The Great Grid Upgrade

North Humber to High Marnham

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North Humber to High Marnham

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Contents

1. Introduction 1
2. Highway Network and Primary Access Routes 2
3. Traffic Flows 113
4. Sensitivity 121
5. Collision Data 145

Table 2.1 – Primary Access Routes (PARs) – Local Road Network 2
Table 2.2 – Construction access track crossover points on the Local Road Network 8
Table 2.3 – Assessment of road links forming Primary Access Routes (PARs) 9
Table 2.4 – Assessment of road links forming PAR 1A 9
Table 2.5 – Assessment of road links forming PAR 1B 9
Table 2.6 – Assessment of road links forming PAR 2 10
Table 2.7 – Assessment of road links forming PAR 3 10
Table 2.8 – Assessment of road links forming PAR 4 11
Table 2.9 – Assessment of road links forming PAR 5 12
Table 2.10 – Assessment of road links forming PAR 6 12
Table 2.11 – Assessment of road links forming PAR 7 13
Table 2.12 – Assessment of road links forming PAR 8 14
Table 2.13 – Assessment of road links forming PAR 9 14
Table 2.14 – Assessment of road links forming PAR 10A 15
Table 2.15 – Assessment of road links forming PAR 10B 16
Table 2.16 – Assessment of road links forming PAR 11 16
Table 2.17 – Assessment of road links forming PAR 12 17
Table 2.18 – Assessment of road links forming PAR 13 18
Table 2.19 – Assessment of road links forming PAR 14 18
Table 2.20 – Assessment of road links forming PAR 15 19
Table 2.21 – Assessment of road links forming PAR 16 19
Table 2.22 – Assessment of road links forming PAR 17 20
Table 2.23 – Assessment of road links forming PAR 18 21
Table 2.24 – Assessment of road links forming PAR 19 21
Table 2.25 – Assessment of road links forming PAR 20 22
Table 2.26 – Assessment of road links forming PAR 21 23
Table 2.27 – Assessment of road links forming PAR 22 23
Table 2.28 – Assessment of road links forming PAR 23 24
Table 2.29 – Assessment of road links forming PAR 24A 25
Table 2.30 – Assessment of road links forming PAR 24B 25
Table 2.31 – Assessment of road links forming PAR 25 26
Table 2.32 – Assessment of road links forming PAR 26A 27
Table 2.33 – Assessment of road links forming PAR 26B 27
Table 2.34 – Assessment of road links forming PAR 27 28
Table 2.35 – Assessment of road links forming PAR 28 29
Table 2.36 – Assessment of road links forming PAR 29 29
Table 2.37 – Assessment of road links forming PAR 30 30
Table 2.38 – Assessment of road links forming PAR 31 31
Table 2.39 – Assessment of road links forming PAR 32 31
Table 2.40 – Assessment of road links forming PAR 33 32
Table 2.41 – Assessment of road links forming PAR 34 33
Table 2.42 – Assessment of road links forming PAR 35 33

Table 2.43 – Assessment of road links forming PAR 36 34
Table 2.44 – Assessment of road links forming PAR 37 34
Table 2.45 – Assessment of road links forming PAR 38 35
Table 2.46 – Assessment of road links forming PAR 39 36
Table 2.47 – Assessment of road links forming PAR 40 36
Table 2.48 – Assessment of road links forming PAR 41 37
Table 2.49 – Assessment of road links forming PAR 42 37
Table 2.50 – Assessment of road links forming PAR 43 38
Table 2.51 – Assessment of road links forming PAR 44 39
Table 2.52 – Assessment of road links forming PAR 45 39
Table 2.53 – Assessment of road links forming PAR 46 40
Table 2.54 – Assessment of road links forming PAR 47 41
Table 2.55 – Assessment of road links forming PAR 48 41
Table 2.56 – Assessment of road links forming PAR 49 42
Table 2.57 – Assessment of road links forming PAR 50 42
Table 2.58 – Assessment of road links forming PAR 51 43
Table 2.59 – Assessment of road links forming PAR 52 44
Table 2.60 – Assessment of road links forming PAR 53 44
Table 2.61 – Assessment of road links forming PAR 54 45
Table 2.62 – Assessment of road links forming PAR 55 45
Table 2.63 – Assessment of road links forming PAR 56 46
Table 2.64 – Assessment of road links forming PAR 57 47
Table 2.65 – Assessment of road links forming PAR 58 47
Table 2.66 – Assessment of road links forming PAR 59 48
Table 2.67 – Assessment of road links forming PAR 60 49
Table 2.68 – Assessment of road links forming PAR 61 49
Table 2.69 – Assessment of road links forming PAR 62 50
Table 2.70 – Assessment of road links forming PAR 63 51
Table 2.71 – Assessment of road links forming PAR 64 51
Table 2.72 – Assessment of road links forming PAR 64B 52
Table 2.73 – Assessment of road links forming PAR 65 52
Table 2.74 – Assessment of road links forming PAR 66 53
Table 2.75 – Assessment of road links forming PAR 67 54
Table 2.76 – Assessment of road links forming PAR 68 54
Table 2.77 – Assessment of road links forming PAR 69 55
Table 2.78 – Assessment of road links forming PAR 70 56
Table 2.79 – Assessment of road links forming PAR 71 56
Table 2.80 – Assessment of road links forming PAR 72 57
Table 2.81 – Assessment of road links forming PAR 73 57
Table 2.82 – Assessment of road links forming PAR 74 58
Table 2.83 – Assessment of road links forming PAR 75 59
Table 2.84 – Assessment of road links forming PAR 76 60
Table 2.85 – Assessment of road links forming PAR 77 60
Table 2.86 – Assessment of road links forming PAR 78 61
Table 2.87 – Assessment of road links forming PAR 79 61
Table 2.88 – Assessment of road links forming PAR 80 62
Table 2.89 – Assessment of road links forming PAR 81 63
Table 2.90 – Assessment of road links forming PAR 82 63
Table 2.91 – Assessment of road links forming PAR 83 64
Table 2.92 – Assessment of road links forming PAR 85 65
Table 2.93 – Assessment of road links forming PAR 86 65
Table 2.94 – Assessment of road links forming PAR 87 66
Table 2.95 – Assessment of road links forming PAR 88 67
Table 2.96 – Assessment of road links forming PAR 89 67
Table 2.97 – Assessment of road links forming PAR 90 68
Table 2.98 – Assessment of road links forming PAR 91 69
Table 2.99 – Assessment of road links forming PAR 92 69
Table 2.100 – Assessment of road links forming PAR 93 70
Table 2.101 – Assessment of road links forming PAR 94 71
Table 2.102 – Assessment of road links forming PAR 95 71
Table 2.103 – Assessment of road links forming PAR 96 72
Table 2.104 – Assessment of road links forming PAR 97 72
Table 2.105 – Assessment of road links forming PAR 98 73

