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16. Traffic and Transport Baseline Conditions

16.1 Introduction

- 16.1.1 This appendix has been produced to support Chapter 16: Traffic and Transport (document reference 6.16) (Revision B) of the Environment Statement (ES) (Volume 6 of the Development Consent Order (DCO) application) for Norwich to Tilbury (the 'Project'). It presents an overview of the traffic and transport baseline conditions in relation to the identified Primary Access Routes (PAR) and the Local Road Network (LRN), existing traffic flows, sensitive receptors, collision data, road sensitivities and existing bus services.

16.2 Highway Network and Primary Access Routes

- 16.2.1 Table A16.2.1 to Table A16.2.71 present and describe the roads forming the PAR. The location of the roads forming the Primary Access Routes is shown on Figure 16.1: Primary Access Routes (document reference 6.16.F1).

Table A16.2.1 Assessment of A140 Ipswich Road (Link PAR 1)

Road Link	A140 Ipswich Road (Link PAR 1)
Project Section	Section A
Primary Access Route	H01-A1
Description	The assessed road is in Norfolk, from the A47 Norwich Southern Bypass to Mangreen Lane. It is a single carriageway with one lane in each direction and dedicated right-turn lanes to access the Mangreen Quarry and Mangreen Lane
Speed limit	40-60 mph
Street lighting	There is only street lighting from the Mangreen Quarry access to the A47/A140 roundabout
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a shared footway/cycleway and uncontrolled crossing on the approaches to the A47/A140 roundabout
Cycling infrastructure	For most of the route, there is a lack of dedicated cycling infrastructure on the A140. At the A47/A140 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it is important to note that cyclists must subsequently rejoin the primary carriageway after passing through these sections
Horse-riding infrastructure	No

Table A16.2.2 Assessment of Mangreen Lane (Link PAR 2)

Road Link	Mangreen Lane (Link PAR 2)
Project Section	Section A
Primary Access Route	H01-A1
Description	The assessed link connects the A140 Ipswich Road with the site access point to pylons RG1 to RG11, Norwich Main Substation and temporary construction compound RG-SC01. It is a two-way single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural, providing access to the National Grid Norwich Main Substation
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.3 Assessment of Stansfield Road/Wymondham Road (Link PAR 3)

Road Link	Stansfield Road/Wymondham Road (Link PAR 3)
Project Section	Section A
Primary Access Route	H01-A2 H02-A1 H03-A1
Description	The assessed link connects the A11 roundabout with the B1113 Norwich Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	50 mph
Street lighting	There is only street lighting from the Browick Road to the A11/roundabout

Road Link	Stansfield Road/Wymondham Road (Link PAR 3)
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road on the southern section
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.4 Assessment of B1113 (Link PAR 4)

Road Link	B1113 (Link PAR 4)
Project Section	Section A
Primary Access Route	H01-A2 H02-A1 H03-A1
Description	The assessed link connects Wymondham Road to the north and Fundenhall Road to the south. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural, with some settlements such as Fundenhall
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for an informal crossing serving the footpath FP10 in the northern section, between Wymondham Road and Stansfield Road/Wymondham Road (Link PAR 3); and an unpaved footway on the eastern verge of the carriageway that is shared with parked vehicles in Fundenhall.

Road Link	B1113 (Link PAR 4)
	Additionally, some footpaths connect to the B1113
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.5 Assessment of Wymondham Road (Link PAR 5)

Road Link	Wymondham Road (Link PAR 5)
Project Section	Section A
Primary Access Route	H01-A2
Description	The assessed link connects the B1113 with the site access points to pylons RG12 – RG22, and to pylons RG23 to RG24. It is a two-way single carriageway road with passing places
Speed limit	60 mph
Street lighting	No
Highway constraints	Max. 7.5T except for loading
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road in the northern section
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.6 Assessment of Fundenhall Road (Link PAR 6)

Road Link	Fundenhall Road (Link PAR 6)
Project Section	Section A
Primary Access Route	H02-A1 H03-A1

Road Link	Fundenhall Road (Link PAR 6)
Description	The assessed link connects the B1113 with the site access points to pylons RG25 to RG28, and to pylons RG29 to RG42. It is a two-way single carriageway road with one lane in each direction
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.7 Assessment of B1134 Station Road/B1134 Long Row (Link PAR 7)

Road Link	B1134 Station Road/B1134 Long Row (Link PAR 7)
Project Section	Section A
Primary Access Route	H03-A2 H04-A1
Description	The assessed link connects the A140 Norwich Road with the site access points to pylons RG43 to RG57 and Diss Road RG Section temporary construction compound (RG-Sate1), and to pylons RG58 to RG70. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	Railway level crossing equipped with signage, barriers, and signals
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No

Road Link	B1134 Station Road/B1134 Long Row (Link PAR 7)
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway located on both sides of the road at the railway level crossing. Additionally, several footpaths connect to the road link and footpath Tivetshall St Margaret FP12 crosses the B1134
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, some bridleways connect to the road link

Table A16.2.8 Assessment of A1066/A1066 Victoria Road/A1066 Park Road/A1066 High Road (Link PAR 8)

Road Link	A1066/A1066 Victoria Road/A1066 Park Road/A1066 High Road (Link PAR 8)
Project Section	Section A
Primary Access Route	H04-A2 H05-A1
Description	The assessed link connects the A140 with the site access points to pylons RG71 to RG83, and to pylons RG84 to RG87. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	Only in the urban area
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the carriageway, and various formal and informal pedestrian crossings. Angles Way Long Distance Trail is coincident with A1066 Park Road between Denmark Street and Diss Park
Cycling infrastructure	Through Diss, there is a cycle lane on the pavement on one or both sides of the road, delimited by road markings to separate the space from pedestrians. At the A140 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it is important to note that cyclists

Road Link	A1066/A1066 Victoria Road/A1066 Park Road/A1066 High Road (Link PAR 8)
	must subsequently rejoin the primary carriageway after passing through these sections
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link on the eastern section

Table A16.2.9 Assessment of A1066 High Road/A1066 Low Road/A1066 Diss Road/A1066 The Street/A1066 Thetford Road/A1066 Hurth Way/A1066 Mundford Road (Link PAR 9)

Road Link	A1066 High Road/A1066 Low Road/A1066 Diss Road/A1066 The Street/A1066 Thetford Road/A1066 Hurth Way/A1066 Mundford Road (Link PAR 9)
Project Section	Section A
Primary Access Route	H04-A2 H05-A1
Description	The assessed link connects the A11 with the site access points to pylons RG71 to RG83, and to pylons RG84 to RG87. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is limited walking infrastructure along this route. The section of the route which goes along the settlements Lopham and Garboldsham, there are footways present on both sides of the carriageway. The section of the route which goes along the settlements Bressingham and Riddlesworth there is a section of footway along the northern side of the carriageway. Multiple Public Rights of Way (PRoW) footpaths and restricted byways are accessed along the route
Cycling infrastructure	There is no dedicated cycling infrastructure for most of the route. There are several restricted byways and bridleways which can be accessed along the route. Additionally, there is a sign warning driver that there are cyclists along the route. This sign is located to the east of the junction with The Street

Road Link	A1066 High Road/A1066 Low Road/A1066 Diss Road/A1066 The Street/A1066 Thetford Road/A1066 Hurth Way/A1066 Mundford Road (Link PAR 9)
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure two bridleway connects to the road link on the western section

Table A16.2.10 Assessment of A143 Old Bury Road (Link PAR 10)

Road Link	A143 Old Bury Road (Link PAR 10)
Project section	Section B
Primary Access Route	H05-A2 H06-A1
Description	The assessed link connects the A140 with Lion Road on the west and connects to the site access point to pylons RG95 (from Old Bury Road), to pylons RG96 to RG109 and to Old Bury Road temporary construction compound (RG-Main). It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway located on the northern side on the bridge over the railway line. Additionally, several footpaths connect or cross the A143 Old Bury Road
Cycling infrastructure	There is no dedicated cycling infrastructure for most of the route. However, the National Cycle Network (NCN) Route 30 crosses the A143 Old Bury Road on its connection between Palgrave to Thrandeston and a segregated cycleway is provided on the southern side of the A143 for cyclists after crossing. At the B1077 roundabout cyclists are required to utilise a shared footway/cycleway and navigate uncontrolled crossings when approaching and crossing the intersection. However, it is important to note that cyclists must subsequently rejoin the primary carriageway after passing through these sections

Road Link	A143 Old Bury Road (Link PAR 10)
Horse-riding infrastructure	No

Table A16.2.11 Assessment of Lion Road (Link PAR 11)

Road Link	Lion Road (Link PAR 11)
Project Section	Section B
Primary Access Route	H05-A2
Description	The assessed link connects the A143 Old Bury Road with the site access points to pylons RG88 to RG93 and to pylon RG94. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure some footpaths connect to the road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.12 Assessment of B1113 Finningham Road/B1113 Walsham Road (Link PAR 12)

Road Link	B1113 Finningham Road/B1113 Walsham Road (Link PAR 12)
Project Section	Section B
Primary Access Route	H06-A2 H07-A1
Description	The assessed road connects the A143 with Wickham Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route

Road Link	B1113 Finningham Road/B1113 Walsham Road (Link PAR 12)
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements in Finningham
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route, except for a footway located on the eastern side before Finningham and up to Gislingham Road and an informal crossing located before the junction with Wickham Road. Additionally, several footpaths connect to the B1113
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link

Table A16.2.13 Assessment of Wickham Road (Link PAR 13)

Road Link	Wickham Road (Link PAR 13)
Project Section	Section B
Primary Access Route	H06-A2 H07-A1
Description	The assessed road connects the B1113 with Eastland Lane and with the site access point to pylons RG125 to RG136. It is a single carriageway road with one lane in each direction
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Single-lane traffic under the railway line
Bus route	Yes
Character	The main character of the road link is rural with some settlements in Finningham
On-carriageway parking	No

Road Link	Wickham Road (Link PAR 13)
Walking infrastructure	There is no dedicated walking infrastructure for most of the route, except for a footway located in Finningham and in the section of road under the railway line. Additionally, one footpath connects to Wickham Road
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, some bridleways connect to the Wickham Road

Table A16.2.14 Assessment of Eastland Lane (Link PAR 14)

Road Link	Eastland Lane (Link PAR 14)
Project Section	Section B
Primary Access Route	H07-A1
Description	The assessed link is a no through single-lane carriageway road that connects Wickham Road with a haul road that joins Thornham Road in the north and that provides access to pylons RG120 to RG124. It is a two-way single carriageway road with one lane
Speed limit	60 mph
Street lighting	No
Highway constraints	One-lane carriageway
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to Eastland Lane
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to Eastland Lane

Table A16.2.15 Assessment of Thornham Road (Link PAR 15)

Road Link	Thornham Road (Link PAR 15)
Project section	Section B
Primary Access Route	H07-A1
Description	The assessed road link is accessed via a haul road from Eastland Lane and provides connection to site access points to pylon RG119 and to pylons RG110 to RG118. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Height limit (4.8 m) under the railway line arch bridge
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.16 Assessment of A1120 Church Road/A1120 Bell's Lane (Link PAR 16)

Road Link	A1120 Church Road/A1120 Bell's Lane (Link PAR 16)
Project Section	Section B
Primary Access Route	H07-A2 H08-A1
Description	The assessed road link connects the A14 J50 with the site access points to pylons RG137 to RG153, and to pylons RG154 to RG161 and Site set back from Bells Lane RG Section temporary construction compound (RG-Sate2). It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is only street lighting in the approaches to the A14 J50 and in the urban area (Stowupland).

Road Link	A1120 Church Road/A1120 Bell's Lane (Link PAR 16)
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban.
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the carriageway in Stowupland, and various formal and informal pedestrian crossings. Additionally, some footpaths connect to the A1120
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to A1120

Table A16.2.17 Assessment of A1120 south of A14 J50 (Link PAR 17)

Road Link	A1120 south of A14 J50 (Link PAR 17)
Project Section	Section B
Primary Access Route	H09-A1 H10-A1
Description	The assessed link connects the A14 J50 with Mill Lane (via a haul road) and the B1113 Needham Road on the south. It is a two-lane dual carriageway with two main junctions (A1120/Gun Cotton Way/Gateway Boulevard roundabout and A1120/B1113 Needham Road)
Speed limit	30-70 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the western side between B1113 Needham Road and Gun Cotton Way. Short sections of footway are provided on both sides of the overbridge over the railway line and under Mill Lane

Road Link	A1120 south of A14 J50 (Link PAR 17)
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.18 Assessment of Mill Lane (Link PAR 18)

Road Link	Mill Lane (Link PAR 18)
Project Section	Section B
Primary Access Route	H09-A1
Description	The assessed road link connects the A1120 with the site access points to pylon RG162 and to pylons RG163 to RG165. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, several footpaths connect to Mill Lane
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.19 Assessment of B1113 Needham Road/B1113 Stowmarket Road (Link PAR 19)

Road Link	B1113 Needham Road/B1113 Stowmarket Road (Link PAR 19)
Project Section	Section B
Primary Access Route	H10-A1

Road Link	B1113 Needham Road/B1113 Stowmarket Road (Link PAR 19)
Description	The assessed road link connects A1120 with the site access points to pylon RG166 and to pylons RG167 to RG186. It is a one-lane dual carriageway between the A1120 roundabout and Muntons. From Muntons, it is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60
Street lighting	There is only street lighting in the approaches to the A1120 roundabout
Highway constraints	Max 7.5 tonnes except for loading
Bus route	Yes
Character	The character of the road link is urban in Stowmarket and mainly rural on the rest of the route with several industrial settlements
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the northern side
Cycling infrastructure	See walking infrastructure. The NCN Route 51 is coincident with the assessed link
Horse-riding infrastructure	No

Table A16.2.20 Assessment of B1113 Bramford Road/B1113 Loraine Way (Link PAR 20)

Road Link	B1113 Bramford Road/B1113 Loraine Way (Link PAR 20)
Project Section	Section B
Primary Access Route	H10-A2 H11-A1
Description	The assessed link connects the A14 J52 with Bullen Lane. Its cross section is a dual carriageway with one or two lanes in each direction between the A14 J52 and Broomvale House. From Broomvale House up to Bullen Lane It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-50 mph
Street lighting	No
Highway constraints	No
Bus route	Yes

Road Link	B1113 Bramford Road/B1113 Loraine Way (Link PAR 20)
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the eastern side between Broomvale House and Pond Lane. From Pond Lane up to the Sterling Suffolk Limited the footway is located on the western side. Between the approaches to Somersham Road and Bullen Lane there is a footway on the eastern side of the road. Additionally, there are short sections of footway on the bridges over the River Gipping and over the railway line. There are some footpaths that connect to B1113 Bramford Road
Cycling infrastructure	There are no dedicated cycling facilities. However, the NCN Route 48 crosses the B1113 Loraine Way between Tye Lane and The Street with an informal crossing
Horse-riding infrastructure	No

Table A16.2.21 Assessment of Bullen Lane (Link PAR 21)

Road Link	Bullen Lane (Link PAR 21)
Project Section	Section B
Primary Access Route	H10-A2 H11-A1
Description	The assessed link connects B1113 Loraine Way with the haul road to pylons RG187 to RG210 and Bramford Substation and the haul road to pylons JC1 to JC6. It also connects to the site access point to the temporary construction compound RG-SC02. It is a two-way single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities, some footpaths connect to Bullen Lane

Road Link	Bullen Lane (Link PAR 21)
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.22 Assessment of A1214 London Road (Link PAR 22)

Road Link	A1214 London Road (Link PAR 22)
Project Section	Section C
Primary Access Route	H11-A2 H12-A1
Description	The assessed link connects A14 J55 with the A1071. It is a dual carriageway with two lanes in each direction. There is a signalised roundabout (Scrivener Road/Tesco) and a signalised junction (A1071). A future signalised junction to access a development on the western side of the A1214 is planned
Speed limit	40 mph
Street lighting	Yes
Highway constraints	Queues likely between A14 and Tesco/Scrivener Road roundabout
Bus route	Yes
Character	The character of the road is mainly urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the western side of the road between London Road and the A1071. There is a short section of footway on the eastern side to provide access to the bus stop. Additionally, two footpaths connect to the A1214 London Road in the vicinity of the bus stop, but they seem closed now
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.23 Assessment of A1071 (Link PAR 23)

Road Link	A1071 (Link PAR 23)
Project Section	Section C
Primary Access Route	H11-A2 H12-A1
Description	The assessed link connects the A1214 London Road with the site access points to pylons JC7 to JC14, to pylons JC15 to JC16, to pylons JC17 to JC35, to compound JC-SC01. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	There is street lighting between the B1113 Swan Hill roundabout and the A1214 London Road
Highway constraints	No
Bus route	Yes
Character	The character of the road is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the southern side between the A1214 London Road and the bus stop at the Holiday Inn. There is a short section of uneven footway on the eastern side between the B1113 Swan Hill roundabout and the Holiday Inn bus stop. Additionally, there is a short section of footway on both sides at the bridge over the A14. Several footpaths connect to A1071
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.24 Assessment of B1070 (A12 access) (Link PAR 24)

Road Link	B1070 (A12 access) (Link PAR 24)
Project Section	Section C
Primary Access Route	H12-A2
Description	The assessed link connects the A12 J31 to the B1070 Hadleigh Road at Bacon's Green. It is a two-way single carriageway road with one lane in each direction

Road Link	B1070 (A12 access) (Link PAR 24)
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements.
On-carriageway parking	No
Walking infrastructure	There is a footway present on the southern side of the carriageway on the section of the route connecting to the B1070 Hadleigh Road (PAR 25). There are uncontrolled pedestrian/cyclist crossings at the access from and to the A12 J31 NB, connecting to shared pathways
Cycling infrastructure	There are no dedicated cycling facilities. However, the South Suffolk Route B, between Hadleigh and Shotley, goes along the B1070 which connects to this route. There are uncontrolled pedestrian/cyclist crossings at the access from and to the A12 J31 NB, connecting to shared pathways
Horse-riding infrastructure	There is no dedicated horse-riding infrastructure

Table A16.2.25 Assessment of B1070 Hadleigh Road (Link PAR 25)

Road Link	B1070 Hadleigh Road (Link PAR 25)
Project Section	Section C
Primary Access Route	H12-A2
Description	The assessed link connects to the A12 J31 road access (Link PAR 24) and the access to bypass haul road to the batching compound JC-BC01, temporary construction compound JC-CC02 and the JC cabling section between Wenham Grove CSE compound and River Stour. It is a two-way single carriageway road with one lane in each direction
Speed limit	30-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements

Road Link	B1070 Hadleigh Road (Link PAR 25)
On-carriageway parking	No
Walking infrastructure	There is a footway present on the northern side of the B1070 carriageway connecting to the junction of the road access to A12
Cycling infrastructure	There are no dedicated cycling facilities. However, the South Suffolk Route B, between Hadleigh and Shotley, is coincident with this road link
Horse-riding infrastructure	There is no dedicated horse-riding infrastructure

