

Green Hill Solar Farm

EN010170

Transport and Access Technical Note

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1 Introduction

1.1 Context

1.1.1 The Cable Route Corridor is expected to be constructed by up to 5 teams across the Scheme. Each team would generate a peak of 22 two-way HGV movements per day during the construction of the Cable Route Corridor haul roads. Each team is expected to have up to 24 construction workers, which have been assessed to generate 18 two-way worker vehicle movements per day per team (combined car/minibus). Please refer to the methodology in Table 13.15 of **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]** for how this number of movements has been calculated.

1.1.2 The **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]** assessed a reasonable worst case scenario of 66 two-way HGV movements per day and 54 two-way worker vehicle movements (combined car/minibus) during the construction of the Cable Route Corridor, recognising that it would be unlikely for all 5 teams associated with the Cable Route Corridor to peak at the same time (i.e. 110 two-way HGVs per day and 90 two-way worker vehicle movements). Whilst this is unlikely, a sensitivity test has been undertaken to determine if this would result in any new significant adverse transport effects.

1.2 Methodology and Assumptions

1.2.1 The sensitivity assessment for the Cable Route Corridor has been based on the following assumptions:

Cable Route Corridor HGV movements

- Major roads – all major roads have been assessed to accommodate 110 two-way HGV movements to simulate all 5 teams constructing the haul road at peak simultaneously.
- Access roads – The number of Cable Route Corridor accesses along the access roads has been used to define the maximum number of construction teams that could be working in a given location at the same time, and thus the maximum number of HGV movements during peak construction on each access road to the Cable Route Corridor.

1.2.2 The major roads assessed to accommodate 110 two-way HGV movements are:

- A14
- A43
- A45
- A509 (between the A14 and A45)

1.2.3 The number of teams, and thus HGV movements, along each access road is summarised below (NB. each Cable Route Corridor team equates to a peak of 22 two-way HGV movements):

- Broughton Road (access A-1) – 1 Cable Route team
- Kettering Road (accesses A.2-1, CR1, and CR2) – 2 Cable Route teams



- Red House Lane (access CR-3) – 1 Cable Route team
- A43 (access CR4 and CC1) – 5 Cable Route teams (as this is classed as a major road)
- Sywell Road (accesses B-1 and CR5) – 1 Cable Route team
- Sywell Road (access C-1, CR6, and CR7) – 1 Cable Route team
- Highfield Road (access D-1 and E-1) – 1 Cable Route team
- Northampton Road & A4500 (accesses CR-10 and CR-11) – 2 Cable Route teams
- Doddington Road (access CR12 and CR13 and CC2) – 2 Cable Route teams
- Station Road (accesses CR15, CR16, CR17, CR18, and BESS-2 and CC4) – 3 Cable Route teams
- A509 (south of A45) (access F-1, F-3 and CR24) – 2 Cable Route teams
- London Road / Easton Lane (access CR23 and F-2) – 1 Cable Route team

Cable Route Corridor construction worker movements

- 1.2.4 The number of construction worker movements associated with the Cable Route Corridor sensitivity test is 90 two-way construction vehicle movements across the 3 Construction Compounds.
- 1.2.5 The vehicle movements for the Cable Route Corridor sensitivity test have been assessed with the peak number of worker vehicle movements and HGV movements associated with the Solar Areas, summarised in **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]**.

1.3 Sensitivity Test

Initial Sifting

- 1.3.1 As set out in section 13.4 of **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]**, a link will be screened in for detailed assessment if vehicle flows or HGV flows increase by 30% or more (Rule 1) or vehicle flows on a High sensitivity link increase by 10% or more (Rule 2).
- 1.3.2 The results of the sensitivity test show that, in the event that all 5 teams constructing the Cable Route Corridor are at peak construction simultaneously alongside the assessed peak construction for the solar array areas, 4 additional links have been screened into the assessment as per Rule 1 or Rule 2 of the IEMA Guidelines. These links are:
- Link 10 – Kettering Road (Negligible sensitivity)
 - Link 34 – Highfield Road (Medium sensitivity)
 - Link 74 – Station Road (High sensitivity)
 - Link 81 – London Road (High sensitivity)

**Table 1: Initial Sifting based on Percentage Increase in Vehicle/HGV Flows**

Link	Sensitivity	% Increase in Total Vehicle	% Increase in HGVs	Rule 1 / Rule 2
10	Negligible	8.01%	35.68%	Rule 1 (Requires further assessment due to >30% increase in HGVs)
34	Medium	22.07%	48.07%	Rule 1 (Requires further assessment due to >30% increase in HGVs)
74	High	6.22%	18.45%	Rule 2 (Requires further assessment due to >10% increase in HGVs)
81	High	6.55%	19.74%	Rule 2 (Requires further assessment due to >10% increase in HGVs)

Magnitude of Impact

1.3.3 In accordance with the IEMA Guidelines, the transport and access effects that have been assessed for the links identified above are as follows:

- Severance of communities;
- Non-motorised user delay;
- Non-motorised user amenity;
- Fear and intimidation on and by road users;
- Road vehicle driver and passenger delay; and
- Road user and pedestrian safety.

1.3.4 The methodology for assessing the magnitude of impact of the transport effects is summarised in Section 13.4 and Table 13.4 of **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]** and summarised below.

Severance

1.3.5 The IEMA Guidelines identify that changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance respectively. They further note that "caution needs to be observed when applying these thresholds as very low baseline flows are unlikely to experience severance impacts even with high percentage changes in traffic".

1.3.6 As set out in Table A.3, the baseline flows for each of these links is low meaning even small increases in traffic flows may result in large percentage changes requiring further consideration. However, as shown in Table 1, even with the low baseline flows, the percentage change in traffic and HGVs results in a magnitude of impact on the 4 links of either negligible or low. This effect is Not Significant.



Non-motorised user delay

- 1.3.7 The magnitude of impact of pedestrian delay has been determined based on professional judgement based around the following thresholds, informed by SR356 Pedestrian delay and traffic management:
- very low magnitude of impact being less than 2 seconds increase in pedestrian delay;
 - low magnitude of impact being 2-5 seconds increase in pedestrian delay;
 - medium magnitude of impact being 5-10 seconds increase in pedestrian delay; and
 - high magnitude of impact being over 10 seconds increase in pedestrian delay.
- 1.3.8 The report published by the Transport Research Laboratory (Pedestrian delay and traffic management. SR356 Transport Research Laboratory) provides a useful approximation for determining pedestrian delay, and has been used to calculate the increase in pedestrian delay.
- 1.3.9 As a result of the low baseline traffic flows, the addition of the construction traffic associated with the Scheme does not result in a perceptible change in pedestrian delay. The magnitude of impact on pedestrian delay on the 4 links is therefore negligible which is Not Significant.

Non-motorised user amenity

- 1.3.10 The IEMA Guidelines propose the use of thresholds for judging the significance of changes in pedestrian amenity (the relative pleasantness of a journey) where the traffic flow (or HGV component) is halved or doubled.
- 1.3.11 The magnitude of impact on amenity has been determined based on professional judgement, based around the following thresholds:
- very low magnitude of impact being less than 100% increase in traffic/HGVs;
 - low magnitude of impact being 100% to 130% increase in traffic/HGVs;
 - medium magnitude of impact being 130-160% increase in traffic/HGVs; and
 - high magnitude of impact being over 160% increase in traffic/HGVs.
- 1.3.12 These thresholds have been used as a starting point for any assessment of a highway link, alongside consideration of local conditions.
- 1.3.13 Table 1 confirms that no link will experience an increase in traffic flow that would cause even a very low magnitude of impact on non-motorised users amenity. Consequently, the impact on the 4 links is negligible which is Not Significant.

Fear and intimidation

- 1.3.14 The methodology for determining the magnitude of impact on fear and intimidation is summarised in Table 13.4 of the **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]**. The extent of fear and intimidation will depend on factors such as the total volume of traffic, the speed vehicles are



passing and their proximity to people. The IEMA Guidelines provide a matrix for assessing whether an increase in traffic flow is likely to result in changes that would affect levels of fear and intimidation. This matrix has been applied based on the baseline traffic flow data and existing traffic speeds to determine if the links will experience a change likely to affect levels of fear and intimidation.

- 1.3.15 For all four links, the addition of construction traffic flows does not result in a change likely to alter the existing levels of fear and intimidation. The magnitude of impact on these links is negligible, which is Not Significant.

Vehicle driver and passenger delay

- 1.3.16 As set out in **Table 1** the percentage change in total daily traffic is below 10% on 3 of the 4 screened in links. Highfield Road (Link 34) is forecast to experience a 22% increase in total daily traffic as a result of the development generated traffic as well as low baseline traffic flows on the road.
- 1.3.17 The **oCTMP (Revision A) [REP1-145]** includes a package of measures to manage construction traffic outside of the network peak hours and to minimise worker trips with the use of shuttle buses and car share. With these measures in place, these links are not anticipated to experience more than a negligible magnitude of impact on driver delay, which is Not Significant.

Road user and pedestrian safety

- 1.3.18 As set out in **Table 1** the percentage change in total daily traffic is below 10% on 3 of the 4 screened in links. Highfield Road (Link 34) is forecast to experience a 22% increase in total daily traffic as a result of the development generated traffic as well as low baseline traffic flows on the road.
- 1.3.19 The **oCTMP (Revision A) [REP1-145]** includes a package of measures to manage construction traffic to protect the highway safety of road users, including the use of banksmen, appropriate visibility splays at accesses and traffic management measures. With these measures in place, these links are not anticipated to experience more than a negligible the magnitude of impact on road user and pedestrian safety.

Summary of Magnitude of Impact

- 1.3.20 In summary, the magnitude of impact for these potential effects across all screened in links is negligible, with the exception of:
- Link 10 – HGV Severance – Low Magnitude of Impact
 - Link 34 – HGV Severance – Low Magnitude of Impact

Table 2: Magnitude of Impact

Link	Sensitivity	Severance	Amenity	Pedestrian Delay	Fear and Intimidation	Driver Delay	Road Safety
10	Negligible	Low	Negligible	Negligible	Negligible	Negligible	Negligible
34	Negligible	Low	Negligible	Negligible	Negligible	Negligible	Negligible



Link	Sensitivity	Severance	Amenity	Pedestrian Delay	Fear and Intimidation	Driver Delay	Road Safety
74	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
81	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Significance of Effects

- 1.3.21 The sensitivity assessment of the Cable Route Corridor confirms that up to 5 teams operating at peak capacity would not result in a significant adverse effect on any part of the study area with regard to transport related effects. The results of the sensitivity assessment remain consistent with the conclusions of **ES Chapter 13 Transport and Access [EX2/GH6.2.13_A]**.

Table 3: Significance of Impact

Link	Sensitivity	Severance	Amenity	Pedestrian Delay	Fear and Intimidation	Driver Delay	Road Safety
10	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
34	Negligible	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse	Negligible	Negligible
74	Negligible	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse	Negligible	Negligible
81	Negligible	Minor Adverse	Minor Adverse	Minor Adverse	Minor Adverse	Negligible	Negligible

- 1.3.22 The full results of the assessment, carried out in accordance with the methodology set out in Section 13.4 of **ES Chapter 13 Transport and Access Revision A [EX2/GH6.2.13_A]**, are shown in the following tables within **Appendix A**.