Table 2.106 – Assessment of road links forming PAR 99 74
Table 2.107 – Assessment of road links forming PAR 100 75
Table 2.108 – Assessment of road links forming PAR 101 75
Table 2.109 – Assessment of road links forming PAR 102 76
Table 2.110 – Assessment of road links forming PAR 103 76
Table 2.111 – Assessment of road links forming PAR 104 77
Table 2.112 – Assessment of road links forming PAR 105 78
Table 2.113 – Assessment of road links forming PAR 106 78
Table 2.114 – Assessment of road links forming PAR 107 79
Table 2.115 – Assessment of road links forming PAR 108 80
Table 2.116 – Assessment of road links forming PAR 109 80
Table 2.117 – Assessment of road links forming PAR 110 81
Table 2.118 – Assessment of road links forming PAR 111 82
Table 2.119 – Assessment of road links forming PAR 112 82
Table 2.120 – Assessment of road links forming PAR 113 83
Table 2.121 – Assessment of road links forming PAR 114 84
Table 2.122 – Assessment of road links forming PAR 115 84
Table 2.123 – Assessment of road links forming PAR 116 85
Table 2.124 – Assessment of road links forming PAR 117 86
Table 2.125 – Assessment of road links forming PAR 118 86
Table 2.126 – Assessment of road links forming PAR 119 87
Table 2.127 – Assessment of road links forming PAR 120 88
Table 2.128 – Assessment of road links forming PAR 121 88
Table 2.129 – Assessment of road links forming PAR 122 89
Table 2.130 – Assessment of road links forming PAR 123 90
Table 2.131 – Assessment of road links forming PAR 124 90
Table 2.132 – Assessment of road links forming PAR 125 91
Table 2.133 – Assessment of road links forming PAR 126 92
Table 2.134 – Assessment of road links forming PAR 127 92
Table 2.135 – Assessment of road links forming PAR 128 93
Table 2.136 – Assessment of road links forming PAR 129 93
Table 2.137 – Assessment of road links forming PAR 130 94
Table 2.138 – Assessment of road links forming PAR 131 94
Table 2.139 – Assessment of road links forming PAR 132 95
Table 2.140 – Assessment of road links forming PAR 133 96
Table 2.141 – Assessment of road links forming PAR 134 96
Table 2.142 – Assessment of road links forming PAR 135 97
Table 2.143 – Assessment of road links forming PAR 136 98
Table 2.144 – Assessment of road links forming PAR 137 98
Table 2.145 – Assessment of road links forming PAR 138 99
Table 2.146 – Assessment of road links forming PAR 139 99
Table 2.147 – Assessment of road links forming PAR 140 100
Table 2.148 – Assessment of road links forming PAR 141 101
Table 2.149 – Assessment of road links forming PAR 142 101
Table 2.150 – Assessment of road links forming PAR 143 102
Table 2.151 – Assessment of road links forming PAR 144 103
Table 2.152 – Assessment of road links forming PAR 145 103
Table 2.153 – Assessment of road links forming PAR 146 104
Table 2.154 – Assessment of road links forming PAR 147 104
Table 2.155 – Assessment of road links forming PAR 149 105
Table 2.156 – Assessment of road links forming PAR 150 105
Table 2.157 – Assessment of road links forming PAR 151 106
Table 2.158 – Assessment of road links forming PAR 152 106
Table 2.159 – Assessment of road links forming PAR 153 107
Table 2.160 – Assessment of road links forming PAR 154 108
Table 2.161 – Assessment of road links forming PAR 155 108
Table 2.162 – Assessment of road links forming PAR 156 109
Table 2.163 – Assessment of road links forming PAR 157 109
Table 2.164 – Assessment of road links forming PAR 158 110
Table 2.165 – Assessment of road links forming PAR 159 111
Table 2.166 – Assessment of road links forming PAR 160 111
Table 2.167 – Assessment of road links forming PAR 161 112
Table 3.1 – Surveyed 2024/2025 traffic flows on local road links 114

