell C Project with Non-Sizewell C developments, within the additional consideration of the onshore components of EA1N, EA2 and EA3, is presented in **Table 4.3.**

Table 4.3: Cumulative Effects Assessment for Sizewell and Non-Sizewell C Developments – Operational Stage

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Designated sites international and national (including qualifying features) SPA, SAC, Ramsar Site, and SSSI.	International and National/High.	Slight beneficial, not significant.
County wildlife sites (CWS) Sizewell Levels and Associated Areas CWS.	County/Medium	Negligible, not significant.
Breeding birds.	Local/Low	Neutral (potentially minor beneficial), not significant.
Farmland birds.	Local/Low	Minor adverse, not significant.
Great crested newts / amphibians.	County/Medium	Neutral, not significant.
Reptiles	County/Medium	Neutral, not significant.

Important Ecological Feature	Sensitivity/Valuation	Residual Effect
Bats	County/Medium	Neutral (potentially minor beneficial), not significant .
Badgers	Local/Low	Negligible, not significant .

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APPENDIX 10.4.D: MARINE ECOLOGY AND FISHERIES AND MARINE WATER QUALITY CUMULATIVE EFFECTS ASSESSMENT

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1 MARINE ECOLOGY AND FISHERIES AND MARINE WATER QUALITY CUMULATIVE EFFECTS ASSESSMENT

1.1 Introduction

1.1.1 Since the submission of the DCO Application, SZC Co. have investigated plans to enhance the capacity for sustainable freight transport to increase the import of materials to the site by sea.

1.1.2 The changes to the DCO Application relevant to this assessment consist of:

- An enhancement to the design of the permanent beach landing facility (enhanced permanent BLF) and addition of seabed structures to facilitate more regular deliveries of abnormal indivisible loads (AILs) by sea without the requirement for additional maintenance works and reduced dredging requirements.
- Installation of a temporary BLF to reduce the amount of construction material, such as aggregate and backfill soils, that would otherwise be delivered by land.

1.1.3 This section of the Cumulative Effects Assessment (CEA) ES Addendum presents the updated marine ecology and fisheries and marine water quality cumulative effects assessment and considered the potential cumulative effects on the following receptors:

- marine water quality;
- benthic ecology;
- fish;
- marine mammals; and
- commercial and recreational fisheries.

1.1.4 Following a review of the proposed changes to the Sizewell C Project, a detailed assessment of cumulative effects has only been undertaken for marine mammals. For the other receptors, whilst there are new or different effects described within **Chapter 2** of the **ES Addendum**, these are not considered to change the conclusions of the cumulative effects assessment and effects would remain as described in **Volume 10, Chapter 4** of the **ES** (Doc Ref. 6.11) [[APP-578](#)]. This is because only underwater noise effects

on marine mammals associated with the proposed changes could potentially have a spatial and temporal overlap with projects identified in **Volume 10 Chapter 4, Appendix 4C** of the **ES** (Doc Ref. 6.11) [[APP-579](#)].

- 1.1.5 Detailed specifications of the BLF designs are provided in **Volume 2, Section 2.2** of the **ES Addendum**. Relevant changes and design specifications specific to marine ecology and fisheries assessments are provided in the Marine Ecology and Fisheries Addendum (**Volume 2 Chapter 17** of the ES Addendum).

1.2 Relevant additional information

- 1.2.1 The assessment of cumulative effects on marine ecology and fisheries due to the installation and usage of the BLFs is based on evidence presented in:

- The Marine Ecology and Fisheries ES DCO Application **Volume 2 Chapter 22** [[APP-317](#)].
- Underwater noise effects assessment for Sizewell C: Edition 2 (refer to **Volume 2 Chapter 22, Appendix 22L**) [[APP-329](#)].
- The Marine Ecology and Water Quality Cumulative Effects Assessment **Volume 10 Chapter 4, Appendix 4C** [[APP-579](#)].

- 1.2.2 The methodology and results for underwater noise modelling that provide the evidence base for the changes in marine freight options is provided in BEEMS Technical Report TR538 (Ref. 10.1).

- 1.2.3 Relevant changes and updated marine ecology and fisheries assessments are detailed in **Volume 2 Chapter 17** of the ES Addendum.

1.3 Revised assessment

- 1.3.1 This section revisits the CEA with other Plans, Projects and Programmes (**Volume 10 Chapter 4**) [[APP-578](#)], applying the methodology detailed in **Appendix 4C** [[APP-579](#)].