- Table A.1: Links and Sensitivity Scoring
- Table A.2: Development Traffic
- Table A.3: AADT Total Development Traffic, 2024 Scenario (Two-Way Flows)
- Table A.4: AADT Total Development Traffic, 2029 Scenario (Two-Way Flows)
- Table A.5: Summary of Effects
- Table A.6: AADT Severance - Significance of Effects
- Table A.7: AADT Amenity - Significance of Effects



- Table A.8: AADT Pedestrian Delay - Significance of Effects
- Table A.9: AADT Fear and Intimidation - Significance of Effects



Appendix A Sensitivity Test Tables



Appendix A: Vehicle Flow Data Tables

This appendix is supported by the following tables:

- **Table A.1: Links and Sensitivity Scoring**
- **Table A.2: Development Traffic**
- **Table A.3: AADT Total Development Traffic, 2024 Scenario (Two-Way Flows)**
- **Table A.4: AADT Total Development Traffic, 2029 Scenario (Two-Way Flows)**
- **Table A.5: Summary of Effects**
- **Table A.6: AADT Severance - Significance of Effects**
- **Table A.7: AADT Amenity - Significance of Effects**
- **Table A.8: AADT Pedestrian Delay - Significance of Effects**
- **Table A.9: AADT Fear and Intimidation - Significance of Effects**

Table A.1 - Links and Sensitivity Scoring

Link ID	Link Name	Sensitivity	Additional explanation
1	Broughton Road - Between North of Access A3 and junction with Old Road	Negligible	No sensitive receptors
2	Broughton Road - Between South of Access A3 and junction with Newland Road	Negligible	No sensitive receptors
3	Broughton Road - West of junction with Newland Road and east of Access A1	Negligible	No sensitive receptors
4	Broughton Road - West of access A1 and Old	Medium	Passes through the village of Old. Narrow footways provided. Pub, church, recreation facilities
5	Newland Road - Between junction with Broughton Road and Green Hill A crossing point	High	Newland Road is designated as a Quiet Lane and horse stables
6	Newland Road - Between Green Hill A crossing point and Walgrave	High	Newland Road is designated as a Quiet Lane and horse stables
7	Old Road - Between junction with Broughton Road and the A43	Medium	There is a PRoW along this section of Old Road and there is a number of collisions at the junction with the A43, including a fatality.
8	A43 - Between roundabout with Old Road and junction with A14	Low	PRoW but no other sensitive receptors
9	A43 - Between roundabout with Old Road and roundabout with Kettering Road	Medium	There has been a fatality along this section of the A43 in the past 5-years
10	Kettering Road - East of access to Green Hill A.2 and roundabout with A43	Negligible	No sensitive receptors
11	Kettering Road - West of access with Green Hill A.2	Medium	PRoW cross the road



Link ID	Link Name	Sensitivity	Additional explanation
12	A43 - Between roundabout with Kettering Road to roundabout with Sywell Road	Low	
13	Old Road - Between Old and Scaldwell	Medium	Passes through the village of Old which is a residential area. PRoW
14	Scaldwell Road - Between Scaldwell and the junction with the A508	Medium	Passes through the village of Scaldwell which is a residential area. PRoW
15	A508 - Between junction with Scaldwell Road and Maidwell	Medium	National Cycle Network crosses over it and PRoW
16	A508 - From Maidwell to junction with A14	High	Passes through the village of Maidwell which is a residential area. PRoW. Primary school in village
17	A14 - West of junction 2 with the A508	Negligible	
18	A14 - Between junction 2 (with A508) and junction 3 & 4 (with the A6 and Rothwell)	Negligible	
19	A14 - Between junction 3 & 4 (with the A6 and Rothwell) and junction 7 (with Kettering)	Negligible	
20	A14 - Between junction 7 (with Kettering) and junction 8 (with A43)	Negligible	
21	A14 - Between junction 8 (with A43) and junction 8 (with A509)	Negligible	
22	A14 - West of junction 8 (with A509)	Negligible	
23	A508 - South of junction with Scaldwell Road and Brixworth	Negligible	
24	A508 - Between junction with Harborough Road and roundabout with Spratton Road	Negligible	
25	A508 - Between south of roundabout with Spratton Road	Medium	PRoW crosses the road
26	Holcot Road - Between Brixwell and Holcot	Medium	Passes through the village of Holcot which is a residential area
27	Sywell Road - West of access to Green Hill B to A34 roundabout	Negligible	
28	Sywell Road - East of access to Green Hill B to Holcot	High	Riding school
29	A43 - Between Sywell Road roundabout and Stratford Drive roundabout	Low	PRoW but no other sensitive receptors
30	Overstone Road - Between roundabout with A43 and Sywell	High	Route passes past Overstone Primary School
31	Sywell Road - Between roundabout with A43 and Sywell	Negligible	



Link ID	Link Name	Sensitivity	Additional explanation
32	Sywell Road - Between Sywell and west of access to Green Hill C	Low	There is a PRoW along this section of Sywell Road and passes the Sywell Aerodrome
33	Sywell Road - East of access Green Hill C to Highfield Road	Low	PRoW but no other sensitive receptors
34	Highfield Road - South of junction with Sywell Road to the access to Green Hill E	Medium	Potential for some vulnerable road users on a narrow lane
35	Sywell Road - Through Park Farm Industrial Estate	Low	Passes through Park Farm Industrial Estate - some people may cross the road
36	Moonshine Gap - Between junction with Highfield Road and junction to Park Farm Industrial Estate	Low	PRoW but no other sensitive receptors
37	A509 - Between junction with A14 and Wellingborough	High	Passes through the village of Isham which is a residential area and has a primary school.
38	A509 - Between A510 roundabout and Park Farm Industrial Estate roundabout	Medium	There is likely to be pedestrian and cyclist crossing movements over the roundabouts
39	A509 - Between Sywell Road and Rutherford Drive roundabouts	Medium	There is likely to be pedestrian and cyclist crossing movements over the roundabouts
40	A509 - Between Park Farm Industrial Estate and Prospero Drive Roundabout	Low	PRoW but no other sensitive receptors
41	A509 - Between Prospero Drive and A4500 roundabouts	Low	PRoW but no other sensitive receptors
42	A509 - Between A4500 and A45 roundabouts	Low	PRoW but no other sensitive receptors
43	A4500 - Between A509 roundabout and Mears Ashby Road junction	High	Route passes past Wilby Primary School
44	Mears Ashby Road - Between Wilby and Green Hill E red line	Low	PRoW but no other sensitive receptors
45	Mears Ashby Road - Through Green Hill E red line to edge of Mears Ashby	Negligible	
46	Sywell Road - Between Sywell and Mears Ashby	Medium	Passes through the village of Sywell which is a residential area and PRoW
47	Earls Barton Road - Between Mears Ashby to north of access to Green Hill E	Medium	Passes past a collection of houses to the south of Mears Ashby and PRoW
48	Earls Barton Road - South of access to Green Hill E to the junction with the A4500	Medium	Passes past a collection of houses to the south of Mears Ashby along Mears Ashby Road
49	A4500 - From junction with Mears Ashby Road to junction with Wellingborough Road	Medium	Passes to the north of Earls Barton and Earls Barton industrial estate. Further to this, the junction with



Link ID	Link Name	Sensitivity	Additional explanation
			Mears Ashby Road and the B573 is a busy junction at peak times. PRoW.
50	A4500 - East of Earls Barton to west of Wilby	Medium	Passes through the village of Wilby which is a residential area
51	B573 - A43 to Earls Barton	Low	PRoW but no other sensitive receptors
52	B573 - Through Earls Barton	Medium	Passes past the town of Earls Barton which is a residential area
53	A45 - East of junction 14 with A509	Low	PRoW but no other sensitive receptors
54	A45 - Between junction 14 (with A509) and junction 13 (roundabout with A509)	Low	PRoW but no other sensitive receptors
55	A45 - Between junction 12 (with A509) to junction 10 (with Station Road)	Low	PRoW but no other sensitive receptors
56	A45 - Between junction 10 (with Station Road) and junction 9 (with A5076)	Low	PRoW but no other sensitive receptors
57	A45 - Between the junction with A5076 to the A43 junction	Medium	A busy Stretch of the A45 passing through Northampton
58	A43 - West of A43 junction to the A428 junction	Medium	A busy Stretch of the A45 passing through Northampton
59	A428 - A45 junction to Little Houghton	Medium	Passes through the village of Brafield-on-the-Green
60	A428 - Between Yardly Hastings and roundabout with A509	Medium	Passes through the villages of Denton and Yardley Hastings
61	A428 - Between roundabout with A509 and west of access to Green Hill G	Negligible	
62	A428 - East of access to Green Hill G	Low	PRoW but no other sensitive receptors
63	A509 - Between A428 roundabout to London Road Junction	Low	There are PRoWs along this section of the A509
64	A509 - Between London Road junction to south of access with Green Hill F	Negligible	
65	A509 - North of access to Green Hill F to Bozeat roundabout	Negligible	PRoW passes under A509
66	A509 - From Bozeat roundabout to South of Green Hill F access	Negligible	
67	A509 - North of Green Hill F access to junction with London Road (towards Wollaston)	Low	PRoW but no other sensitive receptors
68	A509 - Between London Road junction to Hardwater Road roundabout	Low	There are PRoWs along this section of the A509
69	A509 - Between Hardwater Road roundabout to A45	Low	Wollaston



Link ID	Link Name	Sensitivity	Additional explanation
70	Hardwater Road - Between junction with Main Road and A509 roundabout	Low	PRoW but no other sensitive receptors
71	Hardwater Road - Between junction Main Road to Great Doddington	High	Summer Leys Local Nature Reserve is adjacent to this section of Hardwater Road
72	B573 - Between junction with A45 and Hardwater Road junction	Medium	Passes through the village of Great Doddington
73	Main Road - South of junction with Hardwater Road to Grendon	Low	PRoW but no other sensitive receptors
74	Station Road - A45 to junction with Whiston Road	High	Passes past a Sportsground & Marina with the potential for pedestrians and cyclists
75	Station Road - From junction with Whiston Road to western access to Green Hill BESS	Negligible	
76	Station Road - Between the two accesses to Green Hill BESS	Low	PRoW but no other sensitive receptors
77	Station Road - East of access to Green Hill BESS to Grendon	Low	PRoW but no other sensitive receptors
78	Easton Way - From Grendon to Green Hill F red line boundary	High	Passes past Grendon Primary School + play area
79	Easton Way - From Green Hill F crossing to Easton Maudit	High	Passes through the village of Easton Maudit which has a horse riding centre
80	Easton Lane - From Easton Maudit to Bozeat	Negligible	
81	London Road - From red line of Green Hill F to roundabout with A509	High	Passes through the residential area of Bozeat. There is an equestrian centre to the east of Bozeat which may cross this link.
82	A45 - From Roundabout with A509 to Doddington Road Junction	Negligible	
83	Doddington Road - A45 Junction to CC2 access	Medium	Passes Glebe Farm and sports facility
84	Red House Lane – A43 Junction to CR3 access	Low	Allotments adjacent to the link

**Table A.2: Green Hill Construction Traffic (Two-Way Flows)**

Link ID	All Vehicles	HGVs
1	172	37
2	12	0
3	12	0
4	12	0
5	0	0
6	0	0
7	172	37
8	253	148
9	341	141
10	116	62
11	0	0
12	357	132
13	12	0
14	12	0
15	22	0
16	0	0
17	159	134
18	153	134
19	149	134
20	198	171
21	266	132
22	120	110
23	10	0
24	10	0
25	0	0
26	10	0
27	100	40
28	10	0
29	211	13
30	94	0
31	17	0
32	101	0
33	140	32
34	215	56
35	211	88



36	211	88
37	270	132
38	135	66
39	174	66
40	174	66
41	174	66
42	376	132
43	11	0
44	8	0
45	8	0
46	9	0
47	1	0
48	8	1
49	48	44
50	4	0
51	48	45
52	48	45
53	235	143
54	301	125
55	231	126
56	177	125
57	177	125
58	481	138
59	81	18
60	81	18
61	140	19
62	21	0
63	88	18
64	110	40
65	110	40
66	159	62
67	201	62
68	201	62
69	201	62
70	0	0
71	0	0
72	0	0



73	0	0
74	183	74
75	183	74
76	76	22
77	2	0
78	2	0
79	2	0
80	94	29
81	94	29
82	240	126
83	98	44
84	22	22