Table 4.1 – Sensitivity of Primary Access Routes 122
Table 4.2 – PRoW receptor sensitivity (PRoW with proposed temporary closures and diversions) 135
Table 4.3 – Highway Safety receptor sensitivity 140
Table 5.1 – Summary of total collisions by severity on road links forming Primary Access Routes 145
Table 5.2 – Summary of collisions involving cyclist casualties by severity on routes forming the Primary Access Routes 151
Table 5.3 – Summary of collisions involving pedestrian casualties by severity on routes forming the Primary Access Routes 158

1. Introduction

1.1.1 This appendix to **Application Document 6.14 Chapter 14 Traffic and Transport** presents an overview of the Traffic and Transport baseline conditions in relation to the identified Primary Access Routes (PARs) and the local road network, existing traffic flows, sensitive receptors, collision data and road sensitivities.

2. Highway Network and Primary Access Routes

2.1.1 Table 2.1 presents and describes the roads forming the Primary Access Routes (PARs), noting that the PARs are presented in numerical order rather than by local authority, as some PARs were added at a later stage. Table 2.2 presents and describes the roads at the construction access track crossover (CATC) points identified for the Project. Table 2.3 presents the assessment of the road links forming the PARs. The location of the roads forming the PARs is identified on **Application Document 6.14.F1 Figure 14.1 Primary Access Routes**.

Table 2.1 – Primary Access Routes (PARs) – Local Road Network

PAR ID	PAR name	Local authority
PAR 1A	A1079 Beverley Bypass East (between A164/A1079 int and BM-001)	East Riding of Yorkshire
PAR 1B	A1079 Beverley Bypass East (east of BM-001)	East Riding of Yorkshire
PAR 2	A1079 Beverley Bypass West	East Riding of Yorkshire
PAR 3	A164 - North of A1079	East Riding of Yorkshire
PAR 4	A164 Beverley Road - Between A1079 and Dunflat Road	East Riding of Yorkshire
PAR 5	Dunflat Road	East Riding of Yorkshire
PAR 6	A164 - Between Dunflat Road and B1233/A164 Roundabout	East Riding of Yorkshire
PAR 7	Main Street	East Riding of Yorkshire
PAR 8	Little Weighton Road	East Riding of Yorkshire
PAR 9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	East Riding of Yorkshire
PAR 10A	Riplingham Road (between A164/Riplingham Road and Rowley Road)	East Riding of Yorkshire
PAR 10B	Riplingham Road (west of Rowley Road)	East Riding of Yorkshire
PAR 11	Rowley Road (between Riplingham Road/ Rowley Road and BM-008)	East Riding of Yorkshire
PAR 12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	East Riding of Yorkshire
PAR 13	Lambwell Hill	East Riding of Yorkshire

PAR ID	PAR name	Local authority
PAR 14	Westoby Lane	East Riding of Yorkshire
PAR 15	Brick Dike Lane	East Riding of Yorkshire
PAR 16	B1230 - Hunsley Road	East Riding of Yorkshire
PAR 17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	East Riding of Yorkshire
PAR 18	A1034 - Between Hunsley Road and Beverley Road (South)	East Riding of Yorkshire
PAR 19	A1034 - Beverley Road and A63	East Riding of Yorkshire
PAR 20	Beverley Road	East Riding of Yorkshire
PAR 21	Ellerker Road	East Riding of Yorkshire
PAR 22	A63 Petuaria Way (South)	East Riding of Yorkshire
PAR 23	Brantingham Road	East Riding of Yorkshire
PAR 24A	Brough Road (Between A1034 roundabout and Brantingham Road)	East Riding of Yorkshire
PAR 24B	Brough Road (South of Brantingham Road)	East Riding of Yorkshire
PAR 25	A63 Petuaria Way (West)	East Riding of Yorkshire
PAR 26A	Ings Lane	East Riding of Yorkshire
PAR 26B	Main Street	East Riding of Yorkshire
PAR 27	Carr Lane	East Riding of Yorkshire
PAR 28	Tongue Lane	East Riding of Yorkshire
PAR 29	B1230 Main Road (East)	East Riding of Yorkshire
PAR 30	M62	East Riding of Yorkshire
PAR 31	A161 Tom Pudding Way	East Riding of Yorkshire
PAR 32	A161 Swinefleet Road	East Riding of Yorkshire
PAR 33	A161 King's Causeway	East Riding of Yorkshire
PAR 34	Main Street (Pennyhill Cottages)	East Riding of Yorkshire
PAR 35	Main Street	East Riding of Yorkshire
PAR 36	High Street	East Riding of Yorkshire
PAR 37	A161 Field Lane (North of Eastoft)	East Riding of Yorkshire / North Lincolnshire
PAR 38	Luddington Road	North Lincolnshire
PAR 39	Carr Lane	North Lincolnshire