Table A16.2.26 Assessment of Ipswich Road (Link PAR 26)

Road Link	Ipswich Road (Link PAR 26)
Project Section	Section C
Primary Access Route	H14-01
Description	The assessed link connects the A12 to the site access point to the JC cabling section between Black Brook and River Stour, the temporary construction compound JC-CC03 and batching compound JC-BC02. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the eastern side between the industrial state and the A12 and a footway between the A12 and Arley Grange. Additionally, one footpath connects to the Ipswich Road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.27 Assessment of Birchwood Road (Link PAR 27)

Road Link	Birchwood Road (Link PAR 27)
Project Section	Section C
Primary Access Route	H15-A1 H16-A1
Description	The assessed link connects the A12 to Wick Road/Grove Hill and to the site access points to the JC cabling section between A12 and Great Eastern Main Line and to the temporary construction compound JC-CC04. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	30-60 mph
Street lighting	No
Highway constraints	Weight limit 7.5 tonnes
Bus route	Yet
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is one footway on the southern side of the road between Wick Road and the A12 overbridge. On the overbridge footways are available on both sides. Additionally, one footpath crosses the Birchwood Road, on the west side of the A12
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.28 Assessment of Wick Road/Grove Hill (Link PAR 28)

Road Link	Wick Road/Grove Hill (Link PAR 28)
Project Section	Section C
Primary Access Route	H15-A1
Description	The assessed link connects Perry Lane and Birchwood Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties along its route
Speed limit	30 mph

Road Link	Wick Road/Grove Hill (Link PAR 28)
Street lighting	No
Highway constraints	Grove Hill unsuitable for Heavy Goods Vehicles (HGVs)
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	Yes, close to the intersection with Birchwood Road
Walking infrastructure	There is a footway on the western side of the road between Birchwood Road and St. Margaret's Cross. Additionally, two footpaths to connect to Wick Road
Cycling infrastructure	There is no dedicated cycling infrastructure. However, the NCN Route 1 is coincident with the section between Grove Hill and St. Margaret's Cross
Horse-riding infrastructure	No

Table A16.2.29 Assessment of Perry Lane (Link PAR 29)

Road Link	Perry Lane (Link PAR 29)
Project Section	Section C
Primary Access Route	H15-A1
Description	The assessed link connects Grove Hill with the site access point to the JC cabling section between Black Brook and A12. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties on the southern side
Speed limit	30 mph
Street lighting	No
Highway constraints	Narrow lanes
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No

Road Link	Perry Lane (Link PAR 29)
Horse-riding infrastructure	No

Table A16.2.30 Assessment of Bentley Road (Link PAR 30)

Road Link	Bentley Road (Link PAR 30)
Project Section	Section C
Primary Access Route	H17-A1
Description	The assessed link connects A120 to Ardleigh Road via a proposed road to be constructed. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure, one footpath connects to Bentley Road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.31 Assessment of Ardleigh Road/Little Bromley Road (Link PAR 31)

Road Link	Ardleigh Road/Little Bromley Road (Link PAR 31)
Project Section	Section C
Primary Access Route	H17-A1
Description	The assessed link is accessed from Bentley Road (Link PAR 30) via a proposed road to be constructed that connects to a site access point to pylons TB1 to TB8, the TB cabling section between Great Eastern Main Line and EACN Substation, the EACN Substation, temporary construction

Road Link	Ardleigh Road/Little Bromley Road (Link PAR 31)
	compounds JC-CC05, JC-SC06 and JC-SC07, and batching compound JC-BC03. The existing Little Bromley Road is a single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes and weight limit of 7.5 tonnes
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.32 Assessment of Wick Lane (Link PAR 32)

Road Link	Wick Lane (Link PAR 32)
Project Section	Section C
Primary Access Route	H18-A1
Description	The assessed link is accessed from Old Ipswich Road via a haul road, and then it would connect with a site access point to pylons TB9 – TB15. In the section between pylons TB15 and TB16 it is a two-way single carriageway with one lane in each direction, with accesses to various residential properties. On the other hand, the haul road between pylons TB16 to TB20 intersects with Wick Lane in the vicinity of Old Ipswich Road near pylon TB20
Speed limit	60 mph
Street lighting	No
Highway constraints	Maximum 7.5 tonnes, except for loading. Narrow lanes at the section with residential properties
Bus route	No

Road Link	Wick Lane (Link PAR 32)
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the assessed link except for a footway on both sides of the bridge over the Ardleigh Reservoir. Additionally, there is one footpath that connects to Wick Lane near the site access point to pylons TB9 to TB15
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.33 Assessment of Old Ipswich Road (Link PAR 33)

Road Link	Old Ipswich Road (Link PAR 33)
Project Section	Section C
Primary Access Route	H18-A1 H19-A1
Description	The assessed link connects the A12 with the site access point to pylons TB9 to TB20 and with Turnpike Road. It connects with Wick Lane via a haul road to access the section of pylons TB9 to TB15. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	50-60 mph
Street lighting	No
Highway constraints	Weight limit 7.5 tonnes from the Old Ipswich Road underpass to the site access point to pylons TB9 to TB20
Bus route	Yes
Character	The character of the road link is rural and urban with some settlements
On-carriageway parking	Yes, in the Old Ipswich Road underpass to Turnpike Road
Walking infrastructure	There is a footway on the western side from the A12 entry to the site access point to pylons TB9 to TB20. On the eastern side, the footway is intermittent. In the underpass to Turnpike Road there is a footway on both sides of the road. No footway is available in the link road to access the A12 southbound. Additionally, one footpath connects to Old Ipswich Road

Road Link	Old Ipswich Road (Link PAR 33)
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.34 Assessment of Turnpike Close (Link PAR 34)

Road Link	Turnpike Close (Link PAR 34)
Project Section	Section C
Primary Access Route	H19-A1
Description	The assessed link connects Old Ipswich Road and a site access point to pylons TB21 to TB29. It is a two-way single carriageway road with one lane in each direction, featuring multiple accesses to residential properties along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The character of the road link is rural and urban with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the western side
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.35 Assessment of A1341 Via Urbis Romanae (Link PAR 35)

Road Link	A1341 Via Urbis Romanae (Link PAR 35)
Project Section	Section D
Primary Access Route	H19-A2 H20-A1
Description	The assessed link connects the A12 J28 to A134 Northern Approach Road. The road is a two-way single carriageway with a varying number of

Road Link	A1341 Via Urbis Romanae (Link PAR 35)
	lanes in each direction, and it includes a bus lane on both sides. It features multiple junctions and provides access to residential properties along its route
Speed limit	40 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road and various signalised pedestrian crossing
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway crosses the A1341 Via Urbis Romanae, via a signalised pedestrian crossing

Table A16.2.36 Assessment of A134 Northern Approach Road/A134 Wildeve Avenue/A134 Nayland Road/A134 The Causeway (Link PAR 36)

Road Link	A134 Northern Approach Road/A134 Wildeve Avenue/A134 Nayland Road/A134 The Causeway (Link PAR 36)
Project Section	Section D
Primary Access Route	H19-A2 H20-A1
Description	The assessed link connects the A1341 Via Urbis Romanae with the site access points to pylons TB30 to TB34, to pylons TB35 to TB42, to the TB cabling sections to the east and west of A134, compounds TB-SC01 and TB-SC04, temporary construction compounds TB-CC02 and TB-CC03, and batching compound TB-BC01. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is street lighting in the urban section through Colchester
Highway constraints	No

Road Link	A134 Northern Approach Road/A134 Wildeve Avenue/A134 Nayland Road/A134 The Causeway (Link PAR 36)
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road link between A1341 Via Urbis Romanae and A134 Wildeve Avenue no. 88. For the rest of the route there is a footway on the western side of the road and an intermittent footway on the eastern side Signalised pedestrian crossings are available in the urban section in Colchester. Additionally, several footpaths connect to the A134
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.37 Assessment of A1124 Halsted Road (Link PAR 37)

Road Link	A1124 Halsted Road (Link PAR 37)
Project Section	Section D
Primary Access Route	H20-A2 H21-A1 H22-A1
Description	The assessed link connects the A12 J26 with the site access points to pylons TB50 to TB51, and to pylons TB52 to TB59. The haul road to pylons TB50-TB51 also connects A1124 Halsted Road to Mill Road. It is a dual carriageway with two lanes in each direction between the A12 J26 and the Holiday Inn roundabout. For the rest of the route, it is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-40 mph
Street lighting	There is street lighting in the urban areas and in the section between the A12 J26 and the Holiday Inn roundabout
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban

Road Link	A1124 Halsted Road (Link PAR 37)
On-carriageway parking	No
Walking infrastructure	There is a footway in at least one side of the road. Footway is present at the bus stops and on both sides of the overbridge over the railway line. Some informal and formal pedestrian crossings are found along the A1124. Additionally, several footpaths connect to the A134
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.38 Assessment of Mill Road (Link PAR 38)

Road Link	Mill Road (Link PAR 38)
Project Section	Section D
Primary Access Route	H20-A2
Description	The assessed link is accessed from A1124 Halsted Road via a haul road to provide connection to the site access points to pylons TB43 to TB48, TB49 and to pylons TB50 to TB51. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no available walking infrastructure, some footpaths connect to Mill Road
Cycling infrastructure	There is no available cycling infrastructure. However, the NCN Route 13 is coincident with Mill Road
Horse-riding infrastructure	No

Table A16.2.39 Assessment of Great Tey Road (Link PAR 39)

Road Link	Great Tey Road (Link PAR 39)
Project Section	Section D
Primary Access Route	H23-A1
Description	The assessed link connects the A120 Coggeshall Road with the site access points to pylons TB60 to TB64, and to pylons TB65 to TB71 and Great Tey Road temporary construction compound (TB-Sate1). It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along its route
Speed limit	60 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no available walking infrastructure for most of the route, except for a footway on the western side between the A120 Coggeshall Road and the access to the residential settlements. An informal pedestrian crossing is located at the junction with A120 Coggeshall Road. Additionally, there are footpaths that connect to Great Tey Road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.40 Assessment of A120 Colchester Road (Link PAR 40)

Road Link	A120 Colchester Road (Link PAR 40)
Project Section	Section E
Primary Access Route	H24-A1
Description	The assessed link connects to the site access point to pylons TB72 to TB85. It is a two-way single carriageway with one lane in each direction
Speed limit	60 mph

Road Link	A120 Colchester Road (Link PAR 40)
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway on the northern side of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.41 Assessment of B1018 Braintree Road/B1018 Witham Road (Link PAR 41)

Road Link	B1018 Braintree Road/B1018 Witham Road (Link PAR 41)
Project Section	Section E
Primary Access Route	H24-A2
Description	The assessed link connects the A120 with the site access point to pylons TB86 to TB99. Between the A120 and the B1018 Millennium Way roundabout it is a dual carriageway with two lanes in each direction. For the rest of the route, it is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	40-50 mph
Street lighting	There is street lighting at the dual carriageway section, at the approaches to the B1018 Millennium Way roundabout and at the approaches to the roundabout at Dovehouse Field
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the eastern side of the road between the A120 and the B1018 Millennium Way roundabout and an

Road Link	B1018 Braintree Road/B1018 Witham Road (Link PAR 41)
	informal pedestrian and cycling crossing at the approaches to the A120 roundabout. At the section between the B1018 Millennium Way roundabout and the latest residential properties at Braintree Road before Petit Lane junction there is a paved or unpaved footway on one or both sides of the road. Additionally, several footpaths connect to the B1018
Cycling infrastructure	See walking infrastructure. On the other hand, on the B1018 Millennium Way roundabout cyclists travelling NB from B1018 Braintree Road at the main carriageway are required to utilise a shared footway/cycleway when approaching the intersection to join the B1018 Millennium Way and the B1018 dual carriageway shared footway/cycleway
Horse-riding infrastructure	No

Table A16.2.42 Assessment of B1389 Hatfield Road (Link PAR 42)

Road Link	B1389 Hatfield Road (Link PAR 42)
Project Section	Section E
Primary Access Route	H25-A1
Description	The assessed link connects the A12 J21 with Spinks Lane. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	Formal and informal pedestrian crossings have been identified along the B1389. There are footways on the A12 slip roads in one side of the road. At the western side there is a shared footway/cycleway between the A12 slip roads and the south entry to Bradshaw Gardens and on the eastern side the shared footway/cycleway is present between the A12 slip roads and Graham Brown Walk. For the rest of the route, there is a footway on one or both sides of the road. Additionally, several footpaths connect to the B1389

Road Link	B1389 Hatfield Road (Link PAR 42)
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.43 Assessment of Spinks Lane/Highfields Road/Spa Road/Flora Road/Faulkbourne Road/Church Hill (Link PAR 43)

Road Link	Spinks Lane/Highfields Road/Spa Road/Flora Road/Faulkbourne Road/Church Hill (Link PAR 43)
Project Section	Section E
Primary Access Route	H25-A1
Description	The assessed link connects the B1389 Hatfield Road with the site access points to pylons TB100 to TB101, to pylons TB102 to TB103, to pylons TB104 to TB116, and to temporary construction compound TB-SC05 and TB-CC06. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along its route
Speed limit	30-60 mph
Street lighting	There is street lighting at the urban areas
Highway constraints	Two-way pinch-point at Spa Road
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	There are footways on both sides of the road, between B1389 Hatfield Road and the end of the urban area around Faulkbourne Road no. 20. On the western side, the section between the Footpath 77 Witham (Spa Road Playground) and the access road to Powers Hall Academy becomes a shared footway/cycleway. Other walking infrastructure has been identified at the Witham and Faulkbourne settlements, with footways on one or both sides of the road. Several formal and informal pedestrian/cyclist crossings have been identified. Footpath 77 Witham (Spa Road Playground) crosses Spa Road with a signalised pedestrian crossing. Additionally, several footpaths connect or cross to the road link
Cycling infrastructure	See walking infrastructure. The NCN Route 16 is coincident with the section of Spa Road between Spinks Lane and Highfield Road

Road Link	Spinks Lane/Highfields Road/Spa Road/Flora Road/Faulkbourne Road/Church Hill (Link PAR 43)
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link

Table A16.2.44 Assessment of A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Road (Link PAR 44)

Road Link	A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Road (Link PAR 44)
Project Section	Section E and F
Primary Access Route	H25-A2 H26-A1 H27-A1 H28-A1
Description	The assessed link connects the A120 with B1008 Regiment Way and with the site access point to pylons TB117 to TB134, TB Fairstead cabling section, Off Braintree Road TB-Main temporary construction compound and TB-CC07. A131 Great Notley Bypass/A131 Great Leighs Bypass is a dual carriageway with two lanes in each direction, featuring multiple junctions along its route between the A120 and the A131 Braintree Road roundabout. The section of A131 Braintree Road is a two-way single carriageway road with one lane in each direction and various junctions and access points
Speed limit	60-70 mph
Street lighting	There is street lighting at the roundabout approaches and at the section between the business park and the A120
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway on lay-by parkings, footways at the bus stops (A131 Braintree Road) and some crossings that have been identified. These is an uncontrolled crossing at the business park roundabout northern approach, a signalised pedestrian crossing at the London Road roundabout to connect Footpath 26 Great Notley and Bridleway 148 Great Notley, an uncontrolled pedestrian crossing to connect Footpath 4 Great

Road Link	A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Road (Link PAR 44)
	and Little Leighs on both sides of the A131, and finally an uncontrolled pedestrian/cyclist crossing south of the Moulsham Hall Lane roundabout, Additionally, some footpaths connect to the A131 Braintree Road
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to A131 Braintree Road

Table A16.2.45 Assessment of B1008 Essex Regiment Way (Link PAR 45)

Road Link	B1008 Essex Regiment Way (Link PAR 45)
Project Section	Section F
Primary Access Route	H26-A1
Description	The assessed link connects the A131 Braintree Road to the site access point to pylon TB135. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	There is street lighting at the approach to the roundabout
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.46 Assessment of B1008 Braintree Road/B1008 Main Road (Link PAR 46)

Road Link	B1008 Braintree Road/B1008 Main Road (Link PAR 46)
Project Section	Section F
Primary Access Route	H27-A1 H28-A1
Description	The assessed link connects A131 to Chatham Hall Lane and to Chelmsford Road. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and accesses. At the intersection with The Street (Little Waltham)/Chelmsford Road there are two lanes in each direction and dedicated right-turn lanes
Speed limit	50 mph
Street lighting	There is street lighting at the approach to the roundabout and at the intersection with The Street (Little Waltham)/Chelmsford Road
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway on both sides of the bridge over the River Chelmer and an informal crossing at the intersection with The Street (Little Waltham). Additionally, two footpaths connect to B1008 Main Road although no crossing is provided between them
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.47 Assessment of Chatham Hall Lane (Link PAR 47)

Road Link	Chatham Hall Lane (Link PAR 47)
Project Section	Section F
Primary Access Route	H27-A1
Description	The assessed link connects B1008 with site access points to pylons TB136 to TB138 and to pylon TB139. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph

Road Link	Chatham Hall Lane (Link PAR 47)
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.48 Assessment of Chelmsford Road (Link PAR 48)

Road Link	Chelmsford Road (Link PAR 48)
Project Section	Section F
Primary Access Route	H28-A1
Description	The assessed link connects B1008 with the site access points to pylon TB140 and to pylons TB141 to TB150. It is a two-way single carriageway road with one lane in each direction, featuring junctions and accesses to residential properties
Speed limit	40 mph
Street lighting	There is street lighting at the approach to the intersection with The Street (Little Waltham)/B1008 Main Road
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on one or both sides of the road
Cycling infrastructure	No

Road Link	Chelmsford Road (Link PAR 48)
Horse-riding infrastructure	No

Table A16.2.49 Assessment of A414 Three Mile Hill/A1114 London Road (Link PAR 49)

Road Link	A414 Three Mile Hill/A1114 London Road (Link PAR 49)
Project Section	Section F
Primary Access Route	H28-A2 H29-A1 H29-A2 H30-A1
Description	The assessed link connects the A12 J15 to A1016 Waterhouse Lane and to the A414 Greenbury Way. It is a dual carriageway with two lanes in each direction, featuring multiple access points
Speed limit	40-70 mph
Street lighting	There is street lighting at the approaches to the A12 J15, the A414 Greenbury Way and the A1016 Waterhouse Lane roundabouts
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	On the western side, there is a shared footway/cycleway between the A1016 Waterhouse Lane/A1114 London Road roundabout and one of the accesses to Hylands Park (Repton's Approach). For the remaining road link, intermittent sections of footway are on one or both sides of the road, that are paved or unpaved. On the other hand, several uncontrolled and formal crossings for pedestrians/cyclists have been identified. Additionally, several footpaths connect to the road link
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at Tasle Cottage

Table A16.2.50 Assessment of A1016 Waterhouse Lane/A1016 Rainsford Lane (Link PAR 50)