**Table A.3: AADT Total Development Traffic, 2024 Scenario (Two-Way Flows)**

Link ID	All Vehicles			HGVs		
	2024 Base	2024 Base + Green Hill Vehicles	% Increase	2024 Base	2024 Base + Green Hill Vehicles	% Increase
1	1802	1975	9.54%	365	402	10.14%
2	1802	1814	0.67%	365	365	0.00%
3	1579	1591	0.76%	286	286	0.00%
4	1579	1591	0.76%	286	286	0.00%
5	286	286	0.00%	47	47	0.00%
6	286	286	0.00%	47	47	0.00%
7	5301	5473	3.24%	623	660	5.94%
8	24781	25034	1.02%	4962	5110	2.98%
9	23288	23628	1.46%	5589	5729	2.52%
10	1447	1563	8.02%	173	235	35.78%
11	1447	1447	0.00%	173	173	0.00%
12	23565	23922	1.51%	3147	3278	4.20%
13	1664	1676	0.72%	132	132	0.00%
14	160	172	7.51%	44	44	0.00%
15	10989	11012	0.20%	2471	2471	0.00%
16	7897	7897	0.00%	1227	1227	0.00%
17	53061	53220	0.30%	11828	11962	1.13%
18	54360	54513	0.28%	10880	11014	1.23%
19	74975	75124	0.20%	11505	11639	1.16%
20	87531	87728	0.23%	11325	11496	1.51%
21	81213	81479	0.33%	10851	10984	1.22%
22	66283	66403	0.18%	9116	9226	1.21%
23	11474	11484	0.09%	3697	3697	0.00%
24	10862	10873	0.09%	2275	2275	0.00%
25	9642	9642	0.00%	1757	1757	0.00%
26	6974	6985	0.14%	1091	1091	0.00%
27	7630	7730	1.31%	1633	1673	2.45%
28	7630	7641	0.13%	1633	1633	0.00%
29	24565	24775	0.86%	3403	3416	0.38%
30	4905	4998	1.92%	569	569	0.00%
31	6149	6165	0.28%	1150	1150	0.00%
32	5234	5335	1.93%	727	727	0.00%
33	5234	5373	2.67%	727	759	4.40%



34	973	1188	22.09%	117	174	47.69%
35	6288	6499	3.36%	513	601	17.15%
36	6280	6491	3.36%	722	810	12.18%
37	22357	22627	1.21%	1364	1497	9.68%
38	14983	15118	0.90%	2678	2745	2.46%
39	16025	16199	1.09%	2293	2360	2.88%
40	20801	20975	0.84%	1450	1516	4.55%
41	19557	19731	0.89%	3063	3130	2.15%
42	29224	29600	1.29%	1496	1629	8.82%
43	9868	9879	0.11%	996	996	0.00%
44	1874	1882	0.43%	225	225	0.00%
45	1871	1879	0.43%	276	276	0.00%
46	3122	3131	0.29%	412	412	0.00%
47	3496	3497	0.03%	376	376	0.00%
48	3496	3504	0.23%	376	377	0.27%
49	6688	6736	0.72%	1166	1210	3.77%
50	8326	8330	0.05%	956	956	0.00%
51	5749	5797	0.83%	828	873	5.43%
52	5846	5894	0.82%	759	803	5.93%
53	51238	51473	0.46%	2632	2775	5.43%
54	53797	54098	0.56%	3220	3346	3.88%
55	53113	53344	0.43%	3693	3819	3.41%
56	58259	58436	0.30%	3993	4119	3.13%
57	67179	67356	0.26%	4128	4253	3.03%
58	99435	99916	0.48%	5737	5875	2.41%
59	17838	17919	0.45%	817	835	2.20%
60	5592	5672	1.45%	966	984	1.86%
61	7042	7182	1.99%	1193	1211	1.59%
62	7042	7063	0.30%	1193	1193	0.00%
63	13559	13647	0.65%	638	656	2.82%
64	11172	11282	0.98%	1633	1673	2.45%
65	11172	11282	0.98%	1633	1673	2.45%
66	12937	13096	1.23%	1862	1924	3.33%
67	12937	13138	1.55%	1862	1924	3.33%
68	12316	12517	1.63%	1632	1694	3.80%
69	12917	13118	1.56%	2433	2495	2.55%
70	5506	5507	0.00%	734	734	0.00%



71	4470	4470	0.00%	1951	1951	0.00%
72	6118	6118	0.00%	856	856	0.00%
73	1548	1548	0.00%	234	234	0.00%
74	2934	3116	6.24%	403	477	18.37%
75	1818	2000	10.07%	254	328	29.15%
76	1818	1894	4.18%	254	276	8.67%
77	1818	1819	0.11%	254	254	0.00%
78	653	654	0.31%	83	83	0.00%
79	653	654	0.31%	83	83	0.00%
80	957	1051	9.82%	136	165	21.37%
81	1434	1528	6.55%	148	177	19.61%
82	53113	53353	0.45%	3693	3819	3.41%
83	6118	6216	1.60%	856	900	5.14%
84	1447	1469	1.52%	173	195	12.70%


Table A.4: AADT Total Development Traffic, 2029 Scenario (Two-Way Flows)

Link ID	All Vehicles			HGVs		
	2029 Base	2029 Growth + Green Hill Vehicles	% Increase	2029 Base	2029 Growth + Green Hill Vehicles	% Increase
1	1901	2074	9.05%	385	422	9.61%
2	1901	1913	0.63%	385	385	0.00%
3	1666	1678	0.72%	301	301	0.00%
4	1666	1678	0.72%	301	301	0.00%
5	302	302	0.00%	50	50	0.00%
6	302	302	0.00%	50	50	0.00%
7	5592	5764	3.08%	657	694	5.63%
8	28157	28409	0.90%	5247	5395	2.82%
9	26663	27004	1.28%	5910	6050	2.39%
10	1526	1642	7.60%	183	245	33.92%
11	1526	1526	0.00%	183	183	0.00%
12	26941	27298	1.33%	3327	3459	3.97%
13	1756	1768	0.68%	139	139	0.00%
14	169	181	7.12%	46	46	0.00%
15	11593	11615	0.19%	2607	2607	0.00%
16	8331	8331	0.00%	1294	1294	0.00%
17	57033	57192	0.28%	12601	12735	1.06%
18	58332	58486	0.26%	11591	11725	1.16%
19	79875	80024	0.19%	12257	12391	1.09%
20	93252	93449	0.21%	11879	12049	1.44%
21	86521	86787	0.31%	11381	11514	1.16%
22	70615	70735	0.17%	9637	9747	1.14%
23	12104	12114	0.08%	3900	3900	0.00%
24	11459	11469	0.09%	2399	2399	0.00%
25	10172	10172	0.00%	1854	1854	0.00%
26	7357	7368	0.14%	1151	1151	0.00%
27	8049	8149	1.24%	1723	1763	2.32%
28	8049	8060	0.12%	1723	1723	0.00%
29	27940	28151	0.76%	3598	3611	0.36%
30	5174	5268	1.82%	601	601	0.00%
31	6486	6503	0.26%	1213	1213	0.00%
32	5521	5622	1.83%	767	767	0.00%



33	5521	5661	2.54%	767	799	4.17%
34	1027	1242	20.94%	124	180	45.21%
35	6633	6844	3.18%	541	629	16.26%
36	6625	6836	3.18%	762	850	11.55%
37	27833	28103	0.97%	1403	1535	9.41%
38	20459	20594	0.66%	2793	2859	2.36%
39	21501	21675	0.81%	2392	2458	2.76%
40	26277	26451	0.66%	1512	1578	4.36%
41	25033	25207	0.70%	3195	3261	2.07%
42	34700	35076	1.08%	1538	1671	8.58%
43	10739	10750	0.10%	1051	1051	0.00%
44	1976	1984	0.40%	237	237	0.00%
45	1973	1981	0.41%	291	291	0.00%
46	3294	3302	0.27%	434	434	0.00%
47	3688	3689	0.03%	397	397	0.00%
48	3688	3696	0.22%	397	398	0.25%
49	7559	7607	0.63%	1230	1274	3.58%
50	9197	9200	0.04%	1009	1009	0.00%
51	6065	6113	0.79%	874	919	5.15%
52	6167	6215	0.78%	800	845	5.62%
53	58982	59217	0.40%	2804	2948	5.10%
54	61541	61842	0.49%	3382	3507	3.70%
55	60857	61087	0.38%	3878	4004	3.25%
56	66003	66179	0.27%	4194	4319	2.98%
57	74923	75100	0.24%	4348	4474	2.87%
58	107179	107660	0.45%	6113	6251	2.26%
59	18689	18769	0.43%	856	874	2.10%
60	5858	5939	1.38%	1012	1030	1.78%
61	7378	7518	1.90%	1250	1268	1.52%
62	7378	7399	0.28%	1250	1250	0.00%
63	14147	14235	0.62%	666	684	2.70%
64	11656	11766	0.94%	1704	1744	2.35%
65	11656	11766	0.94%	1704	1744	2.35%
66	13498	13657	1.18%	1942	2004	3.19%
67	13498	13699	1.49%	1942	2004	3.19%
68	12850	13051	1.56%	1703	1765	3.64%
69	13476	13677	1.49%	2539	2601	2.44%



70	5808	5809	0.00%	774	774	0.00%
71	4715	4716	0.00%	2058	2058	0.00%
72	6454	6454	0.00%	903	903	0.00%
73	1633	1633	0.00%	247	247	0.00%
74	3095	3277	5.91%	425	499	17.41%
75	1917	2100	9.54%	268	342	27.63%
76	1917	1993	3.96%	268	290	8.22%
77	1917	1919	0.10%	268	268	0.00%
78	689	690	0.29%	87	87	0.00%
79	689	690	0.29%	87	87	0.00%
80	1009	1103	9.31%	143	172	20.26%
81	1513	1607	6.21%	156	185	18.59%
82	60857	61096	0.39%	3878	4004	3.25%
83	6454	6552	1.52%	903	947	4.87%
84	1526	1548	1.44%	183	205	12.03%


Table A.5: Summary of Effects (Total Vehicles)

Link ID	Sensitivity	Severance		Amenity		Pedestrian Delay		Fear and Intimidation	
		Mag. Impact	Significance	Mag. Impact	Significance	Mag. Impact	Significance	Mag. Impact	Significance
1	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
2	Negligible	Negligible	Negligible	Negligible	Negligible	-	-	Negligible	Negligible
3	Negligible	Negligible	Negligible	Negligible	Negligible	-	-	Negligible	Negligible
4	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
5	High	-	-	-	-	-	-	Negligible	Minor Adverse
6	High	-	-	-	-	-	-	Negligible	Minor Adverse
7	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
8	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
9	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
10	Negligible	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
11	Medium	-	-	-	-	-	-	Negligible	Minor Adverse
12	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
13	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
14	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
15	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
16	High	-	-	-	-	-	-	Negligible	Minor Adverse
17	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
18	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
19	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
20	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
21	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
22	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
23	Negligible	Negligible	Negligible	Negligible	Negligible	-	-	Negligible	Negligible
24	Negligible	Negligible	Negligible	Negligible	Negligible	-	-	Negligible	Negligible
25	Medium	-	-	-	-	-	-	Negligible	Minor Adverse
26	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
27	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
28	High	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
29	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

[illegible]



63	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
64	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
65	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
66	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
67	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
68	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
69	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
70	Low	-	-	-	-	-	-	Negligible	Negligible
71	High	-	-	-	-	-	-	Negligible	Minor Adverse
72	Medium	-	-	-	-	-	-	Negligible	Minor Adverse
73	Low	-	-	-	-	-	-	Negligible	Negligible
74	High	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
75	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
76	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
77	Low	Negligible	Negligible	Negligible	Negligible	-	-	Negligible	Negligible
78	High	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
79	High	Negligible	Minor Adverse	Negligible	Minor Adverse	-	-	Negligible	Minor Adverse
80	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
81	High	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
82	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
83	Medium	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse	Negligible	Minor Adverse
84	Low	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

Table A.6: AADT Severance - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period **AADT** < Select time period here