PAR ID	PAR name	Local authority
PAR 40	B1392 Meredyke Road	North Lincolnshire
PAR 41	Washinghall Lane	North Lincolnshire
PAR 42	Carr Lane	North Lincolnshire
PAR 43	B1392 Luddington Road	North Lincolnshire
PAR 44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	North Lincolnshire
PAR 45	Outgate (West)	North Lincolnshire
PAR 46	Bonnyhale Dale Road	North Lincolnshire
PAR 47	Main Street	North Lincolnshire
PAR 48	Bonnyhale Road	North Lincolnshire
PAR 49A	Keadby Power Station Internal Roads / Unnamed Roads	North Lincolnshire
PAR 49B	Keadby Power Station Internal Roads / Unnamed Roads	North Lincolnshire
PAR 50	A161 - Between Outgate and A18 Interchange	North Lincolnshire
PAR 51	A18 Trunk Road (East)	North Lincolnshire
PAR 52	A18 High Levels Bank (West)	North Lincolnshire / Doncaster
PAR 53	A161 - Between A18 and M180	North Lincolnshire
PAR 54	A161 - Between M180 and Belton	North Lincolnshire
PAR 55	King Edward Street	North Lincolnshire
PAR 56	Bracon	North Lincolnshire
PAR 57	Belton Road	North Lincolnshire
PAR 58	Hollingsworth Lane	North Lincolnshire
PAR 59	Melwood Hill (South)	North Lincolnshire
PAR 60	Blow Row	North Lincolnshire
PAR 61	A161 High Street - Between King Edward Street and Blow Row	North Lincolnshire
PAR 62	Rectory Street	North Lincolnshire
PAR 63	Melwood Hill (North)	North Lincolnshire
PAR 64A	Newland Lane	North Lincolnshire
PAR 64B	Newland Lane 2	North Lincolnshire

PAR ID	PAR name	Local authority
PAR 65	A161 Epworth Road	North Lincolnshire
PAR 66	Burnham Road (West)	North Lincolnshire
PAR 67	Church Walk	North Lincolnshire
PAR 68	East Lound Road	North Lincolnshire
PAR 69	Brackenhill Road/E Lound Road	North Lincolnshire
PAR 70	B1396 Tower Hill	North Lincolnshire
PAR 71	A161 Haxey Lane	North Lincolnshire
PAR 72	Ferry Road / Main Street	North Lincolnshire
PAR 73	Stockwith Road	North Lincolnshire
PAR 74	A161 Station Road	North Lincolnshire
PAR 75	Tindale Bank Road	North Lincolnshire
PAR 76	A161 Haxey Road	Nottinghamshire
PAR 77	Cornley Road	Nottinghamshire
PAR 78	Carr Lane	Nottinghamshire
PAR 79	B1403 Church Street	Nottinghamshire
PAR 80	Cattle Road	Nottinghamshire
PAR 81	A161 High Street to A161/A631 Roundabout	Nottinghamshire
PAR 82	B1403 Gringley Road	Nottinghamshire
PAR 83	B1403 Fountain Hill	Nottinghamshire
PAR 85	B1403 Walkeringham Road	Nottinghamshire
PAR 86	A631 (Gringley on the Hill West)	Nottinghamshire
PAR 87	A631 (Gringley on the Hill East)	Nottinghamshire
PAR 88	A631 - Between A161/A631 Roundabout and Wood Lane	Nottinghamshire
PAR 89	A631 - Between Wood Lane and A620/A631 Roundabout	Nottinghamshire
PAR 90	Wood Lane	Nottinghamshire
PAR 91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	Nottinghamshire
PAR 92	Sturton Road	Nottinghamshire
PAR 93	Gainsborough Road	Nottinghamshire