Road Link	A1016 Waterhouse Lane/A1016 Rainsford Lane (Link PAR 50)
Project Section	Section F
Primary Access Route	H28-A2 H29-A1
Description	The assessed link connects A1114 London Road to A1060 Rainsford Road. It is a two-way single carriageway road with one or two lanes in each direction, featuring multiple junctions and access points along the route
Speed limit	30-40 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the western side between A1114 London Road and Writtle Road and a shared footway/cycleway on the eastern side between River Can and Rainsford Lane. For the rest of the road link, there is a footway on both sides of the road. On the other hand, various pedestrian/cycling crossings have been identified. Additionally, one footpath connects to the road link
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.51 Assessment of A1060 Rainsford Road/A1060 Roxwell Road (Link PAR 51)

Road Link	A1060 Rainsford Road/A1060 Roxwell Road (Link PAR 51)
Project Section	Section F
Primary Access Route	H28-A2 H29-A1
Description	The assessed link connects the A1016 Rainsford Lane to the site access point to pylons TB151 to TB161 and to Vicarage Road. It is a two-way

Road Link	A1060 Rainsford Road/A1060 Roxwell Road (Link PAR 51)
	single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	30-60 mph
Street lighting	There is street lighting in the urban area
Highway constraints	No
Bus route	Yes
Character	The character of the road link is urban and rural
On-carriageway parking	No
Walking infrastructure	There is a footway on both sides of the road in the urban area. In the section between 70 Roxwell Road and the Lordship Road roundabout there is a footway on the southern side. After the roundabout a footway is present intermittently on the southern side where there is presence of settlements. On the other hand, various formal and informal pedestrian crossings have been identified. Additionally, several footpaths connect to the road link
Cycling infrastructure	The signalised crossing at Park Avenue junction connects a cycleway at the Admiral Parks with the cycle path towards North Melbourne via Park Avenue
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at the vicinity of Vicarage Road

Table A16.2.52 Assessment of Vicarage Road (Link PAR 52)

Road Link	Vicarage Road (Link PAR 52)
Project Section	Section F
Primary Access Route	H29-A1
Description	The assessed link connects the A1060 Roxwell Road to the site access point to pylons TB162 to TB165. It is a two-way single carriageway road with one lane in each direction
Speed limit	60 mph
Street lighting	No
Highway constraints	Maximum 7.5 tonnes except for access
Bus route	Yes
Character	The main character of the road link is rural

Road Link	Vicarage Road (Link PAR 52)
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.53 Assessment of A414 Greenbury Way (Link PAR 53)

Road Link	A414 Greenbury Way (Link PAR 53)
Project Section	Section F
Primary Access Route	H29-A2 H30-A1
Description	The assessed link connects A414 London Road to the site access points to pylons TB166 to TB168 and to pylons TB169 to TB175. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	40-60 mph
Street lighting	There is street lighting at the junctions and their approaches
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is no dedicated walking infrastructure for most of the route except for a footway to access Hyland Park, a footway on both sides of the bridge over the River Wid, and an uncontrolled pedestrian/cyclist crossing at the A414 Three Mile Hill roundabout and the Highwood Road/Bulimers Way roundabout. Additionally, several footpaths connect to the road link and Footpath 70 Writtle crosses the A414 Greenbury Way without any formal or informal crossing
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, one bridleway connects to the road link at the junction with Hylands to access the park

Table A16.2.54 Assessment of B1002 Main Road (Link PAR 54)

Road Link	B1002 Main Road (Link PAR 54)
Project Section	Section G
Primary Access Route	H30-A2 H31-A1 H32-A1
Description	The assessed link connects the A12 J15 Road to Wantz Road and Church Lane. It is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	40-60 mph
Street lighting	There is street lighting between the A12 J15 and The Red Lion at Margaretting
Highway constraints	Unsuitable for HGVs
Bus route	Yes
Character	The character of the road link is urban and rural
On-carriageway parking	Yes
Walking infrastructure	There is a footway on both sides of the road between the A12 J15 and Margaretting and various uncontrolled pedestrian crossings. Between Margaretting and Church Road, there is a footway on one or two sides of the road. Additionally, several footpaths connect to the road link
Cycling infrastructure	No
Horse-riding infrastructure	Although there is no dedicated horse-riding infrastructure, there is a road sign warning of the presence of horse-riders

Table A16.2.55 Assessment of Wantz Road (Link PAR 55)

Road Link	Wantz Road (Link PAR 55)
Project Section	Section F and G
Primary Access Route	H30-A2
Description	The assessed link connects B1002 Main Road to Ivy Barns Lane. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along the route
Speed limit	60 mph

Road Link	Wantz Road (Link PAR 55)
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the western side of the road, and a footway on the eastern side at and on the approaches to the bridge over the A12
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.56 Assessment of Ivy Barns Lane (Link PAR 56)

Road Link	Ivy Barns Lane (Link PAR 56)
Project Section	Section F
Primary Access Route	H30-A2
Description	The assessed link connects Wantz Road to the site access points to pylons TB176 to TB181, and to pylons TB182 to TB185. It is a two-way single carriageway road with one lane in each direction, featuring multiple access points along the route
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes at the section between site access points and the A12 J14 off slip road
Bus route	No
Character	The main character of the road link is rural with some settlements
On-carriageway parking	No
Walking infrastructure	There is a footway on the northern side of the road between Wantz Road and the approach to the junction with the A12 J14 off slip road
Cycling infrastructure	No

Road Link	Ivy Barns Lane (Link PAR 56)
Horse-riding infrastructure	No

Table A16.2.57 Assessment of Church Lane (Link PAR 57)

Road Link	Church Lane (Link PAR 57)
Project Section	Section G
Primary Access Route	H31-A1 H32-A1
Description	The assessed link connects B1002 Main Road to the site access point to pylons TB186 – TB204 via Tabrums Farm Bridge. It is a two-way single carriageway ‘no through’ road with narrow lanes
Speed limit	60 mph
Street lighting	No
Highway constraints	Narrow lanes and a central island at the B1002 Main Road junction
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, an informal pedestrian crossing is provided at the B1002 Main Road junction
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.58 Assessment of A176 Noak Hill Road/A176 Laindon Road/A129 Southend Road (Link PAR 58)

Road Link	A176 Noak Hill Road/A176 Laindon Road/A129 Southend Road (Link PAR 58)
Project Section	Section G
Primary Access Route	H33-A1
Description	The assessed link connects A127 to A129 London Road. The section between A127 and the A129 Sun Street roundabout is a two-way single

Road Link	A176 Noak Hill Road/A176 Laindon Road/A129 Southend Road (Link PAR 58)
	carriageway road with one lane in each direction, featuring multiple junctions and access points along the route. The A176 Laindon Road is a one-way single carriageway (southbound direction only) with two lanes
Speed limit	30-60 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	In the section between A127 and the A176 Laindon Road roundabout there is a footway on the western side of the road for the whole route whereas on the eastern side, the footway is intermittent with a continuous section at the Great Burstead and South Green urban area. In the section between A176 Laindon Road and the A129 Sun Street roundabout there is a footway on one or both sides of the road for most part of the section. In the section of A176 Laindon Road there is a footway on one or both sides of the road for most part of the section. Various formal and informal crossings have been identified, including one informal pedestrian/cycling crossing at the southern approach to the Church Road roundabout, a signalised pedestrian/cycling crossing south of Wash Road towards Noak Bridge, signalised pedestrian crossings south of Agnes Road and south of Weir Wynd, and informal pedestrian crossing in the south approaches to the following roundabouts: A176 Laindon Road, A129 Southend Road and A129 Sun Street, and two zebra crossings along A176 Laindon Road. Additionally, several footpaths connect to the road link
Cycling infrastructure	See walking infrastructure. Additionally, the NCN National Route 13 is coincident with A176 Noak Hill Road in the southern section and with A176 Laindon Road southbound carriageway
Horse-riding infrastructure	No

Table A16.2.59 Assessment of A129 Sun Street/A129 London Road/A129 Rayleigh Road (Link PAR 59)

Road Link	A129 Sun Street/A129 London Road/A129 Rayleigh Road (Link PAR 59)
Project Section	Section G
Primary Access Route	H33-A1
Description	The assessed link connects A176 Laindon Road to the site access points to pylons TB205 - TB207, and to pylons TB208 - TB213. A129 Sun Street between A129 Southend Road and A176 Laindon Road is a one-way single carriageway (westbound direction only) with two lanes. A129 London Road is a two-way single carriageway road with one lane in each direction, featuring multiple junctions and access points along the route
Speed limit	30 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural and urban
On-carriageway parking	No
Walking infrastructure	In the A129 Sun Street there is a footway on both sides of the road and a signalised pedestrian crossing. For the rest of the road link, there is a footway on one or both sides of the road. Various informal and formal pedestrian crossings have been identified. Additionally, one footpath connects to the road link
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.60 Assessment of Dunton Road/Brentwood Road (Link PAR 60)

Road Link	Dunton Road/Brentwood Road (Link PAR 60)
Project Section	Section G
Primary Access Route	H33-A2
Description	The assessed link connects A127 Southend Arterial Road to a site access point to pylons TB214 to TB224 and to Off Brentwood Road temporary

Road Link	Dunton Road/Brentwood Road (Link PAR 60)
	construction compound (TB-Sate2A). It is a two-way single carriageway with one lane in each direction in Dunton Road/Brentwood Road. The service road Dunton Road, leading to the site access point is a two-way single carriageway with narrow lanes
Speed limit	60 mph
Street lighting	There is street lighting in the approach to the A127 Southend Arterial Road roundabout in Dunton Road/Brentwood Road
Highway constraints	Narrow lanes in the service road
Bus route	No
Character	The main character of the road link is rural with some settlements in the service road
On-carriageway parking	Yes, in the service road
Walking infrastructure	There is a footway on the eastern side along Dunton Road/Brentwood Road and a short section of footway in the approach to the A127 Southend Arterial Road roundabout on the western side
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.61 Assessment of B148 West Mayne (Link PAR 61)

Road Link	B148 West Mayne (Link PAR 61)
Project Section	Section G
Primary Access Route	H34-A1
Description	The assessed link connects A127 Southend Arterial Road to Lower Dunton Road and to a site access point to pylons TB225 to TB231. It is a dual carriageway with two lanes in each direction and a dedicated right-turn lane to access Lower Dunton Road in a signalised junction
Speed limit	50 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural

Road Link	B148 West Mayne (Link PAR 61)
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on both sides of the road link and an informal pedestrian/cyclist crossing at the approach to the A127 Southend Arterial Road roundabout
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.62 Assessment of Lower Dunton Road (Link PAR 62)

Road Link	Lower Dunton Road (Link PAR 62)
Project Section	Section G
Primary Access Route	H34-A1
Description	The assessed link connects B148 West Mayne to a site access point to pylons TB225 to TB231. It is a two-way single carriageway with one lane in each direction
Speed limit	40 mph
Street lighting	Yes
Highway constraints	Maximum 7.5 tonnes except for access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a footway on the southern side of the road
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.63 Assessment of A128 Brentwood Road (Link PAR 63)

Road Link	A128 Brentwood Road (Link PAR 63)
Project Section	Section H

Road Link	A128 Brentwood Road (Link PAR 63)
Primary Access Route	H35-A1
Description	The assessed link provides access to pylons TB232 to TB254 and Lower Dunton Road temporary construction compound (TB-Sate2B). It is a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	No
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Although there are no dedicated walking facilities for most of the route, there is a footway on the bus stops at the Halfway House at the A13 roundabout and an unpaved footway on the western side between Tilbury Road and Station Road. The footway on the western side between Brentwood Road and Church Road, is narrow in some sections although there is a separation buffer from the carriageway. Additionally, there is one footpath that connects to A128 Brentwood Road near the site access point
Cycling infrastructure	Unsegregated cycle lane approximately between Orsett Hall and the south of Orsett Road, on both sides of the carriageway
Horse-riding infrastructure	No

Table A16.2.64 Assessment of A1013 Stanford Road east of Orsett Cock Roundabout (Link PAR 64)

Road Link	A1013 Stanford Road east of Orsett Cock Roundabout (Link PAR 64)
Project Section	Section H
Primary Access Route	H36-A1
Description	The assessed link connects A13 Stanford-le-Hope Bypass to Buckingham Hill Road. It is a two-way single carriageway with one lane in each direction, featuring multiple junctions and access points along the route, mainly located in the southern side. Most of these junctions have a dedicated right-turn lane

Road Link	A1013 Stanford Road east of Orsett Cock Roundabout (Link PAR 64)
Speed limit	30
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the southern side of the road link. On the northern side the footway is in the approach to the A13 Stanford-le-Hope Bypass roundabout and at the bus stops. Additionally, one footpath connects to the road link
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.65 Assessment of Buckingham Hill Road (Link PAR 65)

Road Link	Buckingham Hill Road (Link PAR 65)
Project Section	Section H
Primary Access Route	H36-A1
Description	The assessed link connects A1013 Stanford Road to site access points to pylons TB255 to TB256, to pylons TB257 to TB258 and to pylons TB254 to TB264, the new Tilbury North Substation, underground cabling section north of Lower Thames Crossing (LTC), temporary construction compounds TB-SC08, ZB-SC01, ZB-SC03 and ZB-CC02. It is a two-way single carriageway with one lane in each direction, featuring multiple access points along the route
Speed limit	50 mph
Street lighting	No
Highway constraints	No
Bus route	No
Character	The main character of the road link is rural

Road Link	Buckingham Hill Road (Link PAR 65)
On-carriageway parking	No
Walking infrastructure	Although there is no dedicated walking infrastructure along the road link, a signalised pedestrian/cyclist crossing is provided at the A1013 Stanford Road junction. Additionally, one footpath crosses the road link
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.66 Assessment of Brentwood Road (Link PAR 66)

Road Link	Brentwood Road (Link PAR 66)
Project Section	Section H
Primary Access Route	H37-A1
Description	Connects Orsett Cock Roundabout to the site access road to the new Tilbury North Substation. It is a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Users of footpaths 106 and 46 need to cross Brentwood Road to connect. LTC aims to allow cyclists in these routes. Footway between Orsett Cock Roundabout and Welling Road on the east side
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.67 Assessment of A1013 Stanford Road west of Orsett Cock Roundabout
(Link PAR 67)

Road Link	A1013 Stanford Road west of Orsett Cock Roundabout (Link PAR 67)
Project Section	Section H
Primary Access Route	H38-A1 H39-A1
Description	Connects Orsett Cock roundabout to Gammonfields Way and Heath Road. It is a two-way single carriageway with one lane in each direction, featuring multiple junctions along the route
Speed limit	30-50 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	There is a shared footway/cycleway on the southern side of the road link. On the northern side the footway is present at the bus stops. Additionally, one footpath connects to the road link
Cycling infrastructure	See walking infrastructure. Cyclists are required to dismount at the overbridge and its approaches
Horse-riding infrastructure	No

Table A16.2.68 Assessment of Heath Road (Link PAR 68)

Road Link	Heath Road (Link PAR 68)
Project Section	Section H
Primary Access Route	H39-A1
Description	Connects the A1013 Stanford Road to the existing National Grid overhead line infrastructure (YYJ and ZB). It is a two-way single carriageway with one lane in each direction with give-way to oncoming vehicles priority traffic calming measures
Speed limit	30 mph
Street lighting	Yes

Road Link	Heath Road (Link PAR 68)
Highway constraints	7.5 tonnes weight restriction except for access
Bus route	No
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	Footway on the western side of the road
Cycling infrastructure	There is a dedicated left turn cycle lane to access A1013 Stanford Road westbound. Cyclists turning right would join the shared footway/cycleway on the southern side of A1013 Stanford Road
Horse-riding infrastructure	No

Table A16.2.69 **Assessment of Chadwell Hill (Link PAR 69)**

Road Link	Chadwell Hill (Link PAR 69)
Project Section	Section H
Primary Access Route	H40-A1
Description	Connects A126 Marshfoot Road to Linford Road/Muckingford Road. It is a two-way single carriageway with one lane in each direction
Speed limit	30 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The character of the road link is rural/urban
On-carriageway parking	No
Walking infrastructure	Shared footway/cycleway on both sides of the road, with uncontrolled crossing at the A126 Marshfoot Road roundabout
Cycling infrastructure	See walking infrastructure
Horse-riding infrastructure	No

Table A16.2.70 Assessment of Linford Road (Link PAR 70)

Road Link	Linford Road (Link PAR 70)
Project Section	Section H
Primary Access Route	H40-A1
Description	Connects Chadwell Road with Muckingford Road. It is a two-way single carriageway with one lane in each direction and multiple junctions along the route
Speed limit	30 mph
Street lighting	Yes
Highway constraints	No
Bus route	Yes
Character	The main character of the road link is urban
On-carriageway parking	No
Walking infrastructure	Footway in one or both sides of the road, with several uncontrolled crossings
Cycling infrastructure	No
Horse-riding infrastructure	No

Table A16.2.71 Assessment of Muckingford Road (Link PAR 71)

Road Link	Muckingford Road (Link PAR 71)
Project Section	Section H
Primary Access Route	H40-A1
Description	Connects Linford Road with the site access point to the existing National Grid overhead line infrastructure (YYJ and ZB). It is a two-way single carriageway with one lane in each direction
Speed limit	50 mph
Street lighting	No
Highway constraints	No
Bus route	Yes

Road Link	Muckingford Road (Link PAR 71)
Character	The main character of the road link is rural
On-carriageway parking	No
Walking infrastructure	No
Cycling infrastructure	No
Horse-riding infrastructure	No

16.3 Traffic Flows

16.1.1 Table A16.2.72 presents baseline traffic flows on road links forming the PARs and links where surveys have been completed.