- 1.3.2 CEA are considered in relation to the effects of underwater noise arising from installation of the BLFs on the three key marine mammal species of importance at Sizewell; harbour porpoise (*Phocoena phocoena*), grey seal (*Halichoerus grypus*) and, harbour seal (*Phoca vitulina*). The effects of piling activities are contextualised against the relevant Management Units (MUs) for each species to provide a population level assessment of the proposed development acting cumulatively with other third-party projects.

- 1.3.3 An assessment of the effects in relation to SAC conservation objectives is provided in the **Shadow Habitats Regulations Assessment (HRA) Addendum (Doc Ref. 5.10 Ad)**.
- a) Construction Phase
- i. Piling: Marine mammals
- 1.3.4 All three marine mammal key taxa are highly mobile species. As such, impacts from the proposed development can act cumulatively across broad spatial scales. For CEA purposes impacts from piling activities within the species relevant MUs are considered.
- 1.3.5 The CEA for marine mammals underwater noise from installation of the enhanced permanent BLF and the temporary BLF is considered in relation to the potential for spatial or temporal overlap with projects identified in **Volume 10 Chapter 4, Appendix 4C [APP-579] of the ES**. Since the DCO Application, the status of these projects has been updated and is reflected in Table 1.1 and the installation sequencing for the BLFs has been updated.
- 1.3.6 Installation for the BLFs is anticipated in year 1 of the construction phase, assumed to be 2022 for CEA purposes. Installation of piles is anticipated to last 9 months from August of year 1 to April of year 2. Piling would not occur during the sensitive periods for designated breeding birds of May, June and July.
- 1.3.7 A total of 106 piles and four mooring dolphins seawards of MHWS would be installed for the temporary BLF and 12 piles and four mooring dolphins/fenders for the enhanced permanent BLF. This results in a total of 126 marine piles. The installation sequence indicates piling would occur for 52-60 days during the nine-month installation period. For further details see Marine Ecology and Fisheries Addendum (**Volume 2 Chapter 17** of the ES Addendum).

Table 1.1: Marine developments considered in CEA due to the potential for disturbance to harbour porpoise or seals. Timelines are taken from project specific Environmental Statements or Scoping Reports but should be considered indicative.

Project Name.	Distance from Sizewell C.	Number of turbines/piles.	Expected construction window.	Dates of piling.	Piling potentially occurring at same time as Sizewell C.
Sizewell C.	0km	126	2022 – 2028 (early construction years).	2022 - 2023 (9 months).	N/A
Tier 3: Consented					
Hornsea Project Two.	179km	165	2020 – 2025	2021 – 2024 (16 months, (expected to be operational in 2022)).	No ³
East Anglia Three.	84km	100 – 172	2022 – 2026	2022 – 2023 (15 months).	Yes
Dogger Bank Creyke Beck A.	272km	200	2020 – 2023	Unknown ²	Yes ¹
Dogger Bank Creyke Beck B.	294km	200	2020 – 2023	Unknown ²	No ¹
Dogger Bank Teesside A.	311km	200	2023 – 2029	Unknown	Yes ¹
Sofia (formerly Teesside B).	294km	200	2023 – 2029	Unknown	No ¹
Norfolk Vanguard.	85km	120 – 257	2024 – 2028	2024 – 2026 (8 months).	No
Tier 4: Application submitted and not yet determined or project on hold.					
Thanet Extension.	83km	35	2021 – 2024	Unknown (6 months).	Yes
Hornsea Project Three.	181km	342	2020 – 2026	Earliest possible Q1 2023.	Yes

Project Name.	Distance from Sizewell C.	Number of turbines/piles.	Expected construction window.	Dates of piling.	Piling potentially occurring at same time as Sizewell C.
Norfolk Boreas.	105km	90 – 180	2024 – 2028	2027 – 2028	No
East Anglia One North.	50km	Up to 67	2026 – 2028	Unknown	No
East Anglia Two.	35km	Up to 75	2025 – 2027	Unknown	No
Tier 5: Application in process.					
Horsea Project Four.	180km	Up to 180	Unknown	Unknown	No
¹ It is highly unlikely that all four Dogger Bank projects would be piling at the same time (as per EIAs for these projects); therefore only two projects that could be constructed at the same time (i.e. with different developers) have been included in this assessment. ² Offshore works to begin in 2021. ³ It is highly unlikely that Hornsea Project 2 would be piling at the same time as SZC as it is expected to be operational in 2022, however, an assessment has been presented in Appendix 10.4.E and Appendix 10.4.F to account for hypothetical overlap.					