PAR ID	PAR name	Local authority
PAR 94	Station Road	Nottinghamshire
PAR 95	Wheatley Road	Nottinghamshire
PAR 96	Sturton Road	Nottinghamshire
PAR 97	Low Street	Nottinghamshire
PAR 98	A620 - Gainsborough Road	Nottinghamshire
PAR 99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	Nottinghamshire
PAR 100	A620 Amcott Way	Nottinghamshire
PAR 101	Cross Street	Nottinghamshire
PAR 102	Springs Lane	Nottinghamshire
PAR 103	Retford Road (West)	Nottinghamshire
PAR 104	Leverton Road / Spital Hill	Nottinghamshire
PAR 105	A638 Arlington Way/London Road	Nottinghamshire
PAR 106	A638 Great North Road - To the A1	Nottinghamshire
PAR 107	Cocking Lane	Nottinghamshire
PAR 108	Town Street / Forewood Lane	Nottinghamshire
PAR 109	Wood Lane / Main Street	Nottinghamshire
PAR 110	Grove Road	Nottinghamshire
PAR 111	Lady Well Lane	Nottinghamshire
PAR 112	Main Street	Nottinghamshire
PAR 113	Hazelwood Lane	Nottinghamshire
PAR 114	Ashley Lane	Nottinghamshire
PAR 115	Retford Road (North of Rampton Hospital)	Nottinghamshire
PAR 116	Laneham Road	Nottinghamshire
PAR 117	A57 Broad Gate	Nottinghamshire
PAR 118	A57 - Between Darlton Road and BM 52/53	Nottinghamshire
PAR 119	A57 - Between BM 52/53 east along A57 to PAR 120	Nottinghamshire
PAR 120	A57 - East of PAR 119 to Laneham Road Junction	Nottinghamshire
PAR 121	A57 - Between A57/Main Street Junction East	Nottinghamshire / West Lindsey

PAR ID	PAR name	Local authority
PAR 122	Main Street	Nottinghamshire
PAR 123	Retford Road (East Drayton)	Nottinghamshire
PAR 124	Top Street / Darlton Road	Nottinghamshire
PAR 125	Dale Road	East Riding of Yorkshire
PAR 126	Willow Flats	East Riding of Yorkshire
PAR 127	Ellerker Lane	East Riding of Yorkshire
PAR 128	Norfolk Bank Lane	East Riding of Yorkshire
PAR 129	Common Road	East Riding of Yorkshire
PAR 130	Wallingfen Lane	East Riding of Yorkshire
PAR 131	Staddlethorpe Lane	East Riding of Yorkshire
PAR 132	Thornton Dam Lane / Scalby Lane	East Riding of Yorkshire
PAR 133	Meredyke Road East (Between Carr Lane and B1392 Shore Road)	North Lincolnshire
PAR 134	B1392	North Lincolnshire
PAR 135	Meredyke Road (West)	North Lincolnshire
PAR 136	B1392 Eastoft Road	North Lincolnshire
PAR 137	Outgate East	North Lincolnshire
PAR 138	Greengate	North Lincolnshire
PAR 139	Fledborough Road	Nottinghamshire
PAR 140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	North Lincolnshire / East Riding of Yorkshire
PAR 141	A63 (From A15 Interchange to A1079)	East Riding of Yorkshire / Kingston upon Hull
PAR 142	M62 (From A614 Interchange to M18 Interchange)	East Riding of Yorkshire
PAR 143	M180 (Between M18 Interchange and A161)	North Lincolnshire / Doncaster
PAR 144	M180 (Between A161 and M181)	North Lincolnshire
PAR 145	M181	North Lincolnshire
PAR 146	M180 (Between M181 Interchange and A15)	North Lincolnshire
PAR 147	M180 (Between A15 Interchange and A180)	North Lincolnshire
PAR 149	Epworth Road North	North Lincolnshire

PAR ID	PAR name	Local authority
PAR 150	Epworth Road South	North Lincolnshire
PAR 151	Burnham Road East	North Lincolnshire
PAR 152	Church Street	North Lincolnshire
PAR 153	Leverton Road	Nottinghamshire
PAR 154	Main St	Nottinghamshire
PAR 155	Retford Road (East)	Nottinghamshire
PAR 156	B1230 Main Road (West)	East Riding of Yorkshire
PAR 157	A18 Althorpe Byp	North Lincolnshire
PAR 158	Sands Lane	East Riding of Yorkshire
PAR 159	Landing Lane	East Riding of Yorkshire
PAR 160	Pasture Lane	North Lincolnshire
PAR 161	A15 Boothferry Road	East Riding of Yorkshire

2.1.2 Table 2.2 identifies the construction access track crossover (CATC) points on the local road network associated with the Project. The table provides (CATC) identification reference, the relevant local authority, and the road on which each crossover point is located on the local highway network.

Table 2.2 – Construction access track crossover points on the Local Road Network

Construction access track crossover points (ID)	Local authority	Roads forming construction access track crossover points
BM-019/ BM-020	East Riding of Yorkshire	Sands Lane
LINK CATC 2	East Riding of Yorkshire	Sleights Lane
BM-038/BM-039	East Riding of Yorkshire	Blacktoft Lane
BM-044/BM-045	North Lincolnshire	Pasture Lane
BM-057/BM-058	North Lincolnshire	Washinghall Lane

2.1.3 Table 2.3 presents the assessment of the road links forming the Primary Access Routes (PARs) identified for the Project. The assessment summarises the characteristics of each road link and its suitability for accommodating construction traffic associated with the Project.