Table A16.2.72 Baseline 2023/2024 traffic flows on local road links forming primary access routes

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
A	Link PAR 1 - A140 Ipswich Road	2023	Site 105	18,861	23,327	779	963
A	Link PAR 2 - Mangreen Lane	2023	Site Bell 1a	223	276	2	3
A	Link PAR 3 - Stansfield Road/Wymondham Road	2023	Site 107	4,172	5,160	123	152
A	Link PAR 4 - B1113	2023	951640	3,364	4,161	74	91
A	Link PAR 5 - Wymondham Road	2023	NDC 2a	965	1,194	94	116
A	Link PAR 6 - Fundenhall Road	2023	Site Bell 3a	1,286	1,590	35	44

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
A	Link PAR 7 - B1134 Station Road/B1134 Long Row	2023	Site Bell 4a	1,885	2,331	133	164
A	Link PAR 8 – A1066/A1066 Victoria Road/A1066 Park Road/A1066 High Road	2024	NDC Site 2	7,967	9,853	1,476	1,826
		2024	NDC Site 3	15,123	18,704	1,341	1,658
		2024	NDC Site 4	10,907	13,489	1,013	1,253
		2024	NDC Site 5	6,900	8,534	1,096	1,356
		2023	NDC 15a	6,226	7,700	935	1,156
A	Link PAR 9 - A1066 High Road/A1066 Low Road/A1066 Diss Road/A1066 The Street/A1066 Thetford Road/A1066 Hurth Way/A1066 Mundford Road (alternative)	2023	77197	9,053	11,196	517	639
		2023	18594	9,948	12,303	568	702
		2023	7496	9,523	11,778	418	517
		2023	92224	3,442	4,257	397	491
B	Link PAR 10 - A143 Old Bury Road	2023	NDC 17a	6,007	7,429	1,247	1,542
B	Link PAR 11 - Lion Road	2023	Site Bell 7a	2,586	3,198	58	71
B	Link PAR 12 - B1113 Finningham Road/B1113 Walsham Road	2023	Site 114	1,871	2,314	128	158
B	Link PAR 13 - Wickham Road	2023	Site 115	1,583	1,958	93	114
		2023	NDC 10a	1,558	1,927	199	246
B	Link PAR 14 - Eastland Lane	2023	Site Bell 10a	30	37	2	2
B	Link PAR 15 - Thornham Road	2023	Site Bell 9a	816	1,010	31	39

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
B	Link PAR 16 - A1120 Church Road/A1120 Bell's Lane	2023	27560	6,780	8,385	231	286
		2023	NDC 11b	3,046	3,767	391	484
B	Link PAR 17 - A1120 south of A14 J50	2023	ID07085_70	2,107	2,606	536	663
B	Link PAR 18 - Mill Lane	2023	Site 117	780	964	69	86
B	Link PAR 19 - B1113 Needham Road/B1113 Stowmarket Road	2023	NDC 19a	7,738	9,570	691	855
B	Link PAR 20 - B1113 Bramford Road/B1113 Loraine Way	2023	ID07085_57	3,155	3,902	1,176	1,455
		2023	ID07085_56	726	898	215	266
B	Link PAR 21 - Bullen Lane	2023	NDC 21b	57	70	6	8
C	Link PAR 22 - A1214 London Road	2023	57499	14,703	18,184	808	999
C	Link PAR 23 - A1071	2023	ID07085_282	12,403	15,339	627	775
		2023	NDC 1a	9,046	11,188	570	705
C	Link PAR 24 - B1070 (A12 access)	2023	Site 111	3,963	4,901	94	116
C	Link PAR 25 - B1070 Hadleigh Road	2023	NDC 22a	4,751	5,876	302	374
C	Link PAR 26 - Ipswich Road	2023	Site Bell 20a	1,699	2,102	77	95
C	Link PAR 27 - Birchwood Road	2023	Site Bell 22a	3,227	3,991	68	84
		2023	Site 128	2,549	3,152	115	142
C	Link PAR 28 - Wick Road/Grove Hill	2023	809662	1,245	1,540	43	53
C	Link PAR 29 - Perry Lane	2023	Site Bell 21a	100	124	4	5

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
C	Link PAR 30 - Bentley Road	2024	NDC Site 8	670	829	104	129
		2023	Site Bell 54a	1,167	1,443	34	42
C	Link PAR 31 - Ardleigh Road/Little Bromley Road	2024	NDC Site 9	87	107	15	18
C	Link PAR 32 - Wick Lane	2023	Site 69	1,068	1,320	27	33
C	Link PAR 33 - Old Ipswich Road	2023	810677	2,478	3,065	222	274
		2023	Site Bell 24a	1,741	2,153	130	161
C	Link PAR 34 - Turnpike Close	2023	Site Bell 23a	354	438	53	65
D	Link PAR 35 - A1341 Via Urbis Romanae	2023	Site 4	13,599	16,819	424	524
D	Link PAR 36 - A134 Northern Approach Road/A134 Wildeve Avenue/A134 Nayland Road/A134 The Causeway	2023	86033	9,733	12,037	377	466
		2023	6676	6,116	7,564	242	299
		2023	Site Bell 26a	7,854	9,713	275	340
D	Link PAR 37 - A1124 Halsted Road	2023	37390	8,096	10,013	240	297
D	Link PAR 38 - Mill Road	2023	NDC 4a	1,866	2,308	187	231
D	Link PAR 39 - Great Tey Road	2023	NDC 13a	1,762	2,179	224	277
E	Link PAR 40 - A120 Colchester Road	2023	NDC 23a	15,608	19,304	2,187	2,705
E	Link PAR 41 - B1018 Braintree Road/B1018 Witham Road	2023	Site 147	11,072	13,693	530	656
E	Link PAR 42 - B1389 Hatfield Road	2023	Site 141	12,936	15,998	407	503

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
E	Link PAR 43 - Spinks Lane/Highfields Road/Spa Road/Flora Road/Faulkbourne Road/Church Hill	2023	Site 142	8,242	10,193	149	184
		2023	Site Bell 33a	4,393	5,433	98	122
E	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Road	2023	Site 132	15,920	19,690	756	935
F		2023	90323	19,238	23,793	657	813
F	Link PAR 45 - B1008 Essex Regiment Way	2023	NDC 6a	9,291	11,491	588	727
F	Link PAR 46 - B1008 Braintree Road/B1008 Main Road	2023	Site 134	10,947	13,539	103	127
F	Link PAR 47 - Chatham Hall Lane	2023	Site Bell 36a	282	348	5	7
F	Link PAR 48 - Chelmsford Road	2023	Site Bell 37a	2,533	3,133	102	126
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Road	2023	18372	21,792	26,952	625	773
F	Link PAR 50 - A1016 Waterhouse Lane/A1016 Rainsford Lane	2023	8614	24,006	29,690	629	778
		2023	38697	17,744	21,945	358	443
		2023	48678	35,320	43,683	445	550
F	Link PAR 51 - A1060 Rainsford Road/A1060 Roxwell Road	2023	77151	11,609	14,358	250	309
		2023	56777	14,267	17,645	323	399
F	Link PAR 52 - Vicarage road	2023	NDC 7a	1,359	1,681	81	100
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Road	2023	Site 137	11,689	14,457	545	674
		2023	Site Bell 40a	11,825	14,625	466	576

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
G	Link PAR 54 - B1002 Main Road	2023	810780	5,362	6,631	61	75
		2023	800059	5,465	6,759	40	49
G	Link PAR 55 - Wantz Road	2023	Site 138	3,644	4,507	180	223
G	Link PAR 56 - Ivy Barns Lane	2023	Site Bell 41a	850	1,051	47	59
G	Link PAR 57 - Church Lane	2023	Site Bell 42a	41	51	1	1
G	Link PAR 58 - A176 Noak Hill Road/A176 Laindon Road/A129 Southend Road	2023	77132	14,561	18,009	297	367
		2023	27916	13,118	16,224	268	331
		2023	77137	14,561	18,009	297	367
		2023	Site 144	5,871	7,261	242	299
G	Link PAR 59 - A129 Sun Street/A129 London Road/A129 Rayleigh Road	2023	Site 145	9,703	12,000	111	137
		2023	77136	10,721	13,259	120	149
		2023	46687	11,670	14,433	96	119
		2023	Site Bell 43a	11,275	13,945	339	419
G	Link PAR 60 - Dunton Road/Brentwood Road	2023	NDC 14A	1,157	1,431	113	140
G	Link PAR 61 - B148 West Mayne	2023	Site 149	15,169	18,760	482	596
G	Link PAR 62 - Lower Dunton Road	2023	Site Bell 46a	3,702	4,579	147	182
H	Link PAR 63 - A128 Brentwood Road	2023	NDC 25a	9,911	12,257	1,257	1,555
H	Link PAR 64 - A1013 Stanford Road (east of Orsett Cock Roundabout)	2023	92177	8,577	10,608	353	436

Project Section	Road Link ID	Survey Year	Survey Site	Total Traffic Movements		HGV Movements	
				12hr (07:00-19:00)	24hr (Annual Average Daily Traffic (AADT))	12hr (07:00-19:00)	24hr (AADT)
H	Link PAR 65 - Buckingham Hill Road	2023	NDC 8a	7,365	9,109	542	670
H	Link PAR 66 - Brentwood Road	2024	PAR 66	10,552	13,050	145	179
H	Link PAR 67 - A1013 Stanford Road (west of Orsett Cock Roundabout)	2024	PAR 67	12,294	15,205	530	655
H	Link PAR 68 - Heath Road	2024	PAR 68	2,656	3,285	15	19
H	Link PAR 69 - Chadwell Hill	2024	PAR 69	7,027	8,691	667	825
H	Link PAR 70 - Linford Road	2024	PAR 70	5,315	6,574	167	207
H	Link PAR 71 - Muckingford Road	2024	NDC Site 40	3,620	4,477	367	454

16.4 Sensitive Receptors

16.1.2 Table A16.2.73 presents the description, location and the sensitivity level of sensitive receptors identified within the Study Area. The location of these sensitive receptors is shown on Figure 16.1: Primary Access Routes (document reference 6.16.F1).

Table A16.2.73 Sensitive receptors on local road links forming primary access routes

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	Section A	- Roydon Primary School - Jollytots Childminder - Roydon Early Years Preschool - The Old Coaching Place Playground - Diss Park - Roydon Playground - De Lucy House Care Home.	High
		- Diss Leisure Centre - Diss Rugby Football Club - Roydon Fair Green Park - Roydon Village Hall.	Medium
		- St Remigius's Church - Diss Bus Station - Diss Fire Station - Bethel Chapel - Diss Methodist Church - Diss United Reformed Church - Diss Golf Club/Stunton Common Golf Course.	Low
Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)	Section A	- Busy Bees Nursery - Traquinas Childcare - Class Care Norfolk (Care Home) - Manorcourt Homecare Thetford - Coronation House Care Home - Melford Common.	High
		Breckland Sports Centre.	Medium
		The Church on the Way.	Low
Link PAR 10 - A143 Old Bury Rd	Section B	The Peacock Montessori Nursery.	High
		Stunton Common Golf Course.	Low
Link PAR 11 - Lion Rd	Section B	St. John's House Hospital.	High
Link PAR 12 - B1113 Finningham	Section B	Church Green Playing Field.	High
		St. Mary's Church	Low

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
Rd/B1113 Walsham Rd		St Bartholomew's Church.	
Link PAR 13 - Wickham Rd	Section B	Church Green Playing Field	High
		St Bartholomew's Church.	Low
Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	Section B	- Stowupland High School - Freeman Community Primary School - Stowupland Pre-School & the Mighty Oaks.	High
		- Thorney Green Park - Stowupland Village Hall.	Medium
		- Holy Trinity Church - Stowupland United Reformed Church.	Low
Link PAR 17 - A1120 south of A14 J50	Section B	Busy Bees Day Nursery.	High
Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	Section B	Bramford Golf Centre.	Low
Link PAR 22 - A1214 London Rd	Section C	One Sixth Form College.	High
Link PAR 35 - A1341 Via Urbis Romanae	Section D	- Camulos Academy - Echelon Walk Playground.	High
		- Bowling Green - David Lloyds Sports and Leisure Centre - Mill Road Sports Ground - Northern Gateway Sports Park.	Medium
Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	Section D	- Mile End Recreation Ground - Rainbow Preschool.	High
		- Mile End Methodist Church - St. John's Church.	Low
Link PAR 37 - A1124 Halsted Rd	Section D	Holy Trinity Church of England Primary School.	High
		All Saints Eight Ash Green Church	Low

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
		Eight Ash Green Methodist Church.	
Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	Section E	- Cressing Primary School - Cressing Playground and Playing Field.	High
		St. Barnabas Church.	Low
Link PAR 42 - B1389 Hatfield Rd	Section E	Playing Field.	High
		- Essex County Fire and Rescue Service - Kingdom Hall of Jehovah's Witnesses.	Low
Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	Section E	- Maltings Academy - Acorn Academy Infant School and Nursery - Powers Hall Junior School - Spring Harlequin Nursery - Bramble Road Playing Field	High
		- Witham Leisure Centre - Witham Town Football and Social Club - Witham Village Hall.	Medium
		St. Germain's Church.	Low
Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	Sections E and F	- Shimbrooks, Playground - Glovers Playground.	High
		- Great Notley Country Park - Great Notley Parish Council.	Medium
		The Church in Great Notley.	Low
Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	Section F	- Little Waltham Church of England Primary School - Rainbow Little Waltham Day Care.	High
		Little Waltham Cricket Club.	Medium
Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	Section F	- Hylands Park - Widford Lodge School Playing Fields - Widford Village Hall.	Medium
		- Hylands Golf Complex and Academy - St. Mary's Church.	Low
Link PAR 50 - A1016 Waterhouse	Section F	Waterhouse Street Playground.	High
		Admirals Park	Medium

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
Ln/A1016 Rainsford Ln		Central Park.	Low
		- Chelmsford Fire Station - Chelmsford Spiritualist Society - Trinity Methodist Church - West Park Golf Centre.	
Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	Section F	- Riddiford Drive Play Area - Primrose Hill School - Giggle Bugs Childminder.	High
		- Old Chelmsfordians Sports Club - Admirals Park - Tower Gardens.	Medium
		- Chelmsford Spiritualist Society - Trinity Methodist Church.	Low
Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	Section F	Hylands Park.	Medium
Link PAR 54 - B1002 Main Rd	Section G	Margaretting Church of England Primary School.	High
Link PAR 55 - Wantz Rd	Section G	- Margaretting Village Hall - Margaretting Village Sports Ground.	Medium
Link PAR 56 - Ivy Barns Ln	Section G	Margaretting Village Sports Ground.	Medium
Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	Section G	- The Billericay School - Quilters Infant School - Little Legs Preschool - The Treehouse Club - Forestry Nursery & Preschool - Billericay Catholic Preschool.	High
		- Billericay Library - Noak Bridge Sports Field - Billericay Colts - Mill Meadows Nature Reserve - Queen Elisabeth II Field - Canon Roche Village Hall.	Medium

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
		- Emmanuel Church of England - The Holy Redeemer Church - Billericay Fire Station - Billericay United Reformed Church.	Low
Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	Section G	- Quilters Infant School - Billericay Catholic Pre-school - Banana Moon Day Nursery - Little Legs Day Nursery.	High
		- Billericay Library - Billericay Lawn Tennis Club - Mill Meadows Nature Reserve - Queen Elisabeth II Field - Canon Roche Village Hall.	Medium
		- Emmanuel Church of England - Billericay United Reformed Church - The Holy Redeemer Church - Seventh Day Adventist Church - Kingdom Hall of Jehovah's Witnesses.	Low
Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	Section H	Orsett Fire Station.	Low
Link PAR 65 - Buckingham Hill Rd	Section H	Saint Cleres Hall Golf Club	Low
Link PAR 66 - Brentwood Rd	Section H	Orsett Golf Course.	Low
Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	Section H	- Orsett Heath Academy - The Whitecroft Care Home.	High
Link PAR 69 - Chadwell Hill	Section H	- The Gateway Primary School - The Gateway Academy - Chadwell St Mary Primary School.	High
		Chadwell Library.	Medium
		St Mary's Church.	Low

Link Road ID	Project Section	Sensitive Receptor	Sensitivity of Receptor
Link PAR 70 - Linford Rd	Section H	- Chadwell St Mary Primary School - Chadwell St Mary Playground - Carolyne House Care Home.	High
		- Chadwell Library - Chadwell Village Hall.	Medium
		St Mary's Church.	Low

16.5 Collision Data

16.1.3 Table A16.2.74 presents the latest three-year Personal Injury Collision (PIC) data (2021-2023) within the Study Area. The location of the collisions is shown on Figure 16.2: Collision Data (document reference 6.16.F12).

Table A16.2.74 Summary of total collisions by severity on road links and junctions forming primary access routes

Project Section	Location	Severity			
		Slight	Serious	Fatal	Total
A	Link PAR 1 - A140 Ipswich Rd	0	0	0	0
A	Link PAR 2 - Mangreen Ln	0	0	0	0
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	2	1	0	3
A	Link PAR 4 - B1113	0	0	0	0
A	Link PAR 5 - Wymondham Rd	0	0	0	0
A	Link PAR 6 - Fundenhall Rd	0	0	0	0
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	1	0	0	1
A	Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	4	4	0	8
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)	8	6	0	14
B	Link PAR 10 - A143 Old Bury Rd	3	2	0	5
B	Link PAR 11 - Lion Rd	1	0	0	1
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	1	0	0	1
B	Link PAR 13 - Wickham Rd	1	0	0	1

Project Section	Location	Severity			
		Slight	Serious	Fatal	Total
B	Link PAR 14 - Eastland Ln	0	0	0	0
B	Link PAR 15 - Thornham Rd	0	0	0	0
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	1	2	0	3
B	Link PAR 17 - A1120 south of A14 J50	0	0	0	0
B	Link PAR 18 - Mill Ln	2	0	0	2
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	1	2	0	3
B	Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	1	0	0	1
B	Link PAR 21 - Bullen Ln	0	0	0	0
C	Link PAR 22 - A1214 London Rd	1	1	0	2
C	Link PAR 23 - A1071	1	0	0	1
C	Link PAR 24 - B1070 Hadleigh Rd	0	0	0	0
C	Link PAR 25 - B1070	0	0	0	0
C	Link PAR 26 - Ipswich Rd	0	0	0	0
C	Link PAR 27 - Birchwood Rd	0	0	0	0
C	Link PAR 28 - Wick Rd/Grove Hill	0	0	0	0
C	Link PAR 29 - Perry Ln	0	0	0	0
C	Link PAR 30 - Bentley Rd	0	1	0	1
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	0	0	0	0
C	Link PAR 32 - Wick Ln	0	0	0	0
C	Link PAR 33 - Old Ipswich Rd	2	1	0	3
C	Link PAR 34 - Turnpike Close	0	0	0	0
D	Link PAR 35 - A1341 Via Urbis Romanae	4	0	0	4
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	3	1	0	4
D	Link PAR 37 - A1124 Halsted Rd	2	2	0	4
D	Link PAR 38 - Mill Rd	0	0	0	0
D	Link PAR 39 - Great Tey Rd	0	0	0	0

Project Section	Location	Severity			
		Slight	Serious	Fatal	Total
E	Link PAR 40 - A120 Colchester Rd	9	3	0	12
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	5	3	2	10
E	Link PAR 42 - B1389 Hatfield Rd	1	2	0	3
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	1	4	0	5
E/F	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	3	1	0	4
F	Link PAR 45 - B1008 Essex Regiment Way	1	0	0	1
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	1	0	0	1
F	Link PAR 47 - Chatham Hall Ln	0	0	0	0
F	Link PAR 48 - Chelmsford Rd	0	0	0	0
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	3	0	0	3
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	9	1	0	10
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	7	3	0	10
F	Link PAR 52 - Vicarage Rd	0	0	0	0
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	3	0	1	4
G	Link PAR 54 - B1002 Main Rd	1	2	0	3
G	Link PAR 55 - Wantz Rd	0	0	0	0
G	Link PAR 56 - Ivy Barns Ln	0	0	0	0
G	Link PAR 57 - Church Ln	0	0	0	0
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	9	1	0	10
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	1	0	0	1
G	Link PAR 60 - Dunton Rd/Brentwood Rd	1	1	0	2
G	Link PAR 61 - B148 West Mayne	0	0	0	0
G	Link PAR 62 - Lower Dunton Rd	0	0	0	0
H	Link PAR 63 - A128 Brentwood Rd	8	1	0	9

Project Section	Location	Severity			
		Slight	Serious	Fatal	Total
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	1	0	0	1
H	Link PAR 65 - Buckingham Hill Rd	0	0	0	0
H	Link PAR 66 - Brentwood Rd	0	1	0	1
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	4	0	0	4
H	Link PAR 68 - Heath Rd	0	0	0	0
H	Link PAR 69 - Chadwell Hill	1	0	0	1
H	Link PAR 70 - Linford Rd	0	0	0	0
H	Link PAR 71 - Muckingford Rd	2	2	0	4

16.1.4 Table A16.2.75 presents the latest three-year collision data involving pedestrian and cyclist casualties (2021-2023) The location of the collisions is shown on Figure 16.2: Collision Data (document reference 6.16.F2).