Total Vehicles		Total Vehicles (Hourly)						
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Dft Counts Growthed to 2024 + Development	Net Change	% Change	Mag. Impact	Significance
1	Negligible	-	1,802	1,975	172	<div><div></div></div> 9.5%	Negligible	Negligible
2	Negligible	-	1,802	1,814	12	<div><div></div></div> 0.7%	Negligible	Negligible
3	Negligible	-	1,579	1,591	12	<div><div></div></div> 0.8%	Negligible	Negligible
4	Medium	-	1,579	1,591	12	<div><div></div></div> 0.8%	Negligible	Minor Adverse
5	High	-	286	286	0	<div><div></div></div> 0.0%	-	-
6	High	-	286	286	0	<div><div></div></div> 0.0%	-	-
7	Medium	-	5,301	5,473	172	<div><div></div></div> 3.2%	Negligible	Minor Adverse
8	Low	-	24,781	25,034	253	<div><div></div></div> 1.0%	Negligible	Negligible
9	Medium	-	23,288	23,628	341	<div><div></div></div> 1.5%	Negligible	Minor Adverse
10	Negligible	-	1,447	1,563	116	<div><div></div></div> 8.0%	Negligible	Negligible
11	Medium	-	1,447	1,447	0	<div><div></div></div> 0.0%	-	-
12	Low	-	23,565	23,922	357	<div><div></div></div> 1.5%	Negligible	Negligible
13	Medium	-	1,664	1,676	12	<div><div></div></div> 0.7%	Negligible	Minor Adverse
14	Medium	-	160	172	12	<div><div></div></div> 7.5%	Negligible	Minor Adverse
15	Medium	-	10,989	11,012	22	<div><div></div></div> 0.2%	Negligible	Minor Adverse
16	High	-	7,897	7,897	0	<div><div></div></div> 0.0%	-	-
17	Negligible	-	53,061	53,220	159	<div><div></div></div> 0.3%	Negligible	Negligible
18	Negligible	-	54,360	54,513	153	<div><div></div></div> 0.3%	Negligible	Negligible
19	Negligible	-	74,975	75,124	149	<div><div></div></div> 0.2%	Negligible	Negligible
20	Negligible	-	87,531	87,728	198	<div><div></div></div> 0.2%	Negligible	Negligible
21	Negligible	-	81,213	81,479	266	<div><div></div></div> 0.3%	Negligible	Negligible
22	Negligible	-	66,283	66,403	120	<div><div></div></div> 0.2%	Negligible	Negligible
23	Negligible	-	11,474	11,484	10	<div><div></div></div> 0.1%	Negligible	Negligible
24	Negligible	-	10,862	10,873	10	<div><div></div></div> 0.1%	Negligible	Negligible
25	Medium	-	9,642	9,642	0	<div><div></div></div> 0.0%	-	-
26	Medium	-	6,974	6,985	10	<div><div></div></div> 0.1%	Negligible	Minor Adverse
27	Negligible	-	7,630	7,730	100	<div><div></div></div> 1.3%	Negligible	Negligible
28	High	-	7,630	7,641	10	<div><div></div></div> 0.1%	Negligible	Minor Adverse
29	Low	-	24,565	24,775	211	<div><div></div></div> 0.9%	Negligible	Negligible
30	High	-	4,905	4,998	94	<div><div></div></div> 1.9%	Negligible	Minor Adverse
31	Negligible	-	6,149	6,165	17	<div><div></div></div> 0.3%	Negligible	Negligible
32	Low	-	5,234	5,335	101	<div><div></div></div> 1.9%	Negligible	Negligible
33	Low	-	5,234	5,373	140	<div><div></div></div> 2.7%	Negligible	Negligible
34	Medium	-	973	1,188	215	<div><div></div></div> 22.1%	Negligible	Minor Adverse
35	Low	-	6,288	6,499	211	<div><div></div></div> 3.4%	Negligible	Negligible
36	Low	-	6,280	6,491	211	<div><div></div></div> 3.4%	Negligible	Negligible
37	High	-	22,357	22,627	270	<div><div></div></div> 1.2%	Negligible	Minor Adverse
38	Medium	-	14,983	15,118	135	<div><div></div></div> 0.9%	Negligible	Minor Adverse
39	Medium	-	16,025	16,199	174	<div><div></div></div> 1.1%	Negligible	Minor Adverse
40	Low	-	20,801	20,975	174	<div><div></div></div> 0.8%	Negligible	Negligible
41	Low	-	19,557	19,731	174	<div><div></div></div> 0.9%	Negligible	Negligible
42	Low	-	29,224	29,600	376	<div><div></div></div> 1.3%	Negligible	Negligible
43	High	-	9,868	9,879	11	<div><div></div></div> 0.1%	Negligible	Minor Adverse
44	Low	-	1,874	1,882	8	<div><div></div></div> 0.4%	Negligible	Negligible
45	Negligible	-	1,871	1,879	8	<div><div></div></div> 0.4%	Negligible	Negligible
46	Medium	-	3,122	3,131	9	<div><div></div></div> 0.3%	Negligible	Minor Adverse
47	Medium	-	3,496	3,497	1	<div><div></div></div> 0.0%	Negligible	Minor Adverse
48	Medium	-	3,496	3,504	8	<div><div></div></div> 0.2%	Negligible	Minor Adverse
49	Medium	-	6,688	6,736	48	<div><div></div></div> 0.7%	Negligible	Minor Adverse
50	Medium	-	8,326	8,330	4	<div><div></div></div> 0.0%	Negligible	Minor Adverse
51	Low	-	5,749	5,797	48	<div><div></div></div> 0.8%	Negligible	Negligible
52	Medium	-	5,846	5,894	48	<div><div></div></div> 0.8%	Negligible	Minor Adverse
53	Low	-	51,238	51,473	235	<div><div></div></div> 0.5%	Negligible	Negligible
54	Low	-	53,797	54,098	301	<div><div></div></div> 0.6%	Negligible	Negligible
55	Low	-	53,113	53,344	231	<div><div></div></div> 0.4%	Negligible	Negligible
56	Low	-	58,259	58,436	177	<div><div></div></div> 0.3%	Negligible	Negligible
57	Medium	-	67,179	67,356	177	<div><div></div></div> 0.3%	Negligible	Minor Adverse
58	Medium	-	99,435	99,916	481	<div><div></div></div> 0.5%	Negligible	Minor Adverse
59	Medium	-	17,838	17,919	81	<div><div></div></div> 0.5%	Negligible	Minor Adverse
60	Medium	-	5,592	5,672	81	<div><div></div></div> 1.4%	Negligible	Minor Adverse
61	Negligible	-	7,042	7,182	140	<div><div></div></div> 2.0%	Negligible	Negligible
62	Low	-	7,042	7,063	21	<div><div></div></div> 0.3%	Negligible	Negligible
63	Low	-	13,559	13,647	88	<div><div></div></div> 0.6%	Negligible	Negligible
64	Negligible	-	11,172	11,282	110	<div><div></div></div> 1.0%	Negligible	Negligible
65	Negligible	-	11,172	11,282	110	<div><div></div></div> 1.0%	Negligible	Negligible
66	Negligible	-	12,937	13,096	159	<div><div></div></div> 1.2%	Negligible	Negligible
67	Low	-	12,937	13,138	201	<div><div></div></div> 1.6%	Negligible	Negligible
68	Low	-	12,316	12,517	201	<div><div></div></div> 1.6%	Negligible	Negligible
69	Low	-	12,917	13,118	201	<div><div></div></div> 1.6%	Negligible	Negligible
70	Low	-	5,506	5,507	0	<div><div></div></div> 0.0%	-	-
71	High	-	4,470	4,470	0	<div><div></div></div> 0.0%	-	-
72	Medium	-	6,118	6,118	0	<div><div></div></div> 0.0%	-	-
73	Low	-	1,548	1,548	0	<div><div></div></div> 0.0%	-	-
74	High	-	2,934	3,116	183	<div><div></div></div> 6.2%	Negligible	Minor Adverse
75	Negligible	-	1,818	2,000	183	<div><div></div></div> 10.1%	Negligible	Negligible
76	Low	-	1,818	1,894	76	<div><div></div></div> 4.2%	Negligible	Negligible
77	Low	-	1,818	1,819	2	<div><div></div></div> 0.1%	Negligible	Negligible
78	High	-	653	654	2	<div><div></div></div> 0.3%	Negligible	Minor Adverse
79	High	-	653	654	2	<div><div></div></div> 0.3%	Negligible	Minor Adverse
80	Negligible	-	957	1,051	94	<div><div></div></div> 9.8%	Negligible	Negligible
81	High	-	1,434	1,528	94	<div><div></div></div> 6.6%	Negligible	Minor Adverse
82	Negligible	-	53,113	53,353	240	<div><div></div></div> 0.5%	Negligible	Negligible
83	Medium	-	6,118	6,216	98	<div><div></div></div> 1.6%	Negligible	Minor Adverse
84	Low	-	1,447	1,469	22	<div><div></div></div> 1.5%	Negligible	Negligible

Table A.6: AADT Severance - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period AADT



HGVs		Total Vehicles (Hourly)						
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Dft Counts Growthed to 2024 + Development	Net Change	% Change	Mag. Impact	Significance
1	Negligible	-	365	402	37	10.1%	Negligible	Negligible
2	Negligible	-	365	365	0	0.0%	-	-
3	Negligible	-	286	286	0	0.0%	-	-
4	Medium	-	286	286	0	0.0%	-	-
5	High	-	47	47	0	0.0%	-	-
6	High	-	47	47	0	0.0%	-	-
7	Medium	-	623	660	37	5.9%	Negligible	Minor Adverse
8	Low	-	4,962	5,110	148	3.0%	Negligible	Negligible
9	Medium	-	5,589	5,729	141	2.5%	Negligible	Minor Adverse
10	Negligible	Y	173	235	62	35.8%	Low	Negligible
11	Medium	-	173	173	0	0.0%	-	-
12	Low	-	3,147	3,278	132	4.2%	Negligible	Negligible
13	Medium	-	132	132	0	0.0%	-	-
14	Medium	-	44	44	0	0.0%	-	-
15	Medium	-	2,471	2,471	0	0.0%	-	-
16	High	-	1,227	1,227	0	0.0%	-	-
17	Negligible	-	11,828	11,962	134	1.1%	Negligible	Negligible
18	Negligible	-	10,880	11,014	134	1.2%	Negligible	Negligible
19	Negligible	-	11,505	11,639	134	1.2%	Negligible	Negligible
20	Negligible	-	11,325	11,496	171	1.5%	Negligible	Negligible
21	Negligible	-	10,851	10,984	132	1.2%	Negligible	Negligible
22	Negligible	-	9,116	9,226	110	1.2%	Negligible	Negligible
23	Negligible	-	3,697	3,697	0	0.0%	-	-
24	Negligible	-	2,275	2,275	0	0.0%	-	-
25	Medium	-	1,757	1,757	0	0.0%	-	-
26	Medium	-	1,091	1,091	0	0.0%	-	-
27	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
28	High	-	1,633	1,633	0	0.0%	-	-
29	Low	-	3,403	3,416	13	0.4%	Negligible	Negligible
30	High	-	569	569	0	0.0%	-	-
31	Negligible	-	1,150	1,150	0	0.0%	-	-
32	Low	-	727	727	0	0.0%	-	-
33	Low	-	727	759	32	4.4%	Negligible	Negligible
34	Medium	Y	117	174	56	47.7%	Low	Minor Adverse
35	Low	-	513	601	88	17.2%	Negligible	Negligible
36	Low	-	722	810	88	12.2%	Negligible	Negligible
37	High	-	1,364	1,497	132	9.7%	Negligible	Minor Adverse
38	Medium	-	2,678	2,745	66	2.5%	Negligible	Minor Adverse
39	Medium	-	2,293	2,360	66	2.9%	Negligible	Minor Adverse
40	Low	-	1,450	1,516	66	4.6%	Negligible	Negligible
41	Low	-	3,063	3,130	66	2.2%	Negligible	Negligible
42	Low	-	1,496	1,629	132	8.8%	Negligible	Negligible
43	High	-	996	996	0	0.0%	-	-
44	Low	-	225	225	0	0.0%	-	-
45	Negligible	-	276	276	0	0.0%	-	-
46	Medium	-	412	412	0	0.0%	-	-
47	Medium	-	376	376	0	0.0%	-	-
48	Medium	-	376	377	1	0.3%	Negligible	Minor Adverse
49	Medium	-	1,166	1,210	44	3.8%	Negligible	Minor Adverse
50	Medium	-	956	956	0	0.0%	-	-
51	Low	-	828	873	45	5.4%	Negligible	Negligible
52	Medium	-	759	803	45	5.9%	Negligible	Minor Adverse
53	Low	-	2,632	2,775	143	5.4%	Negligible	Negligible
54	Low	-	3,220	3,346	125	3.9%	Negligible	Negligible
55	Low	-	3,693	3,819	126	3.4%	Negligible	Negligible
56	Low	-	3,993	4,119	125	3.1%	Negligible	Negligible
57	Medium	-	4,128	4,253	125	3.0%	Negligible	Minor Adverse
58	Medium	-	5,737	5,875	138	2.4%	Negligible	Minor Adverse
59	Medium	-	817	835	18	2.2%	Negligible	Minor Adverse
60	Medium	-	966	984	18	1.9%	Negligible	Minor Adverse
61	Negligible	-	1,193	1,211	19	1.6%	Negligible	Negligible
62	Low	-	1,193	1,193	0	0.0%	-	-
63	Low	-	638	656	18	2.8%	Negligible	Negligible
64	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
65	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
66	Negligible	-	1,862	1,924	62	3.3%	Negligible	Negligible
67	Low	-	1,862	1,924	62	3.3%	Negligible	Negligible
68	Low	-	1,632	1,694	62	3.8%	Negligible	Negligible
69	Low	-	2,433	2,495	62	2.5%	Negligible	Negligible
70	Low	-	734	734	0	0.0%	-	-
71	High	-	1,951	1,951	0	0.0%	-	-
72	Medium	-	856	856	0	0.0%	-	-
73	Low	-	234	234	0	0.0%	-	-
74	High	Y	403	477	74	18.4%	Negligible	Minor Adverse
75	Negligible	-	254	328	74	29.2%	Negligible	Negligible
76	Low	-	254	276	22	8.7%	Negligible	Negligible
77	Low	-	254	254	0	0.0%	-	-
78	High	-	83	83	0	0.0%	-	-
79	High	-	83	83	0	0.0%	-	-
80	Negligible	-	136	165	29	21.4%	Negligible	Negligible
81	High	Y	148	177	29	19.6%	Negligible	Minor Adverse
82	Negligible	-	3,693	3,819	126	3.4%	Negligible	Negligible
83	Medium	-	856	900	44	5.1%	Negligible	Minor Adverse
84	Low	-	173	195	22	12.7%	Negligible	Negligible