Table 2.3 – Assessment of road links forming Primary Access Routes (PARs)

Baseline topic	Description
Table 2.4 – Assessment of road links forming PAR 1A	
Road Link	A1079 Beverley Bypass East (between A164/A1079 int and BM 001)
Local Authority	East Riding of Yorkshire
Primary Access Route	1A
Description	The assessed link extends from the roundabout with the A164, eastwards to bellmouth BM-001. The majority of the link is a single carriageway with one lane in each direction. However, it transitions to a dual carriageway, with two lanes in each direction in close proximity to the interchange with the A164. Bellmouth BM-001 is situated off the south side of this link and provides access to proposed pylons 4AF1- 4AF8
Speed Limit	60-70 mph
Street Lighting	No
Highway Constraints	Anticipated construction traffic associated with the Birkhill Wood substation
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No although there are several laybys on either side of the carriageway
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors
Table 2.5 – Assessment of road links forming PAR 1B	
Road Link	A1079 Beverley Bypass East (east of BM-001)
Local Authority	East Riding of Yorkshire
Primary Access Route	1B
Description	The assessed link extends from bellmouth BM-001 to the Dunswell roundabout. The link is a single carriageway with one lane in each direction. The only other access point along this stretch is a roundabout connecting to Ken Smith Way. Bellmouth BM-001 is situated off the south side of this link and provides access to proposed pylons 4AF1-4AF8
Speed Limit	60 mph

Baseline topic	Description
Street Lighting	There is only street lighting around the roundabout connecting with Ken Smith Way and the Dunswell roundabout
Highway Constraints	None
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.6 – Assessment of road links forming PAR 2

Road Link	A1079 Beverley Bypass West
Local Authority	East Riding of Yorkshire
Primary Access Route	2
Description	The assessed link extends from the roundabout with the A164, westwards to Killingwoldgraves roundabout and the A1035. The majority of the link is a single carriageway with one lane in each direction. However, it transitions to a dual carriageway, with two lanes in each direction near to the interchange with the A164
Speed Limit	60-70 mph
Street Lighting	There is only street lighting around Killingwoldgraves Roundabout
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural.
On-Carriageway Parking	No although there are several laybys on either side of the carriageway
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.7 – Assessment of road links forming PAR 3

Road Link	A164 - North of A1079

Baseline topic	Description
Local Authority	East Riding of Yorkshire
Primary Access Route	3
Description	The assessed link extends from the roundabout with the A1079, northwards to the roundabout with the A1174 Hull Road. It is a single carriageway with one lane in each direction and features numerous junctions, access points and roundabouts
Speed Limit	30-50 mph
Street Lighting	Throughout the road link there is street lighting
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban with a number of settlements/properties bordering the link.
On-Carriageway Parking	No
Walking Infrastructure	Alongside the majority of the link, there is a shared paved footway/cycleway
Cycling Infrastructure	Alongside the majority of the link, there is a shared paved footway/cycleway
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.8 – Assessment of road links forming PAR 4

Road Link	A164 Beverley Road - Between A1079 and Dunflat Road
Local Authority	East Riding of Yorkshire
Primary Access Route	4
Description	The assessed link extends from the roundabout with the A1079, southwards to the junction with Dunflat Road. It is a single carriageway with one lane in each direction. At the junction there is a dedicated right turn lane to access Dunflat Road when travelling southbound on the A164
Speed Limit	40-50 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No although there is a layby present on the west side of the road.

Baseline topic	Description
Walking Infrastructure	Alongside the majority of the link, there is a shared paved footway/cycleway
Cycling Infrastructure	Alongside the majority of the link, there is a shared paved footway/cycleway
Horse-riding Infrastructure	Rowley Bridleway No.13 connects to the carriageway on the north side
Sensitive Receptors	No receptors

Table 2.9 – Assessment of road links forming PAR 5

Road Link	Dunflat Road
Local Authority	East Riding of Yorkshire
Primary Access Route	5
Description	The assessed link connects the A164 with bellmouth BM-003. This bellmouth provide vehicle access to proposed pylons 4AF9-4AF15. It is a single carriageway with one lane in each direction from the A164 to BM-003.
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	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.10 – Assessment of road links forming PAR 6

Road Link	A164 - Between Dunflat Road and B1233/A164 Roundabout
Local Authority	East Riding of Yorkshire
Primary Access Route	6
Description	The assessed link extends from the junction with Dunflat Road southwards to the roundabout connecting to the B1233. It is a single carriageway with one lane in each direction, up to the approach/exit with the A164/B1233 roundabout, where it has two

Baseline topic	Description
	lanes in each direction. BM -002 is situated off the east side of this link and provides access to proposed pylons 4AF1-4AF8
Speed Limit	50 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No although there is a layby present on the east side of the road
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the A164, from the A164/Dunflat Road junction to Beverley Road
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the A164, from the A164/Dunflat Road junction to Beverley Road
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.11 – Assessment of road links forming PAR 7