Table A16.2.75 Summary of collisions involving pedestrian and cyclist casualties by severity on routes forming primary access routes

Project Section	Location	Cyclists				Pedestrians			
		Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
A	Link PAR 1 - A140 Ipswich Rd	0	0	0	0	0	0	0	0
A	Link PAR 2 - Mangreen Ln	0	0	0	0	0	0	0	0
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	0	0	0	0	0	0	0	0
A	Link PAR 4 - B1113	0	0	0	0	0	0	0	0
A	Link PAR 5 - Wymondham Rd	0	0	0	0	0	0	0	0
A	Link PAR 6 - Fundenhall Rd	0	0	0	0	0	0	0	0
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	0	0	0	0	0	0	0	0
A	Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	0	0	0	0	0	1	0	1
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066	0	0	0	0	0	0	0	0

Project Section	Location	Cyclists				Pedestrians			
		Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
	Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)								
B	Link PAR 10 - A143 Old Bury Rd	0	0	0	0	0	0	0	0
B	Link PAR 11 - Lion Rd	0	0	0	0	0	0	0	0
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	0	0	0	0	0	0	0	0
B	Link PAR 13 - Wickham Rd	0	0	0	0	0	0	0	0
B	Link PAR 14 - Eastland Ln	0	0	0	0	0	0	0	0
B	Link PAR 15 - Thornham Rd	0	0	0	0	0	0	0	0
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	0	0	0	0	0	1	0	1
B	Link PAR 17 - A1120 south of A14 J50	0	0	0	0	0	0	0	0
B	Link PAR 18 - Mill Ln	0	0	0	0	0	0	0	0
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	0	0	0	0	0	0	0	0
B	Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	0	0	0	0	0	0	0	0
B	Link PAR 21 - Bullen Ln	0	0	0	0	0	0	0	0
C	Link PAR 22 - A1214 London Rd	0	0	0	0	0	0	0	0
C	Link PAR 23 - A1071	0	0	0	0	0	0	0	0
C	Link PAR 24 - B1070 Hadleigh Rd	0	0	0	0	0	0	0	0
C	Link PAR 25 - B1070	0	0	0	0	0	0	0	0
C	Link PAR 26 - Ipswich Rd	0	0	0	0	0	0	0	0
C	Link PAR 27 - Birchwood Rd	0	0	0	0	0	0	0	0
C	Link PAR 28 - Wick Rd/Grove Hill	0	0	0	0	0	0	0	0
C	Link PAR 29 - Perry Ln	0	0	0	0	0	0	0	0
C	Link PAR 30 - Bentley Rd	0	1	0	1	0	0	0	0
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	0	0	0	0	0	0	0	0
C	Link PAR 32 - Wick Ln	0	0	0	0	0	0	0	0

Project Section	Location	Cyclists				Pedestrians			
		Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
C	Link PAR 33 - Old Ipswich Rd	0	0	0	0	0	0	0	0
C	Link PAR 34 - Turnpike Close	0	0	0	0	0	0	0	0
D	Link PAR 35 - A1341 Via Urbis Romanae	0	0	0	0	0	0	0	0
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	0	0	0	0	2	0	0	2
D	Link PAR 37 - A1124 Halsted Rd	0	0	0	0	0	0	0	0
D	Link PAR 38 - Mill Rd	0	0	0	0	0	0	0	0
D	Link PAR 39 - Great Tey Rd	0	0	0	0	0	0	0	0
E	Link PAR 40 - A120 Colchester Rd	0	0	0	0	0	0	0	0
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	0	0	1	1	1	0	0	1
E	Link PAR 42 - B1389 Hatfield Rd	0	0	0	0	0	0	0	0
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	0	0	0	0	0	2	0	2
E/F	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	0	0	0	0	0	0	0	0
F	Link PAR 45 - B1008 Essex Regiment Way	0	0	0	0	0	0	0	0
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	1	0	0	1	0	0	0	0
F	Link PAR 47 - Chatham Hall Ln	0	0	0	0	0	0	0	0
F	Link PAR 48 - Chelmsford Rd	0	0	0	0	0	0	0	0
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	1	0	0	1	0	0	0	0
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	0	0	0	0	4	1	0	5
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	0	1	0	1	0	0	0	0
F	Link PAR 52 - Vicarage Rd	0	0	0	0	0	0	0	0

Project Section	Location	Cyclists				Pedestrians			
		Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	0	0	0	0	0	0	0	0
G	Link PAR 54 - B1002 Main Rd	0	0	0	0	0	0	0	0
G	Link PAR 55 - Wantz Rd	0	0	0	0	0	0	0	0
G	Link PAR 56 - Ivy Barns Ln	0	0	0	0	0	0	0	0
G	Link PAR 57 - Church Ln	0	0	0	0	0	0	0	0
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	0	0	0	0	0	1	0	1
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	0	0	0	0	0	0	0	0
G	Link PAR 60 - Dunton Rd/Brentwood Rd	0	0	0	0	0	0	0	0
G	Link PAR 61 - B148 West Mayne	0	0	0	0	0	0	0	0
G	Link PAR 62 - Lower Dunton Rd	0	0	0	0	0	0	0	0
H	Link PAR 63 - A128 Brentwood Rd	0	0	0	0	0	0	0	0
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	0	0	0	0	0	0	0	0
H	Link PAR 65 - Buckingham Hill Rd	0	0	0	0	0	0	0	0
H	Link PAR 66 - Brentwood Rd	0	0	0	0	0	0	0	0
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	0	0	0	0	0	0	0	0
H	Link PAR 68 - Heath Rd	0	0	0	0	0	0	0	0
H	Link PAR 69 - Chadwell Hill	0	0	0	0	0	0	0	0
H	Link PAR 70 - Linford Rd	0	0	0	0	0	0	0	0
H	Link PAR 71 - Muckingford Rd	0	0	0	0	0	0	0	0

16.1.5 Table A16.2.76 presents the light conditions, weather conditions and road surface conditions for the latest three-year PIC data (2021-2023) on the road links forming the Primary Access Routes.

Table A16.2.76 Collision conditions data summary (2021 – 2023)

Project Section	Location	Light Conditions				Weather Conditions					Road Surface Conditions				
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
A	Link PAR 1 - A140 Ipswich Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Link PAR 2 - Mangreen Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	1	0	2	0	3	0	0	0	0	2	1	0	0	0
A	Link PAR 4 - B1113	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Link PAR 5 - Wymondham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Link PAR 6 - Fundenhall Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	1	0	0	0	1	0	0	0	0	1	0	0	0	0
A	Link PAR 8 – A1066/A1066	7	0	1	0	8	0	0	0	0	8	0	0	0	0

Project Section	Location	Light Conditions			Weather Conditions					Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
	Victoria Rd/A1066 Park Rd/A1066 High Rd														
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)	7	1	6	0	9	1	0	2	2	7	5	0	1	1
B	Link PAR 10 - A143 Old Bury Rd	4	0	1	0	5	0	0	0	0	4	1	0	0	0
B	Link PAR 11 - Lion Rd	0	0	1	0	1	0	0	0	0	1	0	0	0	0
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	1	0	0	0	1	0	0	0	0	1	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions					Road Surface Conditions				
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice	Flood over 3 cm Deep
B	Link PAR 13 - Wickham Rd	1	0	0	0	1	0	0	0	0	1	0	0	0	0
B	Link PAR 14 - Eastland Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Link PAR 15 - Thornham Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	2	1	0	0	3	0	0	0	0	1	2	0	0	0
B	Link PAR 17 - A1120 south of A14 J50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B	Link PAR 18 - Mill Ln	1	0	1	0	1	1	0	0	0	0	2	0	0	0
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	3	0	0	0	3	0	0	0	0	3	0	0	0	0
B	Link PAR 20 - B1113 Bramford	1	0	0	0	1	0	0	0	0	1	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
	Rd/B1113 Lorraine Way														
B	Link PAR 21 - Bullen Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 22 - A1214 London Rd	1	1	0	0	2	0	0	0	0	1	1	0	0	0
C	Link PAR 23 - A1071	1	0	0	0	1	0	0	0	0	1	0	0	0	0
C	Link PAR 24 - B1070 Hadleigh Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 25 - B1070	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 26 - Ipswich Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 27 - Birchwood Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 28 - Wick Rd/Grove Hill	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions					Road Surface Conditions				
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice	Flood over 3 cm Deep
C	Link PAR 29 - Perry Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 30 - Bentley Rd	1	0	0	0	1	0	0	0	0	0	1	0	0	0
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 32 - Wick Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	Link PAR 33 - Old Ipswich Rd	2	0	1	0	3	0	0	0	0	2	1	0	0	0
C	Link PAR 34 - Turnpike Close	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	Link PAR 35 - A1341 Via Urbis Romanae	3	1	0	0	3	1	0	0	0	2	1	1	0	0
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland	3	1	0	0	3	1	0	0	0	3	0	0	0	1

Project Section	Location	Light Conditions				Weather Conditions					Road Surface Conditions				
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
	Rd/A134 The Causeway														
D	Link PAR 37 - A1124 Halsted Rd	2	2	0	0	1	1	0	2	0	3	1	0	0	0
D	Link PAR 38 - Mill Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	Link PAR 39 - Great Tey Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	Link PAR 40 - A120 Colchester Rd	10	1	1	0	11	0	0	0	1	10	2	0	0	0
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	7	1	2	0	9	0	1	0	0	6	2	1	1	0
E	Link PAR 42 - B1389 Hatfield Rd	3	0	0	0	3	0	0	0	0	3	0	0	0	0
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora	4	1	0	0	4	1	0	0	0	4	1	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice	Flood over 3 cm Deep
	Rd/Faulkbourne Rd/Church Hill														
E/F	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	2	0	2	0	4	0	0	0	0	2	2	0	0	0
F	Link PAR 45 - B1008 Essex Regiment Way	0	0	1	0	1	0	0	0	0	1	0	0	0	0
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	0	0	0	1	1	0	0	0	0	0	1	0	0	0
F	Link PAR 47 - Chatham Hall Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F	Link PAR 48 - Chelmsford Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F	Link PAR 49 - A414 Three Mile	2	0	1	0	3	0	0	0	0	2	1	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
	Hill/A1114 London Rd														
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	8	2	0	0	10	0	0	0	0	7	3	0	0	0
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	9	1	0	0	9	1	0	0	0	9	1	0	0	0
F	Link PAR 52 - Vicarage Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	3	0	1	0	3	1	0	0	0	2	2	0	0	0
G	Link PAR 54 - B1002 Main Rd	1	1	1	0	1	1	0	0	1	1	2	0	0	0
G	Link PAR 55 - Wantz Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice	Flood over 3 cm Deep
G	Link PAR 56 - Ivy Barns Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G	Link PAR 57 - Church Ln	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	8	2	0	0	7	2	0	0	1	7	3	0	0	0
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	1	0	0	0	1	0	0	0	0	1	0	0	0	0
G	Link PAR 60 - Dunton Rd/Brentwood Rd	2	0	0	0	1	1	0	0	0	1	1	0	0	0
G	Link PAR 61 - B148 West Mayne	0	0	0	0	0	0	0	0	0	0	0	0	0	0
G	Link PAR 62 - Lower Dunton Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice	Flood over 3 cm Deep
H	Link PAR 63 - A128 Brentwood Rd	7	0	2	0	8	1	0	0	0	5	4	0	0	0
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	0	0	1	0	0	1	0	0	0	0	1	0	0	0
H	Link PAR 65 - Buckingham Hill Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	Link PAR 66 - Brentwood Rd	0	0	1	0	1	0	0	0	0	1	0	0	0	0
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	3	1	0	0	4	0	0	0	0	3	1	0	0	0
H	Link PAR 68 - Heath Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	Link PAR 69 - Chadwell Hill	1	0	0	0	1	0	0	0	0	1	0	0	0	0

Project Section	Location	Light Conditions				Weather Conditions				Road Surface Conditions					
		Daylight	Darkness - Lights Lit	Darkness - Lights Unlit/No Lighting	Darkness - Lighting Unknown	Fine No High Winds	Raining	Snowing	Fog or Mist	Other	Dry	Wet or Damp	Snow	Frost or ice over 3 cm Deep	Flood over 3 cm Deep
H	Link PAR 70 - Linford Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H	Link PAR 71 - Muckingford Rd	1	0	3	0	4	0	0	0	0	3	1	0	0	0

16.1.6 Table A16.2.77 presents the accident rate per billion vehicle kilometres estimated with the latest three-year personal injury collision data (2021-2023) within the Study Area.

Table A16.2.77 Personal injury accident (PIA) data summary (2021 to 2023)

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
A	Link PAR 1 - A140 Ipswich Rd	Rural A road	0	0	0	0	0.00	0.913	8,514,303	0
A	Link PAR 2 - Mangreen Ln	Rural Other	0	0	0	0	0.00	0.074	100,636	0
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	Rural Other	2	1	0	3	1.00	5.122	1,883,452	104
A	Link PAR 4 - B1113	Rural Other	0	0	0	0	0.00	3.852	1,518,765	0
A	Link PAR 5 - Wymondham Rd	Rural Other	0	0	0	0	0.00	1.513	435,810	0
A	Link PAR 6 - Fundenhall Rd	Rural Other	0	0	0	0	0.00	0.479	580,454	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	Rural Other	1	0	0	1	0.33	7.466	850,763	52
A	Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	Urban A road	4	4	0	8	2.67	3.955	4,955,118	136
		Rural A road	0	0	0	0	0.00	2.278	3,203,423	0
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)	Urban A road	2	0	0	2	0.67	3.167	4,292,035	49
		Rural A road	6	6	0	12	4.00	21.897	1,553,805	118
B	Link PAR 10 - A143 Old Bury Rd	Rural A road	3	2	0	5	1.67	5.401	2,711,585	114
B	Link PAR 11 - Lion Rd	Rural Other	1	0	0	1	0.33	0.981	1,167,322	291
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	Rural Other	1	0	0	1	0.33	6.65	844,506	59
B	Link PAR 13 - Wickham Rd	Rural Other	1	0	0	1	0.33	1.25	709,013	376
B	Link PAR 14 - Eastland Ln	Rural Other	0	0	0	0	0.00	0.115	13,609	0
B	Link PAR 15 - Thornham Rd	Rural Other	0	0	0	0	0.00	0.45	368,546	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	Urban A road	0	2	0	2	0.67	1.259		
		Rural A road	1	0	0	1	0.33	2.199	2,217,740	68
B	Link PAR 17 - A1120 south of A14 J50	Rural A road	0	0	0	0	0.00	1.622	951,281	0
B	Link PAR 18 - Mill Ln	Rural Other	2	0	0	2	0.67	2.15	351,964	881
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	Rural Other	1	2	0	3	1.00	2.037	3,493,050	141
B	Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	Rural Other	1	0	0	1	0.33	3.65	876,000	104
B	Link PAR 21 - Bullen Ln	Rural Other	0	0	0	0	0.00	1.947	25,550	0
C	Link PAR 22 - A1214 London Rd	Urban A road	1	1	0	2	0.67	1.321	6,637,160	76
C	Link PAR 23 - A1071	Rural A road	1	0	0	1	0.33	3.209	587,624	177
D	Link PAR 24 - B1070 (A12 access)	Rural Other	0	0	0	0	0.00	0.295	1,788,761	0
C	Link PAR 25 - B1070 Hadleigh Rd	Rural Other	0	0	0	0	0.00	0.129	2,144,740	0
C	Link PAR 26 - Ipswich Rd	Rural Other	0	0	0	0	0.00	1.169	767,178	0
C	Link PAR 27 - Birchwood Rd	Rural Other	0	0	0	0	0.00	1.674	1,303,624	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
C	Link PAR 28 - Wick Rd/Grove Hill	Urban Other	0	0	0	0	0.00	0.365	562,100	0
C	Link PAR 29 - Perry Ln	Rural Other	0	0	0	0	0.00	0.057	45,104	0
C	Link PAR 30 - Bentley Rd	Rural Other	0	1	0	1	0.33	2.326	414,645	346
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	Rural Other	0	0	0	0	0.00	0.977	39,055	0
C	Link PAR 32 - Wick Ln	Rural Other	0	0	0	0	0.00	0.327	481,956	0
C	Link PAR 33 - Old Ipswich Rd	Rural Other	2	1	0	3	1.00	2.657	952,363	395
C	Link PAR 34 - Turnpike Close	Rural Other	0	0	0	0	0.00	0.238	159,922	0
D	Link PAR 35 - A1341 Via Urbis Romanae	Urban A road	4	0	0	4	1.33	1.336	6,138,779	163
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	Urban A road	2	0	0	2	0.67	1.812	4,393,505	84
		Rural A road	1	1	0	2	0.67	1.794	3,153,105	118
D	Link PAR 37 - A1124 Halsted Rd	Urban A road	1	1	0	2	0.67	0.438		
		Rural A road	1	1	0	2	0.67	2.77	3,654,745	66
D	Link PAR 38 - Mill Rd	Rural Other	0	0	0	0	0.00	0.364	842,420	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
D	Link PAR 39 - Great Tey Rd	Rural Other	0	0	0	0	0.00	0.88	795,335	0
E	Link PAR 40 - A120 Colchester Rd	Rural A road	9	3	0	12	4.00	5.269	7,045,960	108
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	Urban Other	4	0	1	5	1.67	0.871		
		Rural Other	1	3	1	5	1.67	4.313	4,997,945	77
E	Link PAR 42 - B1389 Hatfield Rd	Urban Other	1	1	0	2	0.67	1.447	5,839,426	79
		Rural Other	0	1	0	1	0.33	1.161		
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	Urban Other	1	3	0	4	1.33	2.119	3,720,497	169
		Rural Other	0	1	0	1	0.33	2.762	1,983,201	61
E	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	Rural A road	1	1	0	2	0.67	7.182	8,684,445	11
F		Rural A road	2	0	0	2	0.67	2.792	7,186,746	33
F	Link PAR 45 - B1008 Essex Regiment Way	Rural Other	1	0	0	1	0.33	0.331	265,355	3795
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	Rural Other	1	0	0	1	0.33	1.556	4,941,631	43