1.3.8 The methods used for the CEA for underwater noise effects on harbour porpoise follow the approach applied in previous assessments for offshore wind farms (e.g. Norfolk Vanguard, Ref. 10.7). A population approach is used to determine the total number of animals affected by simultaneous piling activities within the MU.

1.3.9 The impact magnitude associated with cumulative assessments of underwater noise considers the total area of exposure to piling noise and the proportion of the reference population of marine mammals (porpoise or seals) that are potentially disturbed. Impact magnitude scales are provided in Table 1.2.

Table 1.2: Assigning impact magnitude for cumulative noise assessments relative to the reference population.

Impact Magnitude.	Percentage of reference population disturbed.
Negligible (here Very Low).	<1% of the reference population.
Low	1-5% of the reference population.
Medium	5-10% of the reference population.

Impact Magnitude.	Percentage of reference population disturbed.
High	>10% of the reference population.

1.3.10 There are a total of five projects where the timeline for piling has the potential to overlap with the indicative installation period for the BLF structures (Table 1.1). The assessment has been undertaken using the following projects piling concurrently to represent the worst-case scenario in terms of cumulative effects (see Figure 10.1):

- Dogger Bank Creyke Beck A OWF;
- Dogger Bank Teesside A OWF;
- Thanet Extension OWF;
- Hornsea Project Three OWF; and
- East Anglia Three OWF.

1.3.11 The assessment of the impact areas has been updated from the original DCO Application (**Appendix 4C** of Volume 10 Chapter 4) [\[APP-579\]](#) to reflect comments from Natural England. Natural England recommended applying a 15km effective deterrent range (EDR) for determining the impact for small piling operations. The 15km radius has been applied from the terminus of the temporary BLF as a worst-case scenario to calculate the maximum sea area for underwater noise impacts from the proposed development. The total sea area within the EDR is 359km².

1.3.12 The larger piles and greater hammer energies associated with offshore wind farms means a standard a 26km EDR has been applied, from the centre of the offshore wind farm area. The EDR is based on temporary avoidance which would cause disturbance but minimise acoustic injury.

1.3.13 In the worst-case scenario, each of the five OWF projects are assumed to pile consecutively at the same time as the proposed development. In such case, the estimated maximum area of disturbance would be approximately 10,979km² (i.e. 5 x 2,124 km² + 359km² from the proposed development). The area estimate is precautionary in that it does not account for overlap of projects impact areas and assumes consecutive piling (see Figure 10.1).

Harbour Porpoise

1.3.14 The North Sea MU (345,373 individuals) is considered the appropriate area for assessment of effects on harbour porpoise. SCANS-III density

estimates (Ref. 10.2) for the relevant survey block that each of the projects are located within have been used to estimate the number of harbour porpoise within the potential impact areas.

- 1.3.15 The maximum number of harbour porpoise that could potentially be disturbed is 8,455 (2.45% of the reference population) (Table 1.3). The proposed development has the potential to expose 218 animals 0.06% of the reference population, and 2.6% of the total number of animals disturbed in the CEA scenario.
- 1.3.16 The magnitude for the cumulative effects of piling for projects in combination with the proposed development is predicted to disturb between 1% and 5% of the reference population (2.45%) and therefore, based on the methodology outlined in Table 1.2, is assessed as *low*.
- 1.3.17 The worst-case impact zone from underwater noise modelling is the installation of two mooring dolphins at the enhanced permanent BLF (installed within a 24-h period and piling using 280kJ hammer energy). Underwater noise modelling has predicted no PTS effect ranges for harbour porpoise and TTS effect ranges of up to 5,258ha (modelling assumes fleeing behaviours occur¹). The addition of additional mitigation (a hydrohammer system) reduces the TTS auditory impact ranges to 1,894ha with additional mitigation (see Figure 10.2). For further details see Marine Ecology and Fisheries Addendum (**Chapter 2 Section 2.17** of the ES Addendum). The spatial range for auditory damage from the proposed project is limited and recovery from the effects of TTS are anticipated to be short-term. Hearing recovery for harbour porpoises following TTS as a result of piling activity may occur after 4 to 96 minutes depending on the exposure level, duration, and the TTS induced (Ref. 10.3). As such the spatial area for auditory damage is limited and the primary effects on harbour porpoise from the proposed development are behaviours effects.
- 1.3.18 Displacement of harbour porpoise due to the proposed development and displacement behaviours from OWFs mean harbour porpoises have the potential to recover (Ref. 10.8) and sensitivity is judged as *medium*.
- 1.3.19 Minor adverse effects are predicted for harbour porpoise in the North Sea MU. Effects are **not significant** at the level of the reference population. The relative contribution of Sizewell C piling to underwater noise is extremely low (0.06% of the reference population and 2.6% of the total number of animals disturbed in a CEA context). Therefore, the proposed development contributes little to the overall effect.