Table A.7: AADT Amenity - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period **AADT** < Select time period here



Total Vehicles		Total Vehicles (Hourly)						
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Dft Counts Growthed to 2024 + Development	Net Change	% Change	Mag. Impact	Significance
1	Negligible	-	1,802	1,975	172	9.5%	Negligible	Negligible
2	Negligible	-	1,802	1,814	12	0.7%	Negligible	Negligible
3	Negligible	-	1,579	1,591	12	0.8%	Negligible	Negligible
4	Medium	-	1,579	1,591	12	0.8%	Negligible	Minor Adverse
5	High	-	286	286	0	0.0%	-	-
6	High	-	286	286	0	0.0%	-	-
7	Medium	-	5,301	5,473	172	3.2%	Negligible	Minor Adverse
8	Low	-	24,781	25,034	253	1.0%	Negligible	Negligible
9	Medium	-	23,288	23,628	341	1.5%	Negligible	Minor Adverse
10	Negligible	-	1,447	1,563	116	8.0%	Negligible	Negligible
11	Medium	-	1,447	1,447	0	0.0%	-	-
12	Low	-	23,565	23,922	357	1.5%	Negligible	Negligible
13	Medium	-	1,664	1,676	12	0.7%	Negligible	Minor Adverse
14	Medium	-	160	172	12	7.5%	Negligible	Minor Adverse
15	Medium	-	10,989	11,012	22	0.2%	Negligible	Minor Adverse
16	High	-	7,897	7,897	0	0.0%	-	-
17	Negligible	-	53,061	53,220	159	0.3%	Negligible	Negligible
18	Negligible	-	54,360	54,513	153	0.3%	Negligible	Negligible
19	Negligible	-	74,975	75,124	149	0.2%	Negligible	Negligible
20	Negligible	-	87,531	87,728	198	0.2%	Negligible	Negligible
21	Negligible	-	81,213	81,479	266	0.3%	Negligible	Negligible
22	Negligible	-	66,283	66,403	120	0.2%	Negligible	Negligible
23	Negligible	-	11,474	11,484	10	0.1%	Negligible	Negligible
24	Negligible	-	10,862	10,873	10	0.1%	Negligible	Negligible
25	Medium	-	9,642	9,642	0	0.0%	-	-
26	Medium	-	6,974	6,985	10	0.1%	Negligible	Minor Adverse
27	Negligible	-	7,630	7,730	100	1.3%	Negligible	Negligible
28	High	-	7,630	7,641	10	0.1%	Negligible	Minor Adverse
29	Low	-	24,565	24,775	211	0.9%	Negligible	Negligible
30	High	-	4,905	4,998	94	1.9%	Negligible	Minor Adverse
31	Negligible	-	6,149	6,165	17	0.3%	Negligible	Negligible
32	Low	-	5,234	5,335	101	1.9%	Negligible	Negligible
33	Low	-	5,234	5,373	140	2.7%	Negligible	Negligible
34	Medium	-	973	1,188	215	22.1%	Negligible	Minor Adverse
35	Low	-	6,288	6,499	211	3.4%	Negligible	Negligible
36	Low	-	6,280	6,491	211	3.4%	Negligible	Negligible
37	High	-	22,357	22,627	270	1.2%	Negligible	Minor Adverse
38	Medium	-	14,983	15,118	135	0.9%	Negligible	Minor Adverse
39	Medium	-	16,025	16,199	174	1.1%	Negligible	Minor Adverse
40	Low	-	20,801	20,975	174	0.8%	Negligible	Negligible
41	Low	-	19,557	19,731	174	0.9%	Negligible	Negligible
42	Low	-	29,224	29,600	376	1.3%	Negligible	Negligible
43	High	-	9,868	9,879	11	0.1%	Negligible	Minor Adverse
44	Low	-	1,874	1,882	8	0.4%	Negligible	Negligible
45	Negligible	-	1,871	1,879	8	0.4%	Negligible	Negligible
46	Medium	-	3,122	3,131	9	0.3%	Negligible	Minor Adverse
47	Medium	-	3,496	3,497	1	0.0%	Negligible	Minor Adverse
48	Medium	-	3,496	3,504	8	0.2%	Negligible	Minor Adverse
49	Medium	-	6,688	6,736	48	0.7%	Negligible	Minor Adverse
50	Medium	-	8,326	8,330	4	0.0%	Negligible	Minor Adverse
51	Low	-	5,749	5,797	48	0.8%	Negligible	Negligible
52	Medium	-	5,846	5,894	48	0.8%	Negligible	Minor Adverse
53	Low	-	51,238	51,473	235	0.5%	Negligible	Negligible
54	Low	-	53,797	54,098	301	0.6%	Negligible	Negligible
55	Low	-	53,113	53,344	231	0.4%	Negligible	Negligible
56	Low	-	58,259	58,436	177	0.3%	Negligible	Negligible
57	Medium	-	67,179	67,356	177	0.3%	Negligible	Minor Adverse
58	Medium	-	99,435	99,916	481	0.5%	Negligible	Minor Adverse
59	Medium	-	17,838	17,919	81	0.5%	Negligible	Minor Adverse
60	Medium	-	5,592	5,672	81	1.4%	Negligible	Minor Adverse
61	Negligible	-	7,042	7,182	140	2.0%	Negligible	Negligible
62	Low	-	7,042	7,063	21	0.3%	Negligible	Negligible
63	Low	-	13,559	13,647	88	0.6%	Negligible	Negligible
64	Negligible	-	11,172	11,282	110	1.0%	Negligible	Negligible
65	Negligible	-	11,172	11,282	110	1.0%	Negligible	Negligible
66	Negligible	-	12,937	13,096	159	1.2%	Negligible	Negligible
67	Low	-	12,937	13,138	201	1.6%	Negligible	Negligible
68	Low	-	12,316	12,517	201	1.6%	Negligible	Negligible
69	Low	-	12,917	13,118	201	1.6%	Negligible	Negligible
70	Low	-	5,506	5,507	0	0.0%	-	-
71	High	-	4,470	4,470	0	0.0%	-	-
72	Medium	-	6,118	6,118	0	0.0%	-	-
73	Low	-	1,548	1,548	0	0.0%	-	-
74	High	-	2,934	3,116	183	6.2%	Negligible	Minor Adverse
75	Negligible	-	1,818	2,000	183	10.1%	Negligible	Negligible
76	Low	-	1,818	1,894	76	4.2%	Negligible	Negligible
77	Low	-	1,818	1,819	2	0.1%	Negligible	Negligible
78	High	-	653	654	2	0.3%	Negligible	Minor Adverse
79	High	-	653	654	2	0.3%	Negligible	Minor Adverse
80	Negligible	-	957	1,051	94	9.8%	Negligible	Negligible
81	High	-	1,434	1,528	94	6.6%	Negligible	Minor Adverse
82	Negligible	-	53,113	53,353	240	0.5%	Negligible	Negligible
83	Medium	-	6,118	6,216	98	1.6%	Negligible	Minor Adverse
84	Low	-	1,447	1,469	22	1.5%	Negligible	Negligible

Table A.7: AADT Amenity - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period AADT