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
F	Link PAR 47 - Chatham Hall Ln	Rural Other	0	0	0	0	0.00	0.155	127,124	0
F	Link PAR 48 - Chelmsford Rd	Rural Other	0	0	0	0	0.00	0.478	1,143,493	0
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	Rural A road	3	0	0	3	1.00	3.455	9,837,480	29
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	Urban A road	9	1	0	10	3.33	2.258	11,597,023	127
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	Urban A road	3	1	0	4	1.33	1.514	5,240,670	168
		Rural A road	4	2	0	6	2.00	2.953	6,440,425	105
F	Link PAR 52 - Vicarage Rd	Rural Other	0	0	0	0	0.00	0.126	613,565	0
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	Rural A road	3	0	1	4	1.33	4.184	5,307,439	60
G	Link PAR 54 - B1002 Main Rd	Urban Other	0	1	0	1	0.33	0.535		
		Rural Other	1	1	0	2	0.67	2.304	2,443,675	118
G	Link PAR 55 - Wantz Rd	Rural Other	0	0	0	0	0.00	0.507	1,644,951	0
G	Link PAR 56 - Ivy Barns Ln	Rural Other	0	0	0	0	0.00	0.593	383,771	0
G	Link PAR 57 - Church Ln	Rural Other	0	0	0	0	0.00	0.095	18,719	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	Urban A road	5	1	0	6	2.00	2.461	4,611,801	176
		Rural A road	4	0	0	4	1.33	3.375	6,247,523	63
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	Urban A road	1	0	0	1	0.33	1.226	4,609,767	59
		Rural A road	0	0	0	0	0.00	1.98	5,178,933	0
G	Link PAR 60 - Dunton Rd/Brentwood Rd	Rural Other	1	1	0	2	0.67	0.279	522,315	4575
G	Link PAR 61 - B148 West Mayne	Rural Other	0	0	0	0	0.00	0.195	6,847,504	0
G	Link PAR 62 - Lower Dunton Rd	Rural Other	0	0	0	0	0.00	0.273	1,671,335	0
H	Link PAR 63 - A128 Brentwood Rd	Rural Other	8	1	0	9	3.00	8.328	4,473,805	81
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	Urban A road	1	0	0	1	0.33	1.894	3,871,920	45
H	Link PAR 65 - Buckingham Hill Rd	Rural Other	0	0	0	0	0.00	1.474	3,324,785	0
H	Link PAR 66 - Brentwood Rd	Rural Other	0	1	0	1	0.33	1.029	4,763,390	68
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	Urban A road	4	0	0	4	1.33	2.182	5,549,765	110
H	Link PAR 68 - Heath Rd	Rural Other	0	0	0	0	0.00	0.198	1,198,973	0

Project Section	Location	Road Type	Severity				PIA Per annum (p.a.)	Length (km)	Estimated Annual Flow	PIA p.a. Billion Vehicle (km)
			Slight	Serious	Fatal	Total				
H	Link PAR 69 - Chadwell Hill	Urban Other	1	0	0	1	0.33	0.583	3,172,215	180
H	Link PAR 70 - Linford Rd	Urban Other	0	0	0	0	0.00	0.582	2,399,510	0
H	Link PAR 71 - Muckingford Rd	Rural Other	2	2	0	4	1.33	1.175	1,634,105	694

16.6 Road Sensitivity

16.1.7 Table A16.2.78 presents the assigned classification of each road link identified within Table A16.2.1 to Table A16.2.71.

Table A16.2.78 Road sensitivity of road links

Project Section	Road Link	Sensitivity	Description
A	Link PAR 1 - A140 Ipswich Rd	Not sensitive	N/A
A	Link PAR 2 - Mangreen Ln	Not sensitive	N/A
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	Not sensitive	N/A
A	Link PAR 4 - B1113	Not sensitive	N/A
A	Link PAR 5 - Wymondham Rd	Not sensitive	N/A
A	Link PAR 6 - Fundenhall Rd	Not sensitive	N/A
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	Not sensitive	N/A
A	Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and cycle lanes Collisions involving pedestrians and cyclists. Concentration of collisions at the approach to Morrison's roundabout Capacity concerns along the route through Diss
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth Way/A1066 Mundford Rd (alternative)	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and various cycle route crossings Concentration of serious accidents at the vicinity of the access to Shadwell Capacity concerns at the A11 Thetford Bypass/ A1066 Mundford Road

Project Section	Road Link	Sensitivity	Description
B	Link PAR 10 - A143 Old Bury Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: NCN Route 30 crosses the link on its connection between Palgrave to Thrandeston
B	Link PAR 11 - Lion Rd	Sensitive	High sensitive receptor
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footway and several PRow connect to the link
B	Link PAR 13 - Wickham Rd	Sensitive	High sensitive receptors, Pedestrian, cyclist and horse-rider: Footway and several PRow connect to the link
B	Link PAR 14 - Eastland Ln	Not sensitive	N/A
B	Link PAR 15 - Thornham Rd	Not sensitive	N/A
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footway and uncontrolled crossings, and several PRow connect to the link. Collisions involving pedestrians. Collision cluster at Strategic Road Network (SRN) access (A14 J50 Cedars Interchange)
B	Link PAR 17 - A1120 south of A14 J50	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway on the western side. Collision cluster at SRN access (A14 J50 Cedars Interchange)
B	Link PAR 18 - Mill Ln	Not sensitive	N/A
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	Sensitive	Pedestrian, cyclist and horse-rider: Shared footway/cycleway on the northern side. NCN Route 51 is coincident with the link. Collisions involving cyclists

Project Section	Road Link	Sensitivity	Description
B	Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	Sensitive	Pedestrian, cyclist and horse-rider: NCN Route 48 crosses the B1113 Loraine Way between Tye Lane and The Street with an informal crossing Collision cluster at SRN access (A14 J52 Claydon Roundabout)
B	Link PAR 21 - Bullen Ln	Not sensitive	N/A
C	Link PAR 22 - A1214 London Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway on the western side Concentration of collisions at various junctions. Collision cluster at SRN access (A14 J55 Copdock Interchange) Capacity concerns
C	Link PAR 23 - A1071	Sensitive	Pedestrian, cyclist and horse-rider: Shared footway/cycleway, footways. Concentration of collisions at various junctions. Collisions involving cyclists Capacity concerns
C	Link PAR 24 - B1070 Hadleigh Rd	Not sensitive	N/A
C	Link PAR 25 - B1070	Not sensitive	N/A
C	Link PAR 26 - Ipswich Rd	Sensitive	Pedestrian, cyclist and horse-rider: Presence of footways
C	Link PAR 27 - Birchwood Rd	Not sensitive	N/A
C	Link PAR 28 - Wick Rd/Grove Hill	Sensitive	Pedestrian, cyclist and horse-rider: Presence of footways. NCN Route 1 is coincident with the section between Grove Hill and St. Margaret's Cross
C	Link PAR 29 - Perry Ln	Not sensitive	N/A
C	Link PAR 30 - Bentley Rd	Not sensitive	N/A

Project Section	Road Link	Sensitivity	Description
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	Not sensitive	N/A
C	Link PAR 32 - Wick Ln	Not sensitive	N/A
C	Link PAR 33 - Old Ipswich Rd	Sensitive	Collision cluster at SRN access (A1232 Ardleigh Crown Interchange)
C	Link PAR 34 - Turnpike Close	Not sensitive	N/A
D	Link PAR 35 - A1341 Via Urbis Romanae	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway , presence of signalised pedestrian crossings. Collisions involving cyclists Capacity concerns
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway and footways, presence of signalised pedestrian crossings. Collisions involving pedestrians and cyclists Capacity concerns
D	Link PAR 37 - A1124 Halsted Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footway and uncontrolled crossings. Collision cluster at SRN access (A12 J26 Eight Ash Green interchange) Capacity concerns
D	Link PAR 38 - Mill Rd	Sensitive	Pedestrian, cyclist and horse-rider: NCN Route 13 is coincident with Mill Road and several PRow connect to the link
D	Link PAR 39 - Great Tey Rd	Not sensitive	N/A
E	Link PAR 40 - A120 Colchester Rd	Sensitive	Although there are no collisions in the vicinity of the site access point, there is a high number of collisions along A120 between Coggeshall and A12 J25

Project Section	Road Link	Sensitivity	Description
			Marks Tey, including a collision cluster at and A12 J25 Marks Tey Interchange Capacity concerns at A12 J25 Marks Tey
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway and presence of uncontrolled crossings Collisions involving pedestrians and cyclists. Collision cluster at SRN access (A120 roundabout)
E	Link PAR 42 - B1389 Hatfield Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway , presence of footways and uncontrolled crossing
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway , presence of footway and Footpath 71 crossing (Signalised). NCN Route 16 is coincident with the section of Spa Road between Spinks Lane and Highfield Road Collisions involving pedestrians and cyclists
E/F	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled crossings Collisions involving cyclists
F	Link PAR 45 - B1008 Essex Regiment Way	Not sensitive	N/A
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled crossings. Collisions involving cyclists
F	Link PAR 47 - Chatham Hall Ln	Not sensitive	N/A
F	Link PAR 48 - Chelmsford Rd	Not sensitive	N/A

Project Section	Road Link	Sensitivity	Description
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	Sensitive	Medium sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway , presence of footways and uncontrolled and controlled crossings Collisions involving cyclists Capacity concerns
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway , presence of footways and pedestrian/cycling crossings. Collisions involving pedestrians and cyclists. Collision cluster at A1016/A1060 junction Capacity concerns
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled and controlled crossings. Collisions involving pedestrians and cyclists. Collision cluster at A1016/A1060 junction Capacity concerns
F	Link PAR 52 - Vicarage Rd	Not sensitive	N/A
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	Sensitive	Medium sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled pedestrian/cyclist crossing Collisions involving cyclists. Various accidents at Margaretting Road roundabout
G	Link PAR 54 - B1002 Main Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled pedestrian crossing
G	Link PAR 55 - Wantz Rd	Sensitive	Medium sensitive receptors Pedestrian, cyclist and horse-rider: Footways

Project Section	Road Link	Sensitivity	Description
G	Link PAR 56 - Ivy Barns Ln	Sensitive	Medium sensitive receptors Pedestrian, cyclist and horse-rider: Footways
G	Link PAR 57 - Church Ln	Not sensitive	N/A
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled and controlled crossings, NCN Route 13 is coincident with A176 Noak Hill Road in the southern section and with A176 Laindon Road southbound carriageway Collisions involving pedestrians. Collision cluster at SRN access (A127 Southern Arterial Road) Capacity concerns
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footways and uncontrolled pedestrian crossing Collisions involving pedestrians and cyclists Capacity concerns
G	Link PAR 60 - Dunton Rd/Brentwood Rd	Not sensitive	N/A
G	Link PAR 61 - B148 West Mayne	Not sensitive	N/A
G	Link PAR 62 - Lower Dunton Rd	Not sensitive	N/A
H	Link PAR 63 - A128 Brentwood Rd	Sensitive	Collisions involving cyclists. Although there are no collisions in the vicinity of the site access point, there is a high number of collisions along A128 between A127 Southern Arterial Road and A128 Stanford-Le-Hope Bypass
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	Sensitive	Pedestrian, cyclist and horse-rider: Shared footway/cycleway and presence of footways

Project Section	Road Link	Sensitivity	Description
			Collision cluster at SRN access (Orsett Cock Roundabout)
H	Link PAR 65 - Buckingham Hill Rd	Sensitive	Existing baseline with high number of HGVs Capacity concerns
H	Link PAR 66 - Brentwood Rd	Sensitive	Pedestrian, cyclist and horse-rider: pedestrians and cyclists crossing at the approach of the Orsett Cock Roundabout Collision cluster at SRN access (Orsett Cock Roundabout)
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway and presence of footways Collision cluster at SRN access (Orsett Cock Roundabout)
H	Link PAR 68 - Heath Rd	Sensitive	Pedestrian, cyclist and horse-rider: route used by school pupils to access school further south from bus stop located at A1013 Standford Road
H	Link PAR 69 - Chadwell Hill	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Shared footway/cycleway and presence of footways Capacity concerns at Chadwell Hill /Linford Road junction
H	Link PAR 70 - Linford Rd	Sensitive	High sensitive receptors Pedestrian, cyclist and horse-rider: Footway Capacity concerns at Chadwell Hill/Linford Road junction
H	Link PAR 71 - Muckingford Rd	Not sensitive	N/A

16.6.1 Table A16.2.79 summarises the road link sensitivity for the assessment of Pedestrian, cyclist and horse-rider severance, amenity and fear and intimidation, and the basis for the level of sensitivity that takes into account the Pedestrian, cyclist and horse-rider provision as well as the presence of sensitive receptors as listed previously in Table A16.2.73.

Table A16.2.79 Road sensitivity for pedestrians, cyclists and horse-riders severance, amenity and fear and intimidation

Project Section	Road Link	Sensitivity	Basis for Sensitivity
A	Link PAR 1 - A140 Ipswich Rd	Medium	No sensitive receptors and no footway Uncontrolled crossing for pedestrians and cyclists at the entry arm to A47 roundabout Cyclists must rejoin the primary carriageway after the A140/A47 roundabout
A	Link PAR 2 - Mangreen Ln	Negligible	No sensitive receptors and no footway
A	Link PAR 3 - Stansfield Rd/Wymondham Rd	Negligible	No sensitive receptors and no footway
A	Link PAR 4 - B1113	Low	No sensitive receptors Footway of appropriate width in Fundenhall serving various residential properties Informal crossing for footpath FP10 in the northern section, between Wymondham Road and Stansfield Road/Wymondham Road
A	Link PAR 5 - Wymondham Rd	Negligible	No sensitive receptors and no footway
A	Link PAR 6 - Fundenhall Rd	Negligible	No sensitive receptors and no footway
A	Link PAR 7 - B1134 Station Rd/B1134 Long Row	Negligible	No sensitive receptors and no footway
A	Link PAR 8 – A1066/A1066 Victoria Rd/A1066 Park Rd/A1066 High Rd	High	High sensitive receptors. Pedestrian, cyclist and horse-rider provision is adequate for most of the route, with footway of adequate width, segregated cycle lanes and formal and informal crossings present along the urban sections. Uncontrolled crossings for pedestrians and cyclists at the A140 roundabout. Cyclists must rejoin the primary carriageway after the A140 roundabout.
A	Link PAR 9 - A1066 High Rd/A1066 Low Rd/A1066 Diss Rd/A1066 The Street/A1066 Thetford Rd/A1066 Hurth	High	Pedestrian, cyclist and horse-rider provision is adequate for most of the route, with footway of adequate width on one or both sides of the road between Wyatt Way and Rosecroft Way, shared

Project Section	Road Link	Sensitivity	Basis for Sensitivity
	Way/A1066 Mundford Rd (alternative)		footway/cycleway to approach and cross the Wyatt Way roundabout and formal and informal crossings present along Thetford. There are two cycle route crossing at Old Croxton Rd (uncontrolled) and at Green Lane (Signalised).
B	Link PAR 10 - A143 Old Bury Rd	Medium	No footway. There are some sensitive receptors within 150 m, although the access is likely to be by car only and via a different road. Cyclists must rejoin the primary carriageway after the B1077 roundabout. NCN Route 30 crosses the A143 Old Bury Road on its connection between Palgrave to Thrandeston.
B	Link PAR 11 - Lion Rd	Low	High sensitive receptor, although the access is likely to be by car only. No footway.
B	Link PAR 12 - B1113 Finningham Rd/B1113 Walsham Rd	Medium	High sensitive receptors. Pedestrian, cyclist and horse-rider provision is adequate for most of the route with footway of adequate width serving some residential properties on one side of the road before Finningham and up to Gislingham Road.
B	Link PAR 13 - Wickham Rd	Low	Pedestrian, cyclist and horse-rider provision is adequate for most of the route with footway of adequate width serving some residential properties on one side of the road in Finningham.
B	Link PAR 14 - Eastland Ln	Negligible	No sensitive receptors and no footway
B	Link PAR 15 - Thornham Rd	Negligible	No sensitive receptors and no footway
B	Link PAR 16 - A1120 Church Rd/A1120 Bell's Ln	High	High sensitive receptors including a school Pedestrian, cyclist and horse-rider provision is adequate for most of the route, with footway on one or both sides of the road in Stowupland
B	Link PAR 17 - A1120 south of A14 J50	Medium	High sensitive receptor

Project Section	Road Link	Sensitivity	Basis for Sensitivity
			Shared footway/cycleway on the western side between B1113 Needham Road and Gun Cotton Way
B	Link PAR 18 - Mill Ln	Negligible	No sensitive receptors and no footway
B	Link PAR 19 - B1113 Needham Rd/B1113 Stowmarket Rd	Low	Shared footway/cycleway on the northern side and NCN Route 51 on this road link
B	Link PAR 20 - B1113 Bramford Rd/B1113 Loraine Way	Low	Pedestrian, cyclist and horse-rider provision is adequate with footway in at least one side of the road link Mainly residential properties, and the only sensitive receptor (Bramford Golf Centre) likely to be accessed mainly by car
B	Link PAR 21 - Bullen Ln	Negligible	No sensitive receptors and no footway
C	Link PAR 22 - A1214 London Rd	Low	Shared footway/cycleway on the western side of the road between London Road and the A1071. Footway to provide access to the bus stop Signalised pedestrian crossings provide connection to the main retail areas Otherwise, retail areas are accessed mainly by car
C	Link PAR 23 - A1071	Low	No sensitive receptors and adequate provision of footway/cycleway.
C	Link PAR 24 – B1070 (A12 access)	Low	No sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate with footway on one or both sides of the road between B1070 road access to A12 NB direction and B1070 Hadleigh Road and uncontrolled pedestrian/cyclist crossings at the access from and to the A12 J31 NB
C	Link PAR 25 - B1070 Hadleigh Rd	Medium	No sensitive receptors Footway of adequate width on one side of the road South Suffolk Route B, between Hadleigh and Shotley on this road link with no dedicated cycling infrastructure

Project Section	Road Link	Sensitivity	Basis for Sensitivity
C	Link PAR 26 - Ipswich Rd	Negligible	No sensitive receptors and adequate provision of footway
C	Link PAR 27 - Birchwood Rd	High	No sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate for most of the route with a footway serving only a few residential properties. However, no footway to access the Birchwood Corner bus stops
C	Link PAR 28 - Wick Rd/Grove Hill	Medium	Adequate width for the footway serving mainly residential properties Presence of bus stops but no crossings NCN Route 1 is coincident with the section between Grove Hill and St. Margaret's Cross with no dedicated cycling infrastructure
C	Link PAR 29 - Perry Ln	Negligible	No sensitive receptors and no footway
C	Link PAR 30 - Bentley Rd	Medium	No sensitive receptors and no footway No dedicated cycling infrastructure for the cycle path users
C	Link PAR 31 - Ardleigh Rd/Little Bromley Rd	Negligible	No sensitive receptors and no footway
C	Link PAR 32 - Wick Ln	Negligible	No sensitive receptors and no footway
C	Link PAR 33 - Old Ipswich Rd	Low	No sensitive receptors and adequate provision of footway
C	Link PAR 34 - Turnpike Close	Low	No sensitive receptors and adequate provision of footway
D	Link PAR 35 - A1341 Via Urbis Romanae	Low	Pedestrian, cyclist and horse-rider provision is adequate with footway and cycleway and signalised pedestrian crossings
D	Link PAR 36 - A134 Northern Approach Rd/A134 Wildeve Avenue/A134 Nayland Rd/A134 The Causeway	Medium	High and low sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate with footway and cycleway and formal and informal crossings
D	Link PAR 37 - A1124 Halsted Rd	Medium	High and low sensitive receptors