¹ Model parameters, including for fleeing behaviour are described in TR538 (Ref. 10.1).

Table 1.3: CEA for the potential disturbance of harbour porpoise during consecutive piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C

Project	Tier	Distance to Sizewell C.	SCANS-III Survey Block.	SCANS-III density estimate (No./km ²).	Potential number of harbour porpoise disturbed during consecutive piling.
Sizewell C.	4	N/A	L	0.607	217.9
Dogger Bank Creyke Beck A.	3	272km	O	0.888	1,886.1
Dogger Bank Teesside A.	3	311km	O	0.888	1,886.1
East Anglia Three.	3	84km	L	0.607	1,289.3
Thanet Extension.	4	83km	L	0.607	1,289.3
Hornsea Project Three.	4	181km	O	0.888	1,886.1
Total					8,454.8
% of North Sea Management Unit reference population (345,373 individuals).					2.45%

Phocid seals

- 1.3.20 The assessment of underwater noise effects on seals applies the same rationale as for harbour porpoise. A 15km radius EDR from the terminus of the temporary BLF has been applied for underwater noise impacts from the proposed development, which results in a sea area of 359km².
- 1.3.21 The harbour seal reference population is based on the most recent count for the south-east England MU of 4,944 harbour seals in 2019 (Ref. 10.4) (Plate 1.1). This is a slightly reduced harbour seal baseline population from the cumulative assessment of 4,965 individuals in 2018 applied in the DCO application (**Volume 10 Chapter 4, Appendix 4C**) [[APP-579](#)].
- 1.3.22 The grey seal reference population is based on the most recent counts and telemetry data (Ref. 10.4), therefore the baseline in the DCO has been updated. Due to the transient nature of grey seals (Ref. 10.5) the south-east England MU (8,199), north-east England MU (6,442) and east coast of Scotland MU (3,762) are included as the reference population (Ref. 10.4) (Plate 1.2), with a total of 18,403 grey seals used for the assessment.
- 1.3.23 The 2019 grey seal population estimate applied here is lower than the 2018 population estimate applied in the cumulative assessment (19,372 individuals) (**Volume 10 Chapter 4, Appendix 4C**) [[APP-579](#)].

Plate 1.1: Locations of the main harbour seal breeding sites around the UK and the boundaries of the seal MUs indicating the location of the SE England MU (9) (Ref. 10.4).