Road Link	Main Street
Local Authority	East Riding of Yorkshire
Primary Access Route	7
Description	The assessed link extends from the roundabout with the A164, westwards through the village of Skidby to Little Weighton Road. It is a single carriageway with one lane in each direction
Speed Limit	20-30 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	The road passes through a school zone in Skidby, where the speed limit is reduced to 20 mph. Additionally, there is a narrow, sharp turn within the village and Bus stop provision
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	Paved pedestrian footways are present on both sides of the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No

Baseline topic	Description
Sensitive Receptors	Many residential properties with direct frontage to road link
Table 2.12 – Assessment of road links forming PAR 8	
Road Link	Little Weighton Road
Local Authority	East Riding of Yorkshire
Primary Access Route	8
Description	The assessed link connects with Main Street, providing access to bellmouth BM-005/006, from the A164 via PAR 7. These bellmouths serve as entrance/exits points for vehicles to reach proposed pylons 4AF9-4AF27. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph. (30 mph in the village of Skidby, 60 mph once past Risby Garth)
Street Lighting	There is only street lighting from Main Street to the junction with Risby Garth road (outskirts of the village of Skidby)
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	A paved footway runs alongside part of the link. Skidby Footpath No.13 and Skidby Footpath No.3 connect to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link
Table 2.13 – Assessment of road links forming PAR 9	
Road Link	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout
Local Authority	East Riding of Yorkshire
Primary Access Route	9
Description	The assessed link extends from the A164/B1233 roundabout, southwards to the A164/Riplingham Road roundabout, featuring multiple junctions and access points. At the northern and southern end of the link, it is a single carriageway, with one lane in each direction, while between the A164/Castle Road roundabout and the A164/B1232 roundabout, it is dual carriageway, with two lanes in each direction

Baseline topic	Description
Speed Limit	40-60 mph
Street Lighting	There is street lighting throughout the route
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 paved footway/cycleway that runs alongside the A164 on the east side, from the A164/Castle Road roundabout to the A164/Wilerby Ct roundabout
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the A164 on the east side, from the A164/Castle Road roundabout to the A164/Wilerby Ct roundabout
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.14 – Assessment of road links forming PAR 10A

Road Link	Riplingham Road (between A164/Riplingham Road junction and Rowley Road)
Local Authority	East Riding of Yorkshire
Primary Access Route	10A
Description	The assessed link extends from the A164/Riplingham Road roundabout, westwards to the junction Rowley Road. It is a single carriageway with one lane in each direction
Speed Limit	40-60 mph
Street Lighting	There is only street lighting between the A164/Riplingham Road roundabout and the next roundabout to the east along Riplingham Road
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural, with some settlements alongside the link
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside Riplingham Road on the north side, between the A164/Riplingham Road roundabout and the next roundabout to the east.

Baseline topic	Description
	Rowley Footpath No.3 connects to the carriageway on the north side
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside Riplingham Road on the north side, between A164/Riplingham Road roundabout and the next roundabout to the east
Horse-riding Infrastructure	Rowley Bridleway No.5 connect to the carriageway on the north side, while Skidby Bridleway No.14 and Skidby Bridleway No.8 connect on the south side.
Sensitive Receptors	Few residential properties with direct frontage to road link; caravan park located on link

Table 2.15 – Assessment of road links forming PAR 10B

Road Link	Riplingham Road (west of Rowley Road)
Local Authority	East Riding of Yorkshire
Primary Access Route	10B
Description	The assessed link extends from Rowley Road, westwards to the junction with Westoby Lane and Lambwell Hill. It is a single carriageway with one lane in each direction
Speed Limit	50 mph
Street Lighting	No
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural, with some settlements alongside the link towards the junction with Westoby Lane and Lambwell Hill
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.16 – Assessment of road links forming PAR 11

Road Link	Rowley Road (between Riplingham Road/ Rowley Road junction and BM-008)
Local Authority	East Riding of Yorkshire
Primary Access Route	11

Baseline topic	Description
Description	The assessed link connects with Riplingham Road, providing access to bellmouths BM-007/008, from the A164. The bellmouts are situated off the south side of the road link bellmouth BM-008 to provide access to proposed pylon 4AF28 and BM-007 proposed pylons 4AF16 – 4AF27. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.17 – Assessment of road links forming PAR 12

Road Link	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout
Local Authority	East Riding of Yorkshire
Primary Access Route	12
Description	The assessed link extends from the A164/Riplingham Road roundabout, southwards to Wingfield Farm roundabout. The majority of the link is a single carriageway with one lane in each direction. However, on the approach/exit to the A164/Riplingham Road roundabout it transitions into two lanes in each direction. The only other access point along this stretch is a roundabout connecting the A164 to the B1231
Speed Limit	60 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	There are a number of informal pedestrian crossings