Project Section	Road Link	Sensitivity	Basis for Sensitivity
			Pedestrian, cyclist and horse-rider provision is adequate with footway of adequate width serving mainly residential properties, and informal and formal pedestrian crossings
D	Link PAR 38 - Mill Rd	Medium	No sensitive receptors and no footway NCN Route 13 is coincident with Mill Road but with no dedicated cycling infrastructure
D	Link PAR 39 - Great Tey Rd	Low	No sensitive receptors and adequate provision of footway between A120 Coggeshall Road and the access to the residential properties
E	Link PAR 40 - A120 Colchester Rd	Low	Provision of footway is adequate
E	Link PAR 41 - B1018 Braintree Rd/B1018 Witham Rd	High	High sensitive receptors including a school Provision of footway and cycleway is adequate
E	Link PAR 42 - B1389 Hatfield Rd	Medium	High and low sensitive receptors Provision of footway and cycleway is adequate.
E	Link PAR 43 - Spinks Ln/Highfields Rd/Spa Rd/Flora Rd/Faulkbourne Rd/Church Hill	High	High sensitive receptors including schools and nurseries Footway provision is adequate although there is no dedicated cycling infrastructure for the NCN Route 16 path users between Spinks Lane and Highfield Road
E/F	Link PAR 44 - A131 Great Notley Bypass/A131 Great Leighs Bypass/A131 Braintree Rd	Low	Footway provision is adequate. The Great Notley Country Park can be accessed by a subway (north) or via a signalised crossing (south) that provides access as well to the business and retail areas south of Great Notley
F	Link PAR 45 - B1008 Essex Regiment Way	Negligible	No sensitive receptors and no footway
F	Link PAR 46 - B1008 Braintree Rd/B1008 Main Rd	Low	High sensitive receptors, but located on one side of the B1008 only No footway for most of the length of the road link

Project Section	Road Link	Sensitivity	Basis for Sensitivity
F	Link PAR 47 - Chatham Hall Ln	Negligible	No sensitive receptors and no footway
F	Link PAR 48 - Chelmsford Rd	Low	No sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate with footway adequate width to serve several residential properties
F	Link PAR 49 - A414 Three Mile Hill/A1114 London Rd	Medium	Medium sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate with footway of adequate width or with a buffer between it and the carriageway Pedestrians have to cross a dual carriageway
F	Link PAR 50 - A1016 Waterhouse Ln/A1016 Rainsford Ln	High	High, medium and low sensitive receptors on both sides Pedestrian, cyclist and horse-rider provision of footway and cycleway is adequate
F	Link PAR 51 - A1060 Rainsford Rd/A1060 Roxwell Rd	High	High, medium and low sensitive receptors on both sides Pedestrian, cyclist and horse-rider provision of footway is adequate
F	Link PAR 52 - Vicarage Rd	Negligible	No sensitive receptors and no footway
F	Link PAR 53 - A414 Greenbury Way/A414 Ongar Rd	Low	Access to Hylands Park is via an underpass (west) or an uncontrolled crossing at the Widford Roundabout (east) No other sensitive receptors and Pedestrian, cyclist and horse-rider provision is adequate
G	Link PAR 54 - B1002 Main Rd	High	High and medium sensitive receptors including a primary school and Village Hall and Sports Ground Pedestrian, cyclist and horse-rider provision of footway is adequate but no formal crossings in the school approaches
G	Link PAR 55 - Wantz Rd	Low	Medium sensitive receptors Pedestrian, cyclist and horse-rider provision is adequate

Project Section	Road Link	Sensitivity	Basis for Sensitivity
G	Link PAR 56 - Ivy Barns Ln	Low	No sensitive receptors and footway provision is adequate
G	Link PAR 57 - Church Ln	Negligible	No sensitive receptors and no footway
G	Link PAR 58 - A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd	High	High, medium and low sensitive receptors on both sides of the road Pedestrian, cyclist and horse-rider provision of footway is adequate although there is no dedicated cycling infrastructure
G	Link PAR 59 - A129 Sun Street/A129 London Rd/A129 Rayleigh Rd	High	High, medium and low sensitive receptors on both sides of the road Pedestrian, cyclist and horse-rider provision of footway is adequate
G	Link PAR 60 - Dunton Rd/Brentwood Rd	Low	No sensitive receptors and adequate provision of footway
G	Link PAR 61 - B148 West Mayne	Negligible	No sensitive receptors and no footway
G	Link PAR 62 - Lower Dunton Rd	Low	No sensitive receptors and adequate provision of footway
H	Link PAR 63 - A128 Brentwood Rd	High	Pedestrian, cyclist and horse-rider provision is not adequate at the Halway House bus stops with narrow footways located next to the entry and exit lanes to the A13 roundabout Unsegregated cycle lane
H	Link PAR 64 - A1013 Stanford Rd (east of Orsett Cock Roundabout)	High	Pedestrian, cyclist and horse-rider provision is adequate, with shared footway/cycleway or footway, and informal crossings along the route Concerns of safety for pedestrians crossing to access McDonald's through a private land, with pedestrians standing in the hatched area to cross
H	Link PAR 65 - Buckingham Hill Rd	High	Low sensitive receptors and no footway Concerns of safety for footpaths 41 and 42 users crossing this road with an already high number of HGVs, as there is no dedicated crossing facility available
H	Link PAR 66 - Brentwood Rd	Medium	No sensitive receptors and Pedestrian, cyclist and horse-rider provision is

Project Section	Road Link	Sensitivity	Basis for Sensitivity
			adequate with footway between Orsett Cock Roundabout and Welling Road on the east side Concerns of safety for pedestrians and cyclists crossing Brentwood Road in the approach to Orsett Cock roundabout
H	Link PAR 67 - A1013 Stanford Rd (west of Orsett Cock Roundabout)	High	High sensitive receptors including school Pedestrian, cyclist and horse-rider provision is adequate with a shared footway/cycleway , footways and uncontrolled crossings. Cyclists are required to dismount when travelling along the overbridge over A1089
H	Link PAR 68 - Heath Rd	High	No sensitive receptors although it is a main route for a school located further south, and users of the bus stop at A1013 Stanford Road use this route to access the school Pedestrian, cyclist and horse-rider provision is adequate with footway on the western side
H	Link PAR 69 - Chadwell Hill	High	High sensitive receptors including schools Pedestrian, cyclist and horse-rider provision is adequate
H	Link PAR 70 - Linford Rd	High	High sensitive receptors including schools Pedestrian, cyclist and horse-rider provision is adequate
H	Link PAR 71 - Muckingford Rd	Negligible	No sensitive receptors and no footway

16.7 Existing Bus Services

16.1.8 Table A16.2.80 to Table A16.2.83 include the operators and typical daytime frequencies of the existing bus services on the roads forming the Primary Access Routes in Norfolk, Suffolk, Essex and Thurrock.

Table A16.2.80 Existing bus services in Norfolk

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
1	Konectbus	Diss - Long Stratton - Norwich	Three daily services in each direction	A	A140 Ipswich Rd A1066 Park Rd
2	Konectbus	Diss - Long Stratton - Norwich	One daily service in each direction	A	A140 Ipswich Rd A1066 Diss Rd/A1066 Park Rd
2	Simonds	Roydon - Diss - Long Stratton - Norwich	Between seven and 10 services in each direction	A	A140 Ipswich Rd A1066 Diss Rd/A1066 Park Rd/A1066 High Rd
4	High Suffolk Community Transport	Diss - Eye - Bedfield	Once on Fridays in each direction	A, B	A1066 Park Rd/A1066 Victoria Rd
5	High Suffolk Community Transport	Southolt - Eye - Norwich	Only once on the fourth Wednesday of the month and only once on the second Saturday of the month, in each direction	A, B	A140 Ipswich Rd
8	High Suffolk Community Transport	Redingfield - Eye - Norwich	Only once on the fourth Wednesday of the month and only once on the second Saturday of the month, in each direction	A, B	A140 Ipswich Rd
17	Simonds	Diss - Roydon - Diss	Three daily services, weekdays only	A	A1066 Stanley Rd/A1066 High Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
36	First Eastern Counties	Long Stratton - Horsford	One every hour in each direction	A	A140 Ipswich Rd
36A	First Eastern Counties	Harleston - Horsford	One every hour in each direction	A	A140 Ipswich Rd
36B	First Eastern Counties	Harleston - Horsford	Three daily services in each direction	A	A140 Ipswich Rd
37A	Coach Services	East Harling - Norwich	Between seven and 10 services in each direction	A	B1113
37A	Simonds	Diss - East Harling - Norwich	One daily service in each direction on Saturdays only	A	B1113 A1066 Stanley Rd/A1066 High Rd
37D	Coach Services	Attleborough - East Harling - Diss	Two daily services in each direction, on Mondays, Wednesdays and Fridays only	A	A1066 Park Rd/A1066 High Rd
81	Konectbus	Watton - Thetford	Three daily services in each direction, Mondays to Fridays	A	A1066 Mundford Rd
82	Coach Services	Thetford Town Service	One every hour in each direction, Mondays to Saturdays	A	A1066 Mundford Rd/A1066 Hurth Way
83	Coach Services	Thetford Town Service	One every hour in each direction, Mondays to Saturdays	A	A1066 Mundford Rd/A1066 Hurth Way
110	Simonds	Diss - Eye	One daily service in each direction, weekdays only	A, B	A1066 Park Rd/A1066 Victoria Rd Lion Rd
112	Simonds	Diss - Eye	Seven daily services on weekdays and six daily services on Saturdays in each direction	A, B	A1066 Park Rd/A1066 Victoria Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
304	Simonds	Diss - Bury St Edmunds	Seven daily services on weekdays and five daily services on Saturdays in each direction	A, B	A1066 Park Rd/A1066 Victoria Rd Lion Rd
332	Coach Services	Thetford – Bury St Edmunds	Between four and five daily services in each direction, Mondays to Saturdays	A	A1066 Hurth Way
337	Simonds	Diss - Thurston	One daily service in each direction, on school days only	A, B	A1066 Park Rd/A1066 High Rd
338	Simonds	Diss - Bury St Edmunds	Between one and two daily services in each direction	A, B	A1066 Park Rd/A1066 High Rd
456 ¹	Dans Coach Travel	Diss - Eye - Stowmarket - Combs Ford	Once on Fridays in each direction	A, B	A1066 Diss Rd/A1066 Park Rd Wickham Road
475	Fareline Bus & Coach Services	Eye - Brome - Diss	One daily on Friday, school days only	A	A1066 Park Rd/A1066 Victoria Rd
581	Simonds	Diss - Harleston - Bungay - Beccles	Between six and seven daily services in each direction	A	A1066 Diss Rd/A1066 Park Rd
584	Simonds	Long Stratton - Diss/Diss - Pulham Market	Between two and three daily services in each direction, weekdays only	A	A1066 Diss Rd/A1066 Park Rd
805	Our Bus	Wymondham - East Carleton	Once on Fridays in each direction	A	B1113 Wymondham Road

Source: Travel Norfolk (Norfolk County Council (2025))

¹ Services in Primary Access Routes located in Suffolk as well

Table A16.2.81 Existing Bus Services in Suffolk

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
18A	Ipswich Buses	Suffolk One – Sproughton – Ipswich	One daily service in each direction, on school days only	C	A1071
88	First Bus	Ipswich – Needham Market – Stowmarket	Every 30 to 45 minutes in each direction	B	B1113 Stowmarket Rd
91	Beestons Ipswich Buses	Ipswich – Hadleigh – Sudbury	Between eight and nine daily services in each direction on weekdays Between five and six daily services in each direction on Saturdays	C	A1071
93, 93A ²	Ipswich Buses	Ipswich – Colchester via Capel St. Mary, East Bergholt & Stratford St. Mary	Between eight and nine daily services in each direction on weekdays Eight daily services in each direction on Saturdays	C	A1071 B1070 Ipswich Road
X93	Ipswich Buses	Ipswich – Colchester via Capel St. Mary, East Bergholt & Stratford St. Mary	One daily service in each direction, weekdays only One service on Saturdays	C	A1214 London Road A1071
111	Mulleys	Hitcham – Bildeston – Somersham – Ipswich	Three daily services in each direction	B	B1113 Loraine Way
320	Fareline Bus & Coach Services	Eye - Bacton - Norton - Bury St Edmunds	Once on Fridays in each direction	B	Wickham Road
384	Stephensons	Stowmarket – Haughley – Elmswell – Woolpit –	One daily service in each direction, on school days only	B	A1120 Church Rd A1120 south of A14 J50

² Services in Primary Access Routes located in Essex as well

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
		Norton/Beyton – Thurston – Bury St Edmunds			
385	Stephensons	Stowmarket – Haughley – Elmswell – Woolpit – Norton/Beyton – Thurston – Bury St Edmunds	One daily service on school days only	B	A1120 Church Rd
387	Dan's Coach Travel	Needham Market – Combs Ford – Stowupland High School	One daily service in each direction, on school days only	B	A1120 Church Rd B1113 Stowmarket Rd
457	Dan's Coach Travel	Gislingham – Finningham – Bacton – Mendlesham – Stowupland – Combs Ford – Stowmarket	Once on Thursdays in each direction	B	Wickham Road A1120 Church Rd
636	Ipswich Buses	Tattingstone – Capel St Mary – Great Wenham – East Bergholt High School	One daily service in each direction, on school days only	C	B1070
694	Chambers	Langham – East Bergholt High School	One daily service in each direction, on school days only	C	B1070
800 (Park & Ride)	First Bus	Martlesham P&R - Ipswich Town Centre - London Road P&R	Every 20 minutes	C	A1214 London Road

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
988	Ipswich Buses	Claydon High School - Bramford - Sproughton - Ipswich	One daily service in each direction, on school days only	B	B1113 Loraine Way/B1113 Bramford Rd
989	First Bus	Claydon High School – Bramford – Sproughton – Ipswich	One daily service in each direction, on school days only	B	B1113 Loraine Way/B1113 Bramford Rd

Source: Suffolk on Board (Suffolk County Council (2025))

Table A16.2.82 Existing bus services in Essex

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
2	Hedingham & Chambers	Mistley - Clacton-on-Sea	Five daily services in each direction	C	Bentley Road
2	Arriva	Horkesley Heath - Highwoods	Every 12 to 20 minutes in each direction	D	A134 Wildeve Ave
2A	First Bus	Great Horkesley - Highwoods	Four daily services in each direction on weekdays Five daily services on Saturdays	D	A134 Wildeve Ave
9	First Bus	Basildon - Brentwood	Approximately every 30 to 60 minutes in each direction	G	A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd A129 Sun St/A129 Rayleigh Rd
11	First Bus	Colchester Station - Severalls Park - Colchester Station	Between six and eight daily services in each direction	D	Via Urbis Romanae

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
12	Arrow Taxi	Wickford - Billericay	Approximately one service every hour	G	A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd A129 Sun St
16	Hedingham & Chambers	Chelmsford - Wethersfield	Four daily services in each direction	F	B1008 Essex Regiment Way B1008 Braintree Rd
17	JW Lodge and Sons	Great Dunmow - Chelmsford	One daily service in each direction, on Fridays and Saturdays only	F	A1016 Parkway A1060 Rainsford Rd
38, 38A	Stephensons	Witham - Braintree - Halstead	Every 30 minutes in each direction	E	B1018 Braintree Rd B1389 Hatfield Rd
39	Stephensons	Witham Circular	Every 30 minutes, Monday to Friday	E	Spinks Ln/Highfields Rd/Spa Rd/Flora Rd
42A	First Bus	Chelmsford - Bishops Stortford	One daily service per direction, on school days only	F	Chelmsford Rd
43	NIBSbuses	Shotgate - Wickford - Billericay School	One daily service, on school days only	G	A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd A129 Sun St
46	First Bus	Chelmsford – Ongar	Approximately every 2 hours in each direction	F	A1060 Roxwell Rd Vicarage Rd
49	NIBSbuses	Basildon - Brentwood	One daily service per direction, on school days only	G	B148 West Mayne Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
59	Arriva	Harlow - Chelmsford Anglia Ruskin University	One every hour in each direction	F	A1016 Parkway A1060 Rainsford Rd/A1060 Roxwell Rd
62	Vectare	Chelmsford - Blackmore	One daily service in each direction	F	A1016 Parkway A1060 Rainsford Rd/A1060 Roxwell Rd
70, 170, 370	First Bus	Chelmsford – Braintree	Every 20 to 30 minutes in each direction	F	A131 Braintree Rd B1008 Braintree Rd
71, 371, X71	First Bus	Chelmsford - Colchester	Approximately every 30 minutes in each direction	E, F	B1389 Hatfield Rd A1016 Parkway
81	First Bus	Colchester - Dedham	Two daily services in each direction	C	Birchwood Road Wick Road
82	First Bus	Colchester - Colne Engaine	Between two and five daily services in each direction, weekdays only Between one and two daily services in each direction on Saturdays	D, E	Great Tey Rd A120 Colchester Rd
82A, 82B	First Bus	Colchester - Colne Engaine	Between one and two daily services in each direction, weekdays only One service on Saturdays	D	A1124 Halsted Rd
83, 83B	First Bus	Colchester - Bures	Between five and six daily services in each direction, weekdays only Three daily services in each direction on Saturdays	D	A1124 Halsted Rd Mill Road
84	Hedingham & Chambers	Colchester - Sudbury via Stoke-by-Nayland	Between two and three daily services in each direction	D	A134 Wildeve Ave/A134 The Causeway