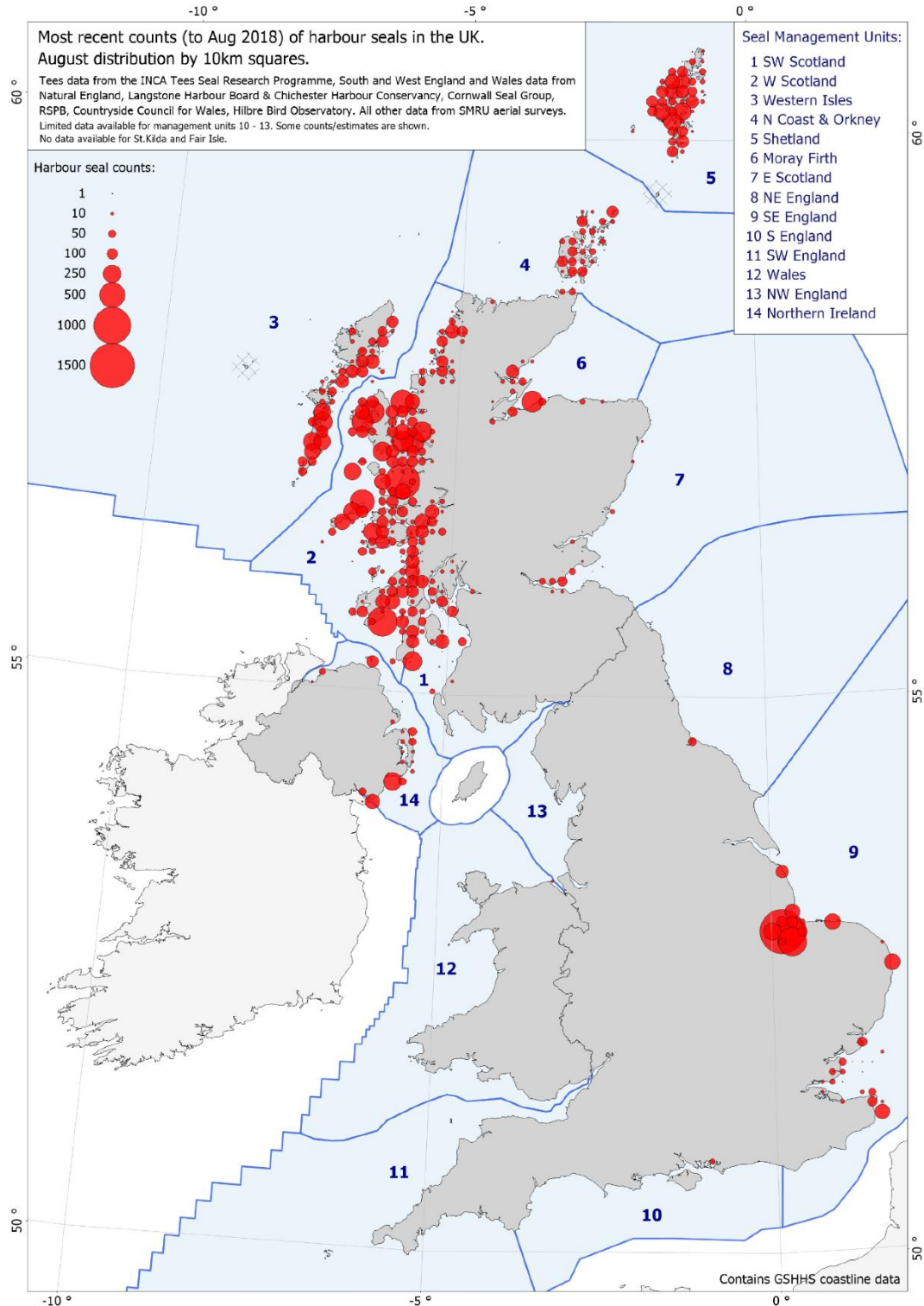
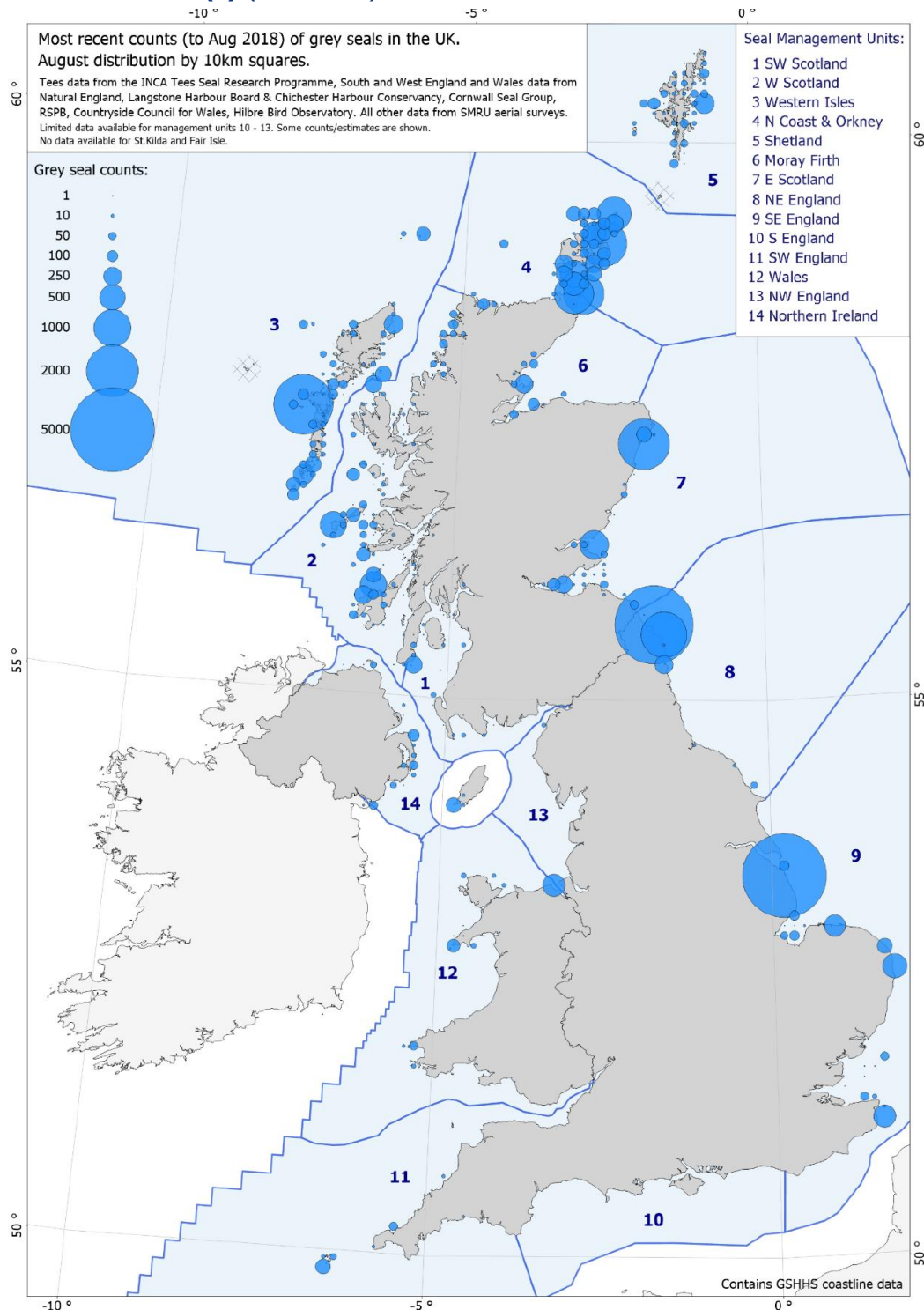