HGVs		Total Vehicles (Hourly)						
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Dft Counts Growthed to 2024 + Development	Net Change	% Change	Mag. Impact	Significance
1	Negligible	-	365	402	37	10.1%	Negligible	Negligible
2	Negligible	-	365	365	0	0.0%	-	-
3	Negligible	-	286	286	0	0.0%	-	-
4	Medium	-	286	286	0	0.0%	-	-
5	High	-	47	47	0	0.0%	-	-
6	High	-	47	47	0	0.0%	-	-
7	Medium	-	623	660	37	5.9%	Negligible	Minor Adverse
8	Low	-	4,962	5,110	148	3.0%	Negligible	Negligible
9	Medium	-	5,589	5,729	141	2.5%	Negligible	Minor Adverse
10	Negligible	Y	173	235	62	35.8%	Negligible	Negligible
11	Medium	-	173	173	0	0.0%	-	-
12	Low	-	3,147	3,278	132	4.2%	Negligible	Negligible
13	Medium	-	132	132	0	0.0%	-	-
14	Medium	-	44	44	0	0.0%	-	-
15	Medium	-	2,471	2,471	0	0.0%	-	-
16	High	-	1,227	1,227	0	0.0%	-	-
17	Negligible	-	11,828	11,962	134	1.1%	Negligible	Negligible
18	Negligible	-	10,880	11,014	134	1.2%	Negligible	Negligible
19	Negligible	-	11,505	11,639	134	1.2%	Negligible	Negligible
20	Negligible	-	11,325	11,496	171	1.5%	Negligible	Negligible
21	Negligible	-	10,851	10,984	132	1.2%	Negligible	Negligible
22	Negligible	-	9,116	9,226	110	1.2%	Negligible	Negligible
23	Negligible	-	3,697	3,697	0	0.0%	-	-
24	Negligible	-	2,275	2,275	0	0.0%	-	-
25	Medium	-	1,757	1,757	0	0.0%	-	-
26	Medium	-	1,091	1,091	0	0.0%	-	-
27	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
28	High	-	1,633	1,633	0	0.0%	-	-
29	Low	-	3,403	3,416	13	0.4%	Negligible	Negligible
30	High	-	569	569	0	0.0%	-	-
31	Negligible	-	1,150	1,150	0	0.0%	-	-
32	Low	-	727	727	0	0.0%	-	-
33	Low	-	727	759	32	4.4%	Negligible	Negligible
34	Medium	Y	117	174	56	47.7%	Negligible	Minor Adverse
35	Low	-	513	601	88	17.2%	Negligible	Negligible
36	Low	-	722	810	88	12.2%	Negligible	Negligible
37	High	-	1,364	1,497	132	9.7%	Negligible	Minor Adverse
38	Medium	-	2,678	2,745	66	2.5%	Negligible	Minor Adverse
39	Medium	-	2,293	2,360	66	2.9%	Negligible	Minor Adverse
40	Low	-	1,450	1,516	66	4.6%	Negligible	Negligible
41	Low	-	3,063	3,130	66	2.2%	Negligible	Negligible
42	Low	-	1,496	1,629	132	8.8%	Negligible	Negligible
43	High	-	996	996	0	0.0%	-	-
44	Low	-	225	225	0	0.0%	-	-
45	Negligible	-	276	276	0	0.0%	-	-
46	Medium	-	412	412	0	0.0%	-	-
47	Medium	-	376	376	0	0.0%	-	-
48	Medium	-	376	377	1	0.3%	Negligible	Minor Adverse
49	Medium	-	1,166	1,210	44	3.8%	Negligible	Minor Adverse
50	Medium	-	956	956	0	0.0%	-	-
51	Low	-	828	873	45	5.4%	Negligible	Negligible
52	Medium	-	759	803	45	5.9%	Negligible	Minor Adverse
53	Low	-	2,632	2,775	143	5.4%	Negligible	Negligible
54	Low	-	3,220	3,346	125	3.9%	Negligible	Negligible
55	Low	-	3,693	3,819	126	3.4%	Negligible	Negligible
56	Low	-	3,993	4,119	125	3.1%	Negligible	Negligible
57	Medium	-	4,128	4,253	125	3.0%	Negligible	Minor Adverse
58	Medium	-	5,737	5,875	138	2.4%	Negligible	Minor Adverse
59	Medium	-	817	835	18	2.2%	Negligible	Minor Adverse
60	Medium	-	966	984	18	1.9%	Negligible	Minor Adverse
61	Negligible	-	1,193	1,211	19	1.6%	Negligible	Negligible
62	Low	-	1,193	1,193	0	0.0%	-	-
63	Low	-	638	656	18	2.8%	Negligible	Negligible
64	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
65	Negligible	-	1,633	1,673	40	2.4%	Negligible	Negligible
66	Negligible	-	1,862	1,924	62	3.3%	Negligible	Negligible
67	Low	-	1,862	1,924	62	3.3%	Negligible	Negligible
68	Low	-	1,632	1,694	62	3.8%	Negligible	Negligible
69	Low	-	2,433	2,495	62	2.5%	Negligible	Negligible
70	Low	-	734	734	0	0.0%	-	-
71	High	-	1,951	1,951	0	0.0%	-	-
72	Medium	-	856	856	0	0.0%	-	-
73	Low	-	234	234	0	0.0%	-	-
74	High	Y	403	477	74	18.4%	Negligible	Minor Adverse
75	Negligible	-	254	328	74	29.2%	Negligible	Negligible
76	Low	-	254	276	22	8.7%	Negligible	Negligible
77	Low	-	254	254	0	0.0%	-	-
78	High	-	83	83	0	0.0%	-	-
79	High	-	83	83	0	0.0%	-	-
80	Negligible	-	136	165	29	21.4%	Negligible	Negligible
81	High	Y	148	177	29	19.6%	Negligible	Minor Adverse
82	Negligible	-	3,693	3,819	126	3.4%	Negligible	Negligible
83	Medium	-	856	900	44	5.1%	Negligible	Minor Adverse
84	Low	-	173	195	22	12.7%	Negligible	Negligible

Table A.8: AADT Pedestrian Delay - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period AADT < Select time period here
 Hours 24



Total Vehicles		Total Vehicles (Hourly)								
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Dft Counts Growthed to 2024 + Development	Net Change (Volume)	Scenario 1: Ped. Delay (Seconds)	Scenario 2: Ped. Delay (Seconds)	Ped. Delay Change (Seconds)	Mag. Impact	Significance
1	Negligible	-	75	82	7	1.29	1.29	+ 0.01	Negligible	Negligible
2	Negligible	-	75	76	0	1.29	1.29	0.00	-	-
3	Negligible	-	66	66	0	1.28	1.28	0.00	-	-
4	Medium	-	66	66	0	1.28	1.28	0.00	-	-
5	High	-	12	12	0	1.26	1.26	0.00	-	-
6	High	-	12	12	0	1.26	1.26	0.00	-	-
7	Medium	-	221	228	7	1.48	1.50	+ 0.01	Negligible	Minor Adverse
8	Low	-	1,033	1,043	11	6.10	6.20	+ 0.10	Negligible	Negligible
9	Medium	-	970	985	14	5.53	5.66	+ 0.13	Negligible	Minor Adverse
10	Negligible	-	60	65	5	1.28	1.28	+ 0.00	Negligible	Negligible
11	Medium	-	60	60	0	1.28	1.28	0.00	-	-
12	Low	-	982	997	15	5.64	5.77	+ 0.13	Negligible	Negligible
13	Medium	-	69	70	0	1.28	1.28	0.00	-	-
14	Medium	-	7	7	0	1.26	1.26	0.00	-	-
15	Medium	-	458	459	1	2.21	2.22	+ 0.00	Negligible	Minor Adverse
16	High	-	329	329	0	1.75	1.75	0.00	-	-
17	Negligible	-	2,211	2,218	7	23.45	23.58	+ 0.13	Negligible	Negligible
18	Negligible	-	2,265	2,271	6	24.55	24.68	+ 0.13	Negligible	Negligible
19	Negligible	-	3,124	3,130	6	45.57	45.74	+ 0.18	Negligible	Negligible
20	Negligible	-	3,647	3,655	8	61.65	61.92	+ 0.27	Negligible	Negligible
21	Negligible	-	3,384	3,395	11	53.25	53.59	+ 0.34	Negligible	Negligible
22	Negligible	-	2,762	2,767	5	35.89	36.01	+ 0.13	Negligible	Negligible
23	Negligible	-	478	479	0	2.30	2.30	+ 0.00	-	-
24	Negligible	-	453	453	0	2.19	2.19	+ 0.00	-	-
25	Medium	-	402	402	0	1.99	1.99	0.00	-	-
26	Medium	-	291	291	0	1.64	1.64	0.00	-	-
27	Negligible	-	318	322	4	1.72	1.73	+ 0.01	Negligible	Negligible
28	High	-	318	318	0	1.72	1.72	+ 0.00	-	-
29	Low	-	1,024	1,032	9	6.02	6.10	+ 0.08	Negligible	Negligible
30	High	-	204	208	4	1.45	1.46	+ 0.01	Negligible	Minor Adverse
31	Negligible	-	256	257	1	1.56	1.56	+ 0.00	Negligible	Negligible
32	Low	-	218	222	4	1.48	1.48	+ 0.01	Negligible	Negligible
33	Low	-	218	224	6	1.48	1.49	+ 0.01	Negligible	Negligible
34	Medium	-	41	50	9	1.27	1.27	+ 0.00	Negligible	Minor Adverse
35	Low	-	262	271	9	1.57	1.59	+ 0.02	Negligible	Negligible
36	Low	-	262	270	9	1.57	1.59	+ 0.02	Negligible	Negligible
37	High	-	932	943	11	5.20	5.30	+ 0.10	Negligible	Minor Adverse
38	Medium	-	624	630	6	3.03	3.06	+ 0.03	Negligible	Minor Adverse
39	Medium	-	668	675	7	3.28	3.33	+ 0.04	Negligible	Minor Adverse
40	Low	-	867	874	7	4.67	4.73	+ 0.06	Negligible	Negligible
41	Low	-	815	822	7	4.27	4.33	+ 0.05	Negligible	Negligible
42	Low	-	1,218	1,233	16	7.99	8.17	+ 0.17	Negligible	Negligible
43	High	-	411	412	0	2.03	2.03	+ 0.00	-	-
44	Low	-	78	78	0	1.29	1.29	0.00	-	-
45	Negligible	-	78	78	0	1.29	1.29	0.00	-	-
46	Medium	-	130	130	0	1.34	1.34	0.00	-	-
47	Medium	-	146	146	0	1.36	1.36	0.00	-	-
48	Medium	-	146	146	0	1.36	1.36	0.00	-	-
49	Medium	-	279	281	2	1.61	1.62	+ 0.01	Negligible	Minor Adverse
50	Medium	-	347	347	0	1.81	1.81	0.00	-	-
51	Low	-	240	242	2	1.52	1.52	+ 0.00	Negligible	Negligible
52	Medium	-	244	246	2	1.53	1.53	+ 0.00	Negligible	Minor Adverse
53	Low	-	2,135	2,145	10	21.95	22.14	+ 0.19	Negligible	Negligible
54	Low	-	2,242	2,254	13	24.07	24.33	+ 0.26	Negligible	Negligible
55	Low	-	2,213	2,223	10	23.49	23.69	+ 0.19	Negligible	Negligible
56	Low	-	2,427	2,435	7	28.01	28.17	+ 0.16	Negligible	Negligible
57	Medium	-	2,799	2,807	7	36.83	37.02	+ 0.19	Negligible	Minor Adverse
58	Medium	-	4,143	4,163	20	79.19	79.95	+ 0.76	Negligible	Minor Adverse
59	Medium	-	743	747	3	3.77	3.79	+ 0.02	Negligible	Minor Adverse
60	Medium	-	233	236	3	1.51	1.51	+ 0.01	Negligible	Minor Adverse
61	Negligible	-	293	299	6	1.65	1.67	+ 0.02	Negligible	Negligible
62	Low	-	293	294	1	1.65	1.65	+ 0.00	Negligible	Negligible
63	Low	-	565	569	4	2.71	2.73	+ 0.02	Negligible	Negligible
64	Negligible	-	465	470	5	2.24	2.26	+ 0.02	Negligible	Negligible
65	Negligible	-	465	470	5	2.24	2.26	+ 0.02	Negligible	Negligible
66	Negligible	-	539	546	7	2.58	2.61	+ 0.03	Negligible	Negligible
67	Low	-	539	547	8	2.58	2.62	+ 0.04	Negligible	Negligible
68	Low	-	513	522	8	2.46	2.49	+ 0.04	Negligible	Negligible
69	Low	-	538	547	8	2.58	2.62	+ 0.04	Negligible	Negligible
70	Low	-	229	229	0	1.50	1.50	0.00	-	-
71	High	-	186	186	0	1.42	1.42	0.00	-	-
72	Medium	-	255	255	0	1.56	1.56	0.00	-	-
73	Low	-	64	64	0	1.28	1.28	0.00	-	-
74	High	-	122	130	8	1.33	1.34	+ 0.01	Negligible	Minor Adverse
75	Negligible	-	76	83	8	1.29	1.29	+ 0.01	Negligible	Negligible
76	Low	-	76	79	3	1.29	1.29	+ 0.00	Negligible	Negligible
77	Low	-	76	76	0	1.29	1.29	0.00	-	-
78	High	-	27	27	0	1.26	1.26	0.00	-	-
79	High	-	27	27	0	1.26	1.26	0.00	-	-
80	Negligible	-	40	44	4	1.27	1.27	+ 0.00	Negligible	Negligible
81	High	-	60	64	4	1.28	1.28	+ 0.00	Negligible	Minor Adverse
82	Negligible	-	2,213	2,223	10	23.49	23.70	+ 0.20	Negligible	Negligible
83	Medium	-	255	259	4	1.56	1.56	+ 0.01	Negligible	Minor Adverse
84	Low	-	60	61	1	1.28	1.28	0.00	Negligible	Negligible

Table A.8: AADT Pedestrian Delay - Significance of Effects

Scenario Dft Counts Grown to 2024
 Scenario Dft Counts Grown to 2024 + Development
 Time Period AADT
 Hours 24