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
84B	Hedingham & Chambers	Colchester - Little Horkesley	Two daily services in each direction, only Thursdays	D	A134 Wildeve Ave/A134 The Causeway
87	First Bus	Horkesley Heath - Brightlingsea	Approximately every 20 to 30 minutes in each direction	D	A134 Wildeve Ave
88, 88A	First Bus	Colchester – Halstead	Approximately one every hour in each direction	D	A1124 Halsted Rd
88B	First Bus	Colchester – Halstead	One daily service in each direction	D	Mill Road
88	Hedingham & Chambers	(Great Eltham) Halstead - Earls Colne - Colchester	Every hour in each direction	D	A1124 Halsted Rd
132	Arriva	Colchester – Braintree	Two daily services in each direction	E	A120 Colchester Rd
251	First Bus	Wickford – Warley	5 daily services in each direction, only Sundays	G	A129 Sun St/A129 Rayleigh Rd
256	First Bus	Basildon - Billericay - Ramsden Heath	Between one and two services in each direction, Tuesday, Thursdays and Saturdays only	G	A129 Rayleigh Rd
300	First Bus	Basildon – Chelmsford	Every 15 to 30 minutes in each direction	F, G	A1016 Parkway A176 Laindon Rd/A129 Southend Rd A129 Sun St
320, X20	First Bus	Colchester - Braintree - Stansted Airport	Between 15 to 60 minutes in each direction	E	A120 Colchester Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
345	First Bus	Fuller Street – Braintree Village	One service in each direction on Wednesdays only	E	Flora Rd/Faulkbourne Rd/Church Hill
351	First Bus	Chelmsford – Brentwood	Every 30 to 60 minutes in each direction	F	A414 Three Mile Hill/A1114 London Road A1016 Westway B1002 Main Rd
505	Stephensons	Danbury – Colchester	One daily service per direction, school days only	E	B1389 Hatfield Rd
510	Stephensons	Southminster - Chelmsford Schools	One daily service per direction, school days only	F	A1016 Parkway
513	Stephensons	Witham - Southend Schools	One daily service per direction, school days only	E	B1389 Hatfield Rd
525	First Bus	Chelmsford – Colchester Norman Way School	One daily service per direction, school days only	E	B1389 Hatfield Rd
561	First Bus	Basildon - St John Payne School	Two daily services per direction, school days only	F, G	A1016 Parkway A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd A129 Sun St
570	First Bus	Gt.- Dunmow - Colchester	One daily service in each direction, schooldays only	E	A120 Colchester Rd
625	First Bus	Chelmsford - Southend Boys High School	1 daily service in each direction, schooldays only	F, G	A1016 Parkway A176 Noak Hill Rd/A176 Laindon Rd/A129 Southend Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
					A129 Sun St
676	Stephensons	Chelmsford - Boreham - Hatfield Peverel - Colchester	One daily service in each direction, school days only	F	A1016 Parkway A1060 Rainsford Rd/A1060 Roxwell Rd
694	Heddingham & Chambers	Langham - East Bergholt	One daily service in each direction, school days only	C	Wick Road
716	Flagfinders	Sible Heddingham - Gosfield - Halstead - Earls Colne - Colchester	One daily service in each direction, school days only	D	A1124 Halsted Rd
784	Heddingham & Chambers	Colchester - Sudbury via A134	Between five and six daily services in each direction	D	A134 Wildeve Ave/A134 The Causeway
901	Heddingham & Chambers	Mount Bures - Stanway School	One daily service in each direction, school days only	E	Great Tey Rd A120 Colchester Rd
902	Heddingham & Chambers	Little Horkesley - Stanway School	One daily service in each direction, school days only	D	A1124 Halsted Rd Mill Road
903	Heddingham & Chambers	Kelvedon - Stanway School	One daily service in each direction, school days only	E	A120 Colchester Rd
910	Heddingham & Chambers	Marks Tey - Honywood School	One daily service in each direction, school days only	E	A120 Colchester Rd
C4	First Bus	Chelmsford - Writtle Green	Every 12 to 30 minutes in each direction	F	A1016 Waterhouse Lane/A1016 Parkway
fwc008	Fourways	Hylands School - Chelmer Village, Melbourne	One daily service in each direction, school days only	F	A1060 Rainsford Rd/A1060 Roxwell Rd

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
P&R Colchester Park and Ride	Arriva	Colchester City Centre High Street - Mile End Colchester North Park-and-Ride	Every 12 to 20 minutes in each direction	D	Via Urbis Romanae
X10	First Bus	Chelmsford – Stanstead Airport	One every hour in each direction	F	Chelmsford Rd A1016 Parkway
X30	First Bus	Chelmsford – Stanstead Airport	Every 25 to 30 minutes in each direction	F	B1008 Essex Regiment Way B1008 Braintree Rd A1016 Parkway

Source: Travel Essex (Essex County Council (2025))

Table A16.2.83 Existing bus services in Thurrock

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
7A	Keane Travel	Grays, Tilbury, Chadwell St Mary - Orsett (Southfields) St Clere's Academy	One daily service in each direction, school days only	H	A1013 Standford Rd (east of Orsett Cock Roundabout) Brentwood Rd Chadwell Hill
7B	Keane Travel	Grays, Tilbury, Chadwell St Mary - Orsett (Southfields) Hassenbrook Academy	One daily service in each direction, school days only	H	A1013 Standford Rd (east of Orsett Cock Roundabout) Brentwood Rd Chadwell Hill

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
7C	Keane Travel	Grays, Tilbury, Chadwell St Mary - Orsett (Southfields) Gable Hall School	One daily service in each direction, school days only	H	A1013 Standford Rd (east of Orsett Cock Roundabout) Brentwood Rd Chadwell Hill
51	NIBSbuses	Chafford Hundred - Grays - Tilbury - Orsett - Pitsea	One daily service in each direction, school days only	H	A1013 Standford Rd (east of Orsett Cock Roundabout) Brentwood Rd Chadwell Hill
73	Ensign Bus	Lakeside - Tilbury	Every 10-30 minutes in each direction	H	Chadwell Hill
73A	Ensign Bus	Lakeside - Tilbury	Ten services a day in each direction	H	Chadwell Hill Linford Rd
83	Ensign Bus	Lakeside - Chadwell St Mary	Every 20-30 minutes in each direction	H	Linford Rd
100	First Bus	Basildon - Lakeside	Every 15 to 30 minutes in each direction	H	A1013 Standford Rd (east of Orsett Cock Roundabout) A1013 Standford Rd (west of Orsett Cock Roundabout)
200	First Bus	Basildon - Greys	One service every hour in each direction	H	A1013 Standford Rd (east of Orsett Cock Roundabout) A1013 Standford Rd (west of Orsett Cock Roundabout)

Bus Service	Operator	Route	Typical Daytime Frequencies	Section	Links of Primary Access Routes
					Brentwood Rd Chadwell Hill Linford Rd
201	First Bus	Stanford-Le-Hope - Basildon	Between three and four daily services in each direction, on Mondays, Wednesdays and Fridays	H	A1013 Standford Rd (east of Orsett Cock Roundabout) A1013 Standford Rd (west of Orsett Cock Roundabout)
375	Vectare Ltd	Horndon-on-the-Hill - Stanford-le-Hope - East Tilbury - West Tilbury - Grays	Six daily services in each direction	H	Linford Rd
475	NIBSbuses	Stanford le Hope - BCHS via Tilbury, Grays & Orsett	One daily service in each direction, school days only	H	A128 Brentwood Rd A1013 Standford Rd (east of Orsett Cock Roundabout) A1013 Standford Rd (west of Orsett Cock Roundabout) Brentwood Rd Chadwell Hill
565	NIBSbuses	Bulphan Recreation Ground - Brentwood	Six daily services	H	A128 Brentwood Rd

Source: Thurrock – Public Transport (Thurrock Council (2025))

16.8 Public Right of Way

16.8.1 Table A16.2.84 and Table A16.2.85 outline the PRowWs surveyed, along with the counts of PRowW users recorded during the survey. This included Pedestrians (pedestrians), cyclists and horse-riders.

Table A16.2.84 Surveyed PRowWs (2024)

PRow Ref. No.	Project Section	Location	Weekday	Weekend
Roydon South Norfolk FP14	Section A	Angles Way Long Distance Trail, section Diss Mere to Redgrave B1113 at Roydon	Pedestrians: 1 Cyclists: 0 Horse-Riders: 0 Total: 1	Pedestrians: 17 Cyclists: 0 Horse-Riders: 0 Total: 17
W-267/021/0	Section B	Gislingham Circular Route 1	Pedestrians: 22 Cyclists: 0 Horse-Riders: 0 Total: 22	Pedestrians: 94 Cyclists: 0 Horse-Riders: 0 Total: 94
W-267/022/0	Section B	Gislingham Circular Route 1	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 13 Cyclists: 0 Horse-Riders: 0 Total: 13
W-267/014/0	Section B	Gislingham Circular Route 2	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 11 Cyclists: 0 Horse-Riders: 0 Total: 11
W-392/001/0	Section B	The Wimble Circular Walk	Pedestrians: 2 Cyclists: 0 Horse-Riders: 0 Total: 2	Pedestrians: 8 Cyclists: 0 Horse-Riders: 0 Total: 8
W-499/007/0	Section B	Mid Suffolk Footpath	Pedestrians: 0 Cyclists: 0 Horse-Riders: 1 Total: 1	Pedestrians: 1 Cyclists: 0 Horse-Riders: 1 Total: 2
E-227/063/0	Section B	Earl Stonham Circular Walks Gold Route	Pedestrians: 6 Cyclists: 0 Horse-Riders: 0 Total: 6	Pedestrians: 24 Cyclists: 1 Horse-Riders: 0 Total: 25

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
E-227/062/0	Section B	Earl Stonham Circular Walks Gold Route	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 3 Cyclists: 0 Horse-Riders: 0 Total: 3
W-209/023/0	Section B	Needham Market to Stowmarket Gipping Valley River Path	Pedestrians: 6 Cyclists: 0 Horse-Riders: 0 Total: 6	Pedestrians: 28 Cyclists: 0 Horse-Riders: 0 Total: 28
Langham 1	Section C	St Edmund Way and Stour Valley Path, West of Stratford St Mary	Pedestrians: 22 Cyclists: 0 Horse-Riders: 30 Total: 52	Pedestrians: 18 Cyclists: 0 Horse-Riders: 5 Total: 23
Langham 2	Section C	Langham Circular Walk, west of Stratford St Mary	Pedestrians: 3 Cyclists: 0 Horse-Riders: 4 Total: 7	Pedestrians: 22 Cyclists: 0 Horse-Riders: 2 Total: 24
Langham 3	Section C	Langham Circular Walk, west of Stratford St Mary	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 2 Cyclists: 0 Horse-Riders: 2 Total: 4
Langham 43	Section C	The Essex Way Walk, at Langham (West of Stratford St Mary)	Pedestrians: 35 Cyclists: 0 Horse-Riders: 1 Total: 36	Pedestrians: 35 Cyclists: 0 Horse-Riders: 18 Total: 53
Great Horkesley 31	Section D	The Essex Way Walk, at Great Horkesley	Pedestrians: 14 Cyclists: 1 Horse-Riders: 0 Total: 15	Pedestrians: 26 Cyclists: 0 Horse-Riders: 0 Total: 26
Great Horkesley 32	Section D	The Essex Way Walk, at Great Horkesley	Pedestrians: 19 Cyclists: 0 Horse-Riders: 0 Total: 19	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0
Fordham 33	Section D	The Essex Way Walk, between Fordstreet and Mill House	Pedestrians: 25 Cyclists: 0 Horse-Riders: 0 Total: 25	Pedestrians: 2 Cyclists: 0 Horse-Riders: 0 Total: 2

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
Fordham 34	Section D	The Essex Way Walk, between Fordstreet and Mill House	Pedestrians: 2 Cyclists: 0 Horse-Riders: 0 Total: 2	Pedestrians: 9 Cyclists: 1 Horse-Riders: 0 Total: 10
Great Tey 42	Section D	The Essex Way Walk, between Coggeshall and East Goves	Pedestrians: 11 Cyclists: 0 Horse-Riders: 0 Total: 11	Pedestrians: 12 Cyclists: 0 Horse-Riders: 0 Total: 12
White Notley 15	Section E	White Notley Circular Walk	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 7 Cyclists: 0 Horse-Riders: 0 Total: 7
Cressing 19	Section E	The John Ray Walk, between Silver End and Rivenhall	Pedestrians: 1 Cyclists: 0 Horse-Riders: 0 Total: 1	Pedestrians: 2 Cyclists: 0 Horse-Riders: 2 Total: 4
Great And Little Leighs 40	Section F	The Essex Way Walk, between Great Leigh and Terling	Pedestrians: 1 Cyclists: 1 Horse-Riders: 0 Total: 2	Pedestrians: 7 Cyclists: 0 Horse-Riders: 0 Total: 7
Great Waltham 76	Section F	Little Waltham and Broomfield Circular and Pleshey and Great Waltham loop	Pedestrians: 19 Cyclists: 0 Horse-Riders: 0 Total: 19	Pedestrians: 1 Cyclists: 0 Horse-Riders: 0 Total: 1
Great Waltham 74	Section F	Little Waltham and Broomfield Circular	Pedestrians: 5 Cyclists: 0 Horse-Riders: 0 Total: 5	Pedestrians: 11 Cyclists: 0 Horse-Riders: 0 Total: 11
Broomfield 1	Section F	Saffron Trail	Pedestrians: 70 Cyclists: 22 Horse-Riders: 0 Total: 92	Pedestrians: 40 Cyclists: 1 Horse-Riders: 0 Total: 41
Broomfield 5	Section F	Pleshey and Great Waltham loop	Pedestrians: 14 Cyclists: 0 Horse-Riders: 2 Total: 16	Pedestrians: 5 Cyclists: 0 Horse-Riders: 0 Total: 5

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
Broomfield 9	Section F	Saffron Trail crossing	Pedestrians: 7 Cyclists: 0 Horse-Riders: 1 Total: 8	Pedestrians: 6 Cyclists: 0 Horse-Riders: 0 Total: 6
Margaretting 13	Section F	The St Peter's Way Walk, between Mill Green and Margaretting	Pedestrians: 3 Cyclists: 0 Horse-Riders: 0 Total: 3	Pedestrians: 11 Cyclists: 0 Horse-Riders: 0 Total: 11

Table A16.2.85 Surveyed PRoWs (2025)

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
Ardleigh 2	Section C	Bridleway - Essex	Pedestrians: 30 Cyclists: 1 Horse-Riders: 0 Total: 31	Pedestrians: 7 Cyclists: 3 Horse-Riders: 1 Total: 11
Aldham 20	Section D	Bridleway - Essex	Pedestrians: 13 Cyclists: 0 Horse-Riders: 0 Total: 13	Pedestrians: 17 Cyclists: 0 Horse-Riders: 0 Total: 17
Feering 2	Section E	Bridleway - Essex	Pedestrians: 0 Cyclists: 0 Horse-Riders: 3 Total: 3	n/a (Vandalised equipment)
Kelvedon 10	Section E	Bridleway - Essex	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0
Rivenhall 11	Section E	Footpath - Essex	Pedestrians: 2 Cyclists: 0 Horse-Riders: 0 Total: 2	Pedestrians: 6 Cyclists: 0 Horse-Riders: 0 Total: 6
Writtle 13	Section F	Footpath - Essex	Pedestrians: 2 Cyclists: 0 Horse-Riders: 7 Total: 9	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
Writtle 97	Section F	Byway - Essex	Pedestrians: 4 Cyclists: 2 Horse-Riders: 0 Total: 6	n/a (Vandalised equipment)
Ingatestone And Fryerning 43	Section G	Footpath - Essex	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 4 Cyclists: 2 Horse-Riders: 0 Total: 6
Brentwood 96	Section G	Footpath - Essex	Pedestrians: 25 Cyclists: 0 Horse-Riders: 0 Total: 25	Pedestrians: 24 Cyclists: 0 Horse-Riders: 0 Total: 24
Brentwood 53	Section G	Bridleway - Essex	Pedestrians: 2 Cyclists: 0 Horse-Riders: 2 Total: 4	Pedestrians: 7 Cyclists: 3 Horse-Riders: 0 Total: 10
Little Burstead 17	Section G	Byway - Essex	Pedestrians: 0 Cyclists: 0 Horse-Riders: 4 Total: 4	Pedestrians: 14 Cyclists: 4 Horse-Riders: 5 Total: 23
Little Burstead 56	Section G	Byway - Essex	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0
Footpath 91	Section H	Footpath - Thurrock	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0
Footpath 84	Section H	Footpath - Thurrock	Pedestrians: 25 Cyclists: 0 Horse-Riders: 0 Total: 25	n/a ³
Footpath 81	Section H	Footpath - Thurrock	Pedestrians: 25 Cyclists: 0 Horse-Riders: 0	Pedestrians: 28 Cyclists: 0 Horse-Riders: 0

³ Land owner permission not received

PRoW Ref. No.	Project Section	Location	Weekday	Weekend
			Total: 25	Total: 28
Footpath 11 and Footpath 12	Section H	Footpath - Thurrock	Pedestrians: 45 Cyclists: 2 Horse-Riders: 0 Total: 47	Pedestrians: 71 Cyclists: 1 Horse-Riders: 0 Total: 72
Footpath 12 Saffron Bridge	Section H	Shared access road - Saffron Road to Stanford Road, crossing the A13 (connection Horndon and Stanford)	Pedestrians: 33 Cyclists: 0 Horse-Riders: 0 Total: 33	Pedestrians: 14 Cyclists: 1 Horse-Riders: 0 Total: 15
Hoford Road	Section H	Non-motorised road used by Pedestrians and cyclists between Buckingham Hill Road and Muckingford Road	Pedestrians: 4 Cyclists: 0 Horse-Riders: 0 Total: 4	Pedestrians: 0 Cyclists: 0 Horse-Riders: 0 Total: 0
Bridleway 63	Section H	Bridleway - Thurrock	Pedestrians: 8 Cyclists: 0 Horse-Riders: 0 Total: 8	Pedestrians: 3 Cyclists: 3 Horse-Riders: 0 Total: 6

Abbreviations

Abbreviation	Full Reference
AADT	Annual Average Daily Traffic
DCO	Development Consent Order
CSE	Cable Sealing End
ES	Environmental Statement
HGV	Heavy Goods Vehicle
Km	Kilometre
LRN	Local Road Network
LTC	Lower Thames Crossing
mph	Miles per hour
NCN	National Cycle Network
p.a.	Per annum
PAR	Primary Access Route
PIA	Personal Injury Accident
PIC	Personal Injury Collision
PRoW	Public Rights of Way
SRN	Strategic Road Network

Glossary

Term	Definition
Annual Average Daily Traffic Flow	24 hour traffic count data averaged for all the days in the year i.e. the total traffic flow on a road for a year divided 365
Access Route	A route used by construction traffic within the Order Limits to access a working area from an access point
Environmental Statement (ES)	The main output from the EIA process, an ES is the report required to accompany an application for development consent (under the Infrastructure Planning (EIA) Regulations 2017) to inform public and stakeholder consultation and the decision on whether a project should be allowed to proceed. The EIA Regulations set out specific requirements for the contents of an ES for Nationally Significant Infrastructure Projects.
Heavy Goods Vehicle	Goods vehicles weighing more than 3,500 kg.
Light Goods Vehicle	Goods vehicle weighing 3,500 kg or less
Major Road Network	Important A roads and local roads that are managed by Local Highway Authorities
Primary Access Route	These are the roads on the local road network that would be used by construction vehicles between the strategic road network and the access points within the Order Limits.
Project Section	Geographical 'sections' have been identified that break the Project down into smaller units for ease of description within the documentation.
Public Right of Way	A footpath, bridleway or byway accessible to all members of the public.
Strategic Road Network	Motorways and A roads managed by National Highways

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