Baseline topic	Description
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	Former Haltemprice Urban District Bridleway No.32 connects to the carriageway on the north side, while Former Haltemprice Urban District Bridleway No.49 connect on the south sides.
Sensitive Receptors	No receptors

Table 2.18 – Assessment of road links forming PAR 13

Road Link	Lambwell Hill
Local Authority	East Riding of Yorkshire
Primary Access Route	13
Description	The assessed link connects with Riplingham Road, providing access to bellmouths BM-009/010, from the A164. These BM are situated off the east and west side of the road link. BM-009 east off Lambwell Hill would provide construction access to proposed pylon 4AF29, BM-010 west off Lambwell Hill would provide construction access to proposed pylons 4AF30 to 4AF36 and 4ZQ79A to 4ZQ75 as well as modification works to some existing pylons. It is a single carriageway road with one lane in each direction
Speed Limit	40 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	No
Character	The main character of the road link is rural.
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.19 – Assessment of road links forming PAR 14

Road Link	Westoby Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	14
Description	The assessed link extends from the junction with Riplingham Road to Brick Dike Lane. It is a single carriageway, with one lane in each direction.

Baseline topic	Description
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Tight turn from Westoby Lane onto Riplingham Road
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.20 – Assessment of road links forming PAR 15

Road Link	Brick Dike Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	15
Description	The assessed link extends from the junction with Westoby Lane to the B1230. It is a single carriageway, 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	Yes
Walking Infrastructure	Rowley Footpath No.16 connects to the carriageway on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.21 – Assessment of road links forming PAR 16

Road Link	B1230 - Hunsley Road
Local Authority	East Riding of Yorkshire

Baseline topic	Description
Primary Access Route	16
Description	The assessed link extends from the junction with Brick Dike Lane to the A1034 Kettlethorpe Hill. It is a single carriageway, with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	7.5 tonne weight restriction
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Rowley Footpath No.18 connects to the carriageway on the north side, while Rowley Footpath No.14, South Cave Footpath No.22, South Cave Footpath No.21, South Cave Footpath No.20 connect on the south side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.22 – Assessment of road links forming PAR 17

Road Link	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)
Local Authority	East Riding of Yorkshire
Primary Access Route	17
Description	The assessed link is located in East Riding of Yorkshire, extending from junction with the B1230, northwards to the roundabout with the A1079. It is a single carriageway 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 A1034/A1079 roundabout and through the village of Sancton
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No

Baseline topic	Description
Walking Infrastructure	From the A1034/A1079 roundabout to Sancton, there is a shared paved footway/cycleway that runs alongside the A1034. Sancton Footpath No.10 connects to the carriageway on the west side, while Market Weighton Footpath No.7, Newbald Footpath No.5, Newbald Footpath No.2, Newbald Footpath No.6 connect on the east side.
Cycling Infrastructure	From the A1034/A1079 roundabout to Sancton, there is a shared paved footway/cycleway that runs alongside the A1034
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.23 – Assessment of road links forming PAR 18

Road Link	A1034 - Between Hunsley Road and Beverley Road (South)
Local Authority	East Riding of Yorkshire
Primary Access Route	18
Description	The assessed link extends from junction with the B1230, southwards to the junction with Beverley Road. It is a single carriageway with one lane in each direction, featuring multiple junctions and access points along its route
Speed Limit	30-50 mph
Street Lighting	There is only street lighting through South Cave (from Love Lane to Beverley Road)
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	For the majority of the route there is a footway on the west side of the A1034. North Cave Footpath No.29 and South Cave Footpath No.12 connects to the carriageway on the west side,
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link, pharmacy located on road link

Table 2.24 – Assessment of road links forming PAR 19

Road Link	A1034 - Beverley Road and A63

Baseline topic	Description
Local Authority	East Riding of Yorkshire
Primary Access Route	19
Description	The assessed link extends from junction with Beverley Road, southwards to the interchange with the A63. It is a single carriageway with one lane in each direction, featuring multiple junctions and access points along its route. Travelling northbound there is a dedicated right turn lane from the A1034 onto Beverley Road.
Speed Limit	30-40 mph
Street Lighting	There is street lighting throughout the link
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	Through South Cave there are paved footways on both sides of the carriageway and a number of informal pedestrian crossings.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.25 – Assessment of road links forming PAR 20

Road Link	Beverley Road
Local Authority	East Riding of Yorkshire
Primary Access Route	20
Description	The assessed link extends from junction with Riplingham Road, westwards to the A1034. It is a single carriageway 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 through the village of South Cave
Highway Constraints	7.5 tonnes weight restriction.
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes

Baseline topic	Description
Walking Infrastructure	Through the village of South Cave there are paved footways alongside the carriageway. South Cave Footpath No.25 connects to the carriageway on the north side, while South Cave Footpath No.11 and South Cave Footpath No.24 connect on the south side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.26 – Assessment of road links forming PAR 21

Road Link	Ellerker Road
Local Authority	East Riding of Yorkshire
Primary Access Route	21
Description	The assessed link connects with Brantingham Road and Brough