HGVs		Total Vehicles (Hourly)								
Link Ref.	Sensitivity	4 v 5	Dft Counts Grown to 2024	Dft Counts Grown to 2024 + Development	Net Change (Volume)	Scenario 1: Ped. Delay (Seconds)	Scenario 2: Ped. Delay (Seconds)	Ped. Delay Change (Seconds)	Mag. Impact	Significance
1	Negligible	-	15	17	2	1.26	1.26	+ 0.00	Negligible	Negligible
2	Negligible	-	15	15	0	1.26	1.26	0.00	-	-
3	Negligible	-	12	12	0	1.26	1.26	0.00	-	-
4	Medium	-	12	12	0	1.26	1.26	0.00	-	-
5	High	-	2	2	0	1.26	1.26	0.00	-	-
6	High	-	2	2	0	1.26	1.26	0.00	-	-
7	Medium	-	26	27	2	1.26	1.26	+ 0.00	Negligible	Minor Adverse
8	Low	-	207	213	6	1.45	1.47	0.01	Negligible	Negligible
9	Medium	-	233	239	6	1.51	1.52	0.01	Negligible	Minor Adverse
10	Negligible	Y	7	10	3	1.26	1.26	+ 0.00	Negligible	Negligible
11	Medium	-	7	7	0	1.26	1.26	0.00	-	-
12	Low	-	131	137	5	1.34	1.34	0.01	Negligible	Negligible
13	Medium	-	5	5	0	1.26	1.26	0.00	-	-
14	Medium	-	2	2	0	1.26	1.26	0.00	-	-
15	Medium	-	103	103	0	1.31	1.31	0.00	-	-
16	High	-	51	51	0	1.27	1.27	0.00	-	-
17	Negligible	-	493	498	6	2.36	2.39	0.03	Negligible	Negligible
18	Negligible	-	453	459	6	2.19	2.22	0.02	Negligible	Negligible
19	Negligible	-	479	485	6	2.30	2.33	0.02	Negligible	Negligible
20	Negligible	-	472	479	7	2.27	2.30	0.03	Negligible	Negligible
21	Negligible	-	452	458	6	2.19	2.21	0.02	Negligible	Negligible
22	Negligible	-	380	384	5	1.92	1.93	0.02	Negligible	Negligible
23	Negligible	-	154	154	0	1.37	1.37	0.00	-	-
24	Negligible	-	95	95	0	1.30	1.30	0.00	-	-
25	Medium	-	73	73	0	1.28	1.28	0.00	-	-
26	Medium	-	45	45	0	1.27	1.27	0.00	-	-
27	Negligible	-	68	70	2	1.28	1.28	0.00	Negligible	Negligible
28	High	-	68	68	0	1.28	1.28	0.00	-	-
29	Low	-	142	142	1	1.35	1.35	0.00	Negligible	Negligible
30	High	-	24	24	0	1.26	1.26	0.00	-	-
31	Negligible	-	48	48	0	1.27	1.27	0.00	-	-
32	Low	-	30	30	0	1.26	1.26	0.00	-	-
33	Low	-	30	32	1	1.26	1.26	+ 0.00	Negligible	Negligible
34	Medium	Y	5	7	2	1.26	1.26	+ 0.00	Negligible	Minor Adverse
35	Low	-	21	25	4	1.26	1.26	+ 0.00	Negligible	Negligible
36	Low	-	30	34	4	1.26	1.27	0.00	Negligible	Negligible
37	High	-	57	62	6	1.27	1.28	0.00	Negligible	Minor Adverse
38	Medium	-	112	114	3	1.32	1.32	0.00	Negligible	Minor Adverse
39	Medium	-	96	98	3	1.30	1.30	0.00	Negligible	Minor Adverse
40	Low	-	60	63	3	1.28	1.28	0.00	Negligible	Negligible
41	Low	-	128	130	3	1.33	1.34	0.00	Negligible	Negligible
42	Low	-	62	68	6	1.28	1.28	0.00	Negligible	Negligible
43	High	-	42	42	0	1.27	1.27	0.00	-	-
44	Low	-	9	9	0	1.26	1.26	0.00	-	-
45	Negligible	-	12	12	0	1.26	1.26	0.00	-	-
46	Medium	-	17	17	0	1.26	1.26	0.00	-	-
47	Medium	-	16	16	0	1.26	1.26	0.00	-	-
48	Medium	-	16	16	0	1.26	1.26	0.00	-	-
49	Medium	-	49	50	2	1.27	1.27	0.00	Negligible	Minor Adverse
50	Medium	-	40	40	0	1.27	1.27	0.00	-	-
51	Low	-	35	36	2	1.27	1.27	+ 0.00	Negligible	Negligible
52	Medium	-	32	33	2	1.26	1.27	+ 0.00	Negligible	Minor Adverse
53	Low	-	110	116	6	1.31	1.32	0.01	Negligible	Negligible
54	Low	-	134	139	5	1.34	1.35	0.01	Negligible	Negligible
55	Low	-	154	159	5	1.37	1.37	0.01	Negligible	Negligible
56	Low	-	166	172	5	1.39	1.39	0.01	Negligible	Negligible
57	Medium	-	172	177	5	1.39	1.40	0.01	Negligible	Minor Adverse
58	Medium	-	239	245	6	1.52	1.53	0.01	Negligible	Minor Adverse
59	Medium	-	34	35	1	1.27	1.27	+ 0.00	Negligible	Minor Adverse
60	Medium	-	40	41	1	1.27	1.27	+ 0.00	Negligible	Minor Adverse
61	Negligible	-	50	50	1	1.27	1.27	+ 0.00	Negligible	Negligible
62	Low	-	50	50	0	1.27	1.27	0.00	-	-
63	Low	-	27	27	1	1.26	1.26	+ 0.00	Negligible	Negligible
64	Negligible	-	68	70	2	1.28	1.28	0.00	Negligible	Negligible
65	Negligible	-	68	70	2	1.28	1.28	0.00	Negligible	Negligible
66	Negligible	-	78	80	3	1.29	1.29	0.00	Negligible	Negligible
67	Low	-	78	80	3	1.29	1.29	0.00	Negligible	Negligible
68	Low	-	68	71	3	1.28	1.28	0.00	Negligible	Negligible
69	Low	-	101	104	3	1.31	1.31	0.00	Negligible	Negligible
70	Low	-	31	31	0	1.26	1.26	0.00	-	-
71	High	-	81	81	0	1.29	1.29	0.00	-	-
72	Medium	-	36	36	0	1.27	1.27	0.00	-	-
73	Low	-	10	10	0	1.26	1.26	0.00	-	-
74	High	Y	17	20	3	1.26	1.26	+ 0.00	Negligible	Minor Adverse
75	Negligible	-	11	14	3	1.26	1.26	+ 0.00	Negligible	Negligible
76	Low	-	11	11	1	1.26	1.26	+ 0.00	Negligible	Negligible
77	Low	-	11	11	0	1.26	1.26	0.00	-	-
78	High	-	3	3	0	1.26	1.26	0.00	-	-
79	High	-	3	3	0	1.26	1.26	0.00	-	-
80	Negligible	-	6	7	1	1.26	1.26	+ 0.00	Negligible	Negligible
81	High	Y	6	7	1	1.26	1.26	+ 0.00	Negligible	Minor Adverse
82	Negligible	-	154	159	5	1.37	1.37	0.01	Negligible	Negligible
83	Medium	-	36	38	2	1.27	1.27	+ 0.00	Negligible	Minor Adverse
84	Low	-	7	8	1	1.26	1.26	+ 0.00	Negligible	Negligible

Table A.9: AADT Fear and Intimidation - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period AADT < Select time period here
 Hours 24 <- for total vehicles only



			Total Vehicles (Hourly)	(A)	HGVs	(B)	Avg. Veh. Speed	(C)	(A+B+C)	
Link Ref.	Sensitivity	4 v 5	Dft Counts Growthed to 2024	Score	Dft Counts Growthed to 2024	Score	Dft Counts Growthed to 2024	Score	Total Score	Level
1	Negligible	-	75	0	365	0	42	30	30	1
2	Negligible	-	75	0	365	0	42	30	30	1
3	Negligible	-	66	0	286	0	49	30	30	1
4	Medium	-	66	0	286	0	49	30	30	1
5	High	-	12	0	47	0	34	20	20	1
6	High	-	12	0	47	0	34	20	20	1
7	Medium	-	221	0	623	0	53	30	30	1
8	Low	-	1,033	10	4,962	30	43	30	70	3
9	Medium	-	970	10	5,589	30	53	30	70	3
10	Negligible	-	60	0	173	0	49	30	30	1
11	Medium	-	60	0	173	0	49	30	30	1
12	Low	-	982	10	3,147	30	28	10	50	2
13	Medium	-	69	0	132	0	29	10	10	0
14	Medium	-	7	0	44	0	39	20	20	1
15	Medium	-	458	0	2,471	20	49	30	50	2
16	High	-	329	0	1,227	10	45	30	40	2
17	Negligible	-	2,211	30	11,828	30	70	30	90	3
18	Negligible	-	2,265	30	10,880	30	70	30	90	3
19	Negligible	-	3,124	30	11,505	30	70	30	90	3
20	Negligible	-	3,647	30	11,325	30	70	30	90	3
21	Negligible	-	3,384	30	10,851	30	70	30	90	3
22	Negligible	-	2,762	30	9,116	30	70	30	90	3
23	Negligible	-	478	0	3,697	30	54	30	60	2
24	Negligible	-	453	0	2,275	20	40	30	50	2
25	Medium	-	402	0	1,757	10	37	20	30	1
26	Medium	-	291	0	1,091	10	46	30	40	2
27	Negligible	-	318	0	1,633	10	45	30	40	2
28	High	-	318	0	1,633	10	45	30	40	2
29	Low	-	1,024	10	3,403	30	29	10	50	2
30	High	-	204	0	569	0	28	10	10	0
31	Negligible	-	256	0	1,150	10	51	30	40	2
32	Low	-	218	0	727	0	38	20	20	1
33	Low	-	218	0	727	0	38	20	20	1
34	Medium	-	41	0	117	0	41	30	30	1
35	Low	-	262	0	513	0	40	30	30	1
36	Low	-	262	0	722	0	60	30	30	1
37	High	-	932	10	1,364	10	60	30	50	2
38	Medium	-	624	10	2,678	20	42	30	60	2
39	Medium	-	668	10	2,293	20	41	30	60	2
40	Low	-	867	10	1,450	10	49	30	50	2
41	Low	-	815	10	3,063	30	60	30	70	3
42	Low	-	1,218	20	1,496	10	60	30	60	2
43	High	-	411	0	996	0	27	10	10	0
44	Low	-	78	0	225	0	38	20	20	1
45	Negligible	-	78	0	276	0	46	30	30	1
46	Medium	-	130	0	412	0	41	30	30	1
47	Medium	-	146	0	376	0	46	30	30	1
48	Medium	-	146	0	376	0	46	30	30	1
49	Medium	-	279	0	1,166	10	41	30	40	2
50	Medium	-	347	0	956	0	29	10	10	0
51	Low	-	240	0	828	0	31	20	20	1
52	Medium	-	244	0	759	0	29	10	10	0
53	Low	-	2,135	30	2,632	20	70	30	80	3
54	Low	-	2,242	30	3,220	30	70	30	90	3
55	Low	-	2,213	30	3,693	30	70	30	90	3
56	Low	-	2,427	30	3,993	30	70	30	90	3
57	Medium	-	2,799	30	4,128	30	70	30	90	3
58	Medium	-	4,143	30	5,737	30	70	30	90	3
59	Medium	-	743	10	817	0	40	30	40	2
60	Medium	-	233	0	966	0	40	20	20	1
61	Negligible	-	293	0	1,193	10	54	30	40	2
62	Low	-	293	0	1,193	10	54	30	40	2
63	Low	-	565	0	638	0	60	30	30	1
64	Negligible	-	465	0	1,633	10	55	30	40	2
65	Negligible	-	465	0	1,633	10	55	30	40	2
66	Negligible	-	539	0	1,862	10	53	30	40	2
67	Low	-	539	0	1,862	10	53	30	40	2
68	Low	-	513	0	1,632	10	45	30	40	2
69	Low	-	538	0	2,433	20	42	30	50	2
70	Low	-	229	0	734	0	33	20	20	1
71	High	-	186	0	1,951	10	47	30	40	2
72	Medium	-	255	0	856	0	40	20	20	1
73	Low	-	64	0	234	0	38	20	20	1
74	High	-	122	0	403	0	55	30	30	1
75	Negligible	-	76	0	254	0	49	30	30	1
76	Low	-	76	0	254	0	49	30	30	1
77	Low	-	76	0	254	0	49	30	30	1
78	High	-	27	0	83	0	34	20	20	1
79	High	-	27	0	83	0	34	20	20	1
80	Negligible	-	40	0	136	0	37	20	20	1
81	High	-	60	0	148	0	24	10	10	0
82	Negligible	-	2,213	30	3,693	30	70	30	90	3
83	Medium	-	255	0	856	0	40	20	20	1
84	Low	-	60	0	173	0	0	0	0	0