Plate 1.2: Locations of the main grey seal breeding sites around the UK and the boundaries of the seal MUs indicating the location of the SE England MU (9), north-east England MU (8) and east coast of Scotland MU (7) (Ref. 10.4).



- 1.3.24 Seal densities within the EDR for each OWF project and the proposed development (2,124km² for OWFs and 359km² for SZC) have been calculated. Seal densities are provided at 25km² resolution and the relative weighted mean density and the upper (95% confidence interval) seal usage in these areas has been calculated spatially in GIS using the 2017 updated seal usage maps (Ref. 10.6). The number of seals within each EDR provides a measure of the total number of seals potentially disturbed based on the latest available data of the relative density of seals at sea.
- 1.3.25 There are a total of five projects where the timeline for piling has the potential to overlap with piling at the proposed development (Table 1.1).
- 1.3.26 In the worst-case scenario, each of the five OWF projects are assumed to pile consecutively at the same time as the proposed development. In such case, the estimated maximum area of disturbance would be approximately 10,979km² (i.e. 5 x 2,124 km² + 359km² from the proposed development). The area estimate is precautionary in that it does not account for overlap of projects impact areas (see Figure 10.1).
- 1.3.27 The number of grey seals that could potentially be disturbed as a result of consecutive piling is 313 based on the relative mean weighted densities in each EDR. This equates to 1.70% of the reference population (Table 1.4).
- 1.3.28 The number of harbour seals that could potentially be disturbed as a result of consecutive piling is 178 based on the relative mean weighted densities in each EDR, equating to 3.60% of the reference population (Table 1.5).
- 1.3.29 The magnitude for the cumulative effects of consecutive piling for projects acting cumulatively with the proposed development is between 1% and 5% of the reference population for grey and harbour seals (1.70% and 3.60%, respectively). Therefore, based on the methodology in Table 1.2, the magnitude is assessed as *low* for both grey and harbour seals.