Table A.9: AADT Fear and Intimidation - Significance of Effects

Scenario Dft Counts Growthed to 2024
 Scenario Dft Counts Growthed to 2024 + Development
 Time Period AADT
 Hours 24 <- for total vehicles only



Link Ref.	Sensitivity	4 v 5	Total Vehicles (Hourly)	(A)	HGVs	(B)	Avg. Veh. Speed	(C)	(A+B+C)	Level
			Dft Counts Growthed to 2024 + Development	Score	Dft Counts Growthed to 2024 + Development	Score	Dft Counts Growthed to 2024 + Development	Score	Total Score	
1	Negligible	-	82	0	402	0	42	30	30	1
2	Negligible	-	76	0	365	0	42	30	30	1
3	Negligible	-	66	0	286	0	49	30	30	1
4	Medium	-	66	0	286	0	49	30	30	1
5	High	-	12	0	47	0	34	20	20	1
6	High	-	12	0	47	0	34	20	20	1
7	Medium	-	228	0	660	0	53	30	30	1
8	Low	-	1,043	10	5,110	30	43	30	70	3
9	Medium	-	985	10	5,729	30	53	30	70	3
10	Negligible	-	65	0	235	0	49	30	30	1
11	Medium	-	60	0	173	0	49	30	30	1
12	Low	-	997	10	3,278	30	28	10	50	2
13	Medium	-	70	0	132	0	29	10	10	0
14	Medium	-	7	0	44	0	39	20	20	1
15	Medium	-	459	0	2,471	20	49	30	50	2
16	High	-	329	0	1,227	10	45	30	40	2
17	Negligible	-	2,218	30	11,962	30	70	30	90	3
18	Negligible	-	2,271	30	11,014	30	70	30	90	3
19	Negligible	-	3,130	30	11,639	30	70	30	90	3
20	Negligible	-	3,655	30	11,496	30	70	30	90	3
21	Negligible	-	3,395	30	10,984	30	70	30	90	3
22	Negligible	-	2,767	30	9,226	30	70	30	90	3
23	Negligible	-	479	0	3,697	30	54	30	60	2
24	Negligible	-	453	0	2,275	20	40	30	50	2
25	Medium	-	402	0	1,757	10	37	20	30	1
26	Medium	-	291	0	1,091	10	46	30	40	2
27	Negligible	-	322	0	1,673	10	45	30	40	2
28	High	-	318	0	1,633	10	45	30	40	2
29	Low	-	1,032	10	3,416	30	29	10	50	2
30	High	-	208	0	569	0	28	10	10	0
31	Negligible	-	257	0	1,150	10	51	30	40	2
32	Low	-	222	0	727	0	38	20	20	1
33	Low	-	224	0	759	0	38	20	20	1
34	Medium	-	50	0	174	0	41	30	30	1
35	Low	-	271	0	601	0	40	30	30	1
36	Low	-	270	0	810	0	60	30	30	1
37	High	-	943	10	1,497	10	60	30	50	2
38	Medium	-	630	10	2,745	20	42	30	60	2
39	Medium	-	675	10	2,360	20	41	30	60	2
40	Low	-	874	10	1,516	10	49	30	50	2
41	Low	-	822	10	3,130	30	60	30	70	3
42	Low	-	1,233	20	1,629	10	60	30	60	2
43	High	-	412	0	996	0	27	10	10	0
44	Low	-	78	0	225	0	38	20	20	1
45	Negligible	-	78	0	276	0	46	30	30	1
46	Medium	-	130	0	412	0	41	30	30	1
47	Medium	-	146	0	376	0	46	30	30	1
48	Medium	-	146	0	377	0	46	30	30	1
49	Medium	-	281	0	1,210	10	41	30	40	2
50	Medium	-	347	0	956	0	29	10	10	0
51	Low	-	242	0	873	0	31	20	20	1
52	Medium	-	246	0	803	0	29	10	10	0
53	Low	-	2,145	30	2,775	20	70	30	80	3
54	Low	-	2,254	30	3,346	30	70	30	90	3
55	Low	-	2,223	30	3,819	30	70	30	90	3
56	Low	-	2,435	30	4,119	30	70	30	90	3
57	Medium	-	2,807	30	4,253	30	70	30	90	3
58	Medium	-	4,163	30	5,875	30	70	30	90	3
59	Medium	-	747	10	835	0	40	30	40	2
60	Medium	-	236	0	984	0	40	20	20	1
61	Negligible	-	299	0	1,211	10	54	30	40	2
62	Low	-	294	0	1,193	10	54	30	40	2
63	Low	-	569	0	656	0	60	30	30	1
64	Negligible	-	470	0	1,673	10	55	30	40	2
65	Negligible	-	470	0	1,673	10	55	30	40	2
66	Negligible	-	546	0	1,924	10	53	30	40	2
67	Low	-	547	0	1,924	10	53	30	40	2
68	Low	-	522	0	1,694	10	45	30	40	2
69	Low	-	547	0	2,495	20	42	30	50	2
70	Low	-	229	0	734	0	33	20	20	1
71	High	-	186	0	1,951	10	47	30	40	2
72	Medium	-	255	0	856	0	40	20	20	1
73	Low	-	64	0	234	0	38	20	20	1
74	High	-	130	0	477	0	55	30	30	1
75	Negligible	-	83	0	328	0	49	30	30	1
76	Low	-	79	0	276	0	49	30	30	1
77	Low	-	76	0	254	0	49	30	30	1
78	High	-	27	0	83	0	34	20	20	1
79	High	-	27	0	83	0	34	20	20	1
80	Negligible	-	44	0	165	0	37	20	20	1
81	High	-	64	0	177	0	24	10	10	0
82	Negligible	-	2,223	30	3,819	30	70	30	90	3
83	Medium	-	259	0	900	0	40	20	20	1
84	Low	-	61	0	195	0	0	0	0	0

Table A.9: AADT Fear and Intimidation - Scenario

Scenario Dft Counts Growthed to 2024
Scenario Dft Counts Growthed to 2024 + Development



Link Ref.	Sensitivity	Total Vehicles: NET	HDVS: NET	Step Changes	Magnitude of Impact	Significance
1	Negligible	7	37	0	Negligible	Negligible
2	Negligible	0	0	0	Negligible	Negligible
3	Negligible	0	0	0	Negligible	Negligible
4	Medium	0	0	0	Negligible	Minor Adverse
5	High	0	0	0	Negligible	Minor Adverse
6	High	0	0	0	Negligible	Minor Adverse
7	Medium	7	37	0	Negligible	Minor Adverse
8	Low	11	148	0	Negligible	Negligible
9	Medium	14	141	0	Negligible	Minor Adverse
10	Negligible	5	62	0	Negligible	Negligible
11	Medium	0	0	0	Negligible	Minor Adverse
12	Low	15	132	0	Negligible	Negligible
13	Medium	0	0	0	Negligible	Minor Adverse
14	Medium	0	0	0	Negligible	Minor Adverse
15	Medium	1	0	0	Negligible	Minor Adverse
16	High	0	0	0	Negligible	Minor Adverse
17	Negligible	7	134	0	Negligible	Negligible
18	Negligible	6	134	0	Negligible	Negligible
19	Negligible	6	134	0	Negligible	Negligible
20	Negligible	8	171	0	Negligible	Negligible
21	Negligible	11	132	0	Negligible	Negligible
22	Negligible	5	110	0	Negligible	Negligible
23	Negligible	0	0	0	Negligible	Negligible
24	Negligible	0	0	0	Negligible	Negligible
25	Medium	0	0	0	Negligible	Minor Adverse
26	Medium	0	0	0	Negligible	Minor Adverse
27	Negligible	4	40	0	Negligible	Negligible
28	High	0	0	0	Negligible	Minor Adverse
29	Low	9	13	0	Negligible	Negligible
30	High	4	0	0	Negligible	Minor Adverse
31	Negligible	1	0	0	Negligible	Negligible
32	Low	4	0	0	Negligible	Negligible
33	Low	6	32	0	Negligible	Negligible
34	Medium	9	56	0	Negligible	Minor Adverse
35	Low	9	88	0	Negligible	Negligible
36	Low	9	88	0	Negligible	Negligible
37	High	11	132	0	Negligible	Minor Adverse
38	Medium	6	66	0	Negligible	Minor Adverse
39	Medium	7	66	0	Negligible	Minor Adverse
40	Low	7	66	0	Negligible	Negligible
41	Low	7	66	0	Negligible	Negligible
42	Low	16	132	0	Negligible	Negligible
43	High	0	0	0	Negligible	Minor Adverse
44	Low	0	0	0	Negligible	Negligible
45	Negligible	0	0	0	Negligible	Negligible
46	Medium	0	0	0	Negligible	Minor Adverse
47	Medium	0	0	0	Negligible	Minor Adverse
48	Medium	0	1	0	Negligible	Minor Adverse
49	Medium	2	44	0	Negligible	Minor Adverse
50	Medium	0	0	0	Negligible	Minor Adverse
51	Low	2	45	0	Negligible	Negligible
52	Medium	2	45	0	Negligible	Minor Adverse
53	Low	10	143	0	Negligible	Negligible
54	Low	13	125	0	Negligible	Negligible
55	Low	10	126	0	Negligible	Negligible
56	Low	7	125	0	Negligible	Negligible
57	Medium	7	125	0	Negligible	Minor Adverse
58	Medium	20	138	0	Negligible	Minor Adverse
59	Medium	3	18	0	Negligible	Minor Adverse
60	Medium	3	18	0	Negligible	Minor Adverse
61	Negligible	6	19	0	Negligible	Negligible
62	Low	1	0	0	Negligible	Negligible
63	Low	4	18	0	Negligible	Negligible
64	Negligible	5	40	0	Negligible	Negligible
65	Negligible	5	40	0	Negligible	Negligible
66	Negligible	7	62	0	Negligible	Negligible
67	Low	8	62	0	Negligible	Negligible
68	Low	8	62	0	Negligible	Negligible
69	Low	8	62	0	Negligible	Negligible
70	Low	0	0	0	Negligible	Negligible
71	High	0	0	0	Negligible	Minor Adverse
72	Medium	0	0	0	Negligible	Minor Adverse
73	Low	0	0	0	Negligible	Negligible
74	High	8	74	0	Negligible	Minor Adverse
75	Negligible	8	74	0	Negligible	Negligible
76	Low	3	22	0	Negligible	Negligible
77	Low	0	0	0	Negligible	Negligible
78	High	0	0	0	Negligible	Minor Adverse
79	High	0	0	0	Negligible	Minor Adverse
80	Negligible	4	29	0	Negligible	Negligible
81	High	4	29	0	Negligible	Minor Adverse
82	Negligible	10	126	0	Negligible	Negligible
83	Medium	4	44	0	Negligible	Minor Adverse
84	Low	1	22	0	Negligible	Negligible