Table 1.4: CEA for the potential disturbance of grey seals during piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C (worst-case) density estimates are taken from the 2017 updated seal usage maps (Ref. 10.6)

Project	Tier	Distance to the proposed development.	Grey seal upper (95% confidence interval) density estimate (No/km ²).	Upper estimate for disturbance for each project ² .	Grey seal mean density estimate (No/km ²).	Estimated (mean) number of grey seals disturbed.
Sizewell C.	4	0km	0.10	44.5	0.06	21.1
Dogger Bank Creyke Beck A.	3	272km	0.09	183.5	0.05	115.9
Dogger Bank Teesside A.	3	311km	0.02	42.7	0.01	27.7
East Anglia Three.	3	84km	0.0002	0.5	0.0001	0.30
Thanet Extension.	4	83km	0.04	86.0	0.03	59.9
Hornsea Project 3.	4	181km	0.08	167.1	0.04	87.7
Total						312.6
% of Management Unit (18,403 grey seals).						1.70

² The upper (95th percentile confidence interval) estimate shows the maximum number of seals within the EDR that could potentially be disturbed by piling at a given site. The upper values are not compared to the mean population density.

Table 1.5: CEA for the potential disturbance of harbour seals during piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C (worst-case) mean density estimates are taken from the 2017 updated seal usage maps (Ref. 10.6).

Project	Tier	Distance to the proposed development.	Harbour seal upper (95% confidence interval) density estimate (No/km ²).	Upper estimate for disturbance for each project ³ .	Harbour seal mean density estimate (No/km ²).	Estimated (mean) number of harbour seals disturbed.
Sizewell C.	4	0km	0.040	12.6	0.020	7.3
Dogger Bank Creyke Beck A.	3	272km	0.003	6.2	0.001	3.0
Dogger Bank Teesside A.	3	311km	0.00005	0.1	0.00003	0.1
East Anglia Three.	3	84km	0.0001	0.2	0.00007	0.2
Thanet Extension.	4	83km	0.100	284.2	0.080	165.4
Hornsea Project 3.	4	181km	0.002	4.0	0.001	2.3
Total						178.3
% of Management Unit (4,944 harbour seals).						3.60

1.3.30 The worst-case impact zone from underwater noise modelling is the installation of two mooring dolphins at the enhanced permanent BLF (installed within a 24-h period and piling using 280kJ hammer energy). The fleeing model predicts no PTS effect ranges for phocid seals and TTS effect ranges within 25m with and without additional mitigation measures. The spatial area for auditory damage is negligible in fleeing animals, and the primary effects on seals from the proposed development are behavioural effects.

³ The upper (95th percentile confidence interval) estimate shows the maximum number of seals within the EDR that could potentially be disturbed by piling at a given site. The upper values are not compared to the mean population density.

- 1.3.31 Following the same rationale as for the harbour porpoises, seals are assigned *medium* sensitivity to impacts from piling.
- 1.3.32 In the case all five OWF projects were to undertake impact piling concurrently with the proposed development the cumulative effects are predicted to expose 1.70% and 3.60% of the grey and harbour seals reference populations, respectively. For both grey and harbour seals, this represents a *low* impact magnitude, combined with a *medium* sensitivity, therefore, minor adverse effects are predicted. Effects are **not significant** at the reference population level.
- 1.3.33 The relative contribution of Sizewell C piling to underwater noise is low. (0.11% and 0.15% of the grey and harbour seal reference population respectively; 6.7% and 2.2% of the total number of grey and harbour seals respectively disturbed in a CEA context). Therefore, the proposed development contributes little to the overall effect.
- 1.3.34 Hornsea Project 2 OWF is expected to be operational before SZC commences piling. However, a hypothetical assessment is included in Appendix 10.4.F for phocid seals.

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APPENDIX 10.4.E: HARBOUR PORPOISE CUMULATIVE EFFECTS ASSESSMENT INCLUDING HORNSEA PROJECT 2 OWF

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1 HARBOUR PORPOISE CUMULATIVE EFFECTS ASSESSMENT INCLUDING HORNSEA PROJECT 2 OWF

1.1 Harbour Porpoise Cumulative Effects Assessment including Hornsea Project 2 OWF

Table 1.1: CEA including Hornsea Project 2 OWF for the potential disturbance of harbour porpoise during consecutive piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C

Project	Tier	Distance to Sizewell C.	SCANS-III Survey Block.	SCANS-III density estimate (No./km ²).	Potential number of harbour porpoise disturbed during consecutive piling.
Sizewell C.	4	N/A	L	0.607	217.9
Dogger Bank Creyke Beck A.	3	272km	O	0.888	1,886.1
Hornsea Project 2.	3	179km	O	0.888	1,886.1
Dogger Bank Teesside A.	3	311km	O	0.888	1,886.1
East Anglia Three.	3	84km	L	0.607	1,289.3
Thanet Extension.	4	83km	L	0.607	1,289.3
Hornsea Project Three.	4	181km	O	0.888	1,886.1
Total					10,340.9
% of North Sea Management Unit reference population (345,373 individuals).					2.99%

1.1.1 Hornsea Project 2 is expected to be operational before SZC commences piling, however, a hypothetical assessment is included in Table 1.1. The maximum number of harbour porpoise that could potentially be disturbed

is 10,341 (2.99% of the reference population). Minor adverse effects are predicted for harbour porpoise in the North Sea MU. Effects are **not significant** at the level of the reference population.

APPENDIC 10.4.F: PHOCID SEAL CUMULATIVE EFFECTS ASSESSMENT INCLUDING HORNSEA PROJECT 2 OWF

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1 PHOCID SEAL CUMULATIVE EFFECTS ASSESSMENT INCLUDING HORNSEA PROJECT 2 OWF

1.1 Phocid Seal Cumulative Effects Assessment including Hornsea Project 2 OWF

Table 1.1: CEA including Hornsea Project 2 OWF for the potential disturbance of grey seals during piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C (worst-case) density estimates are taken from the 2017 updated seal usage maps (Ref. 10.1)

Project	Tier	Distance to the proposed development.	Grey seal upper (95% confidence interval) density estimate (No/km ²).	Upper estimate for disturbance for each project ¹ .	Grey seal mean density estimate (No/km ²).	Estimated (mean) number of grey seals disturbed.
Sizewell C.	4	0	0.10	44.5	0.06	21.1
Hornsea Project 2.	3	179km	0.40	839.3	0.20	452.3
Dogger Bank Creyke Beck A.	3	272km	0.09	183.5	0.05	115.7
Dogger Bank Teesside A.	3	311km	0.02	42.7	0.01	27.7
East Anglia Three.	3	84km	0.0002	0.5	0.0001	0.3
Thanet Extension.	4	83km	0.04	86.0	0.03	59.8
Hornsea Project 3.	4	181km	0.08	167.1	0.04	87.7
Total						764.6
% of Management Unit (18,403 grey seals).						4.16

1.1.1 The maximum number of grey seals that could potentially be disturbed is 764.6 (4.2% of the reference population). Minor adverse effects are

¹ The upper (95th percentile confidence interval) estimate shows the maximum number of seals within the EDR that could potentially be disturbed by piling at a given site. The upper values are not compared to the mean population density.

predicted for grey seals. Effects are **not significant** at the reference population level.

Table 1.2: CEA including Hornsea Project 2 OWF for the potential disturbance of harbour seals during piling of marine developments with possible temporal overlap with the enhanced permanent BLF and temporary BLF at Sizewell C (worst-case) density estimates are taken from the 2017 updated seal usage maps (Ref. 10.1)

Project	Tier	Distance to the proposed development.	Harbour seal upper (95% confidence interval) density estimate (No/km ²).	Upper estimate for disturbance for each project ² .	Harbour seal mean density estimate (No/km ²).	Estimated (mean) number of harbour seals disturbed.
Sizewell C.	4	0	0.040	12.6	0.020	7.3
Hornsea Project 2.	3	179km	0.100	263.8	0.070	146.4
Dogger Bank Creyke Beck A.	3	272km	0.003	6.2	0.001	3.0
Dogger Bank Teesside A.	3	311km	0.00005	0.1	0.00003	0.1
East Anglia Three.	3	84km	0.0001	0.2	0.00007	0.2
Thanet Extension.	4	83km	0.100	284.1	0.080	165.4
Hornsea Project 3.	4	181km	0.002	4.0	0.001	2.3
Total						324.7
% of Management Unit (4,944 harbour seals).						6.57

1.1.2 The maximum number of harbour seals that could potentially be disturbed is 324.7 (6.6% of the reference population). In this scenario, moderate adverse effects are predicted for harbour seal. Effects would be **significant** at the reference population level. However, it is very unlikely

² The upper (95th percentile confidence interval) estimate shows the maximum number of seals within the EDR that could potentially be disturbed by piling at a given site. The upper values are not compared to the mean population density.

that Hornsea Project 2 OWF will be piling at the same time as SZC. The relative contribution of Sizewell C piling to underwater noise is low (0.15% of the harbour seal reference population and 2.2% of the total number of animals disturbed in a CEA context). Therefore, the proposed development contributes little to the overall effect.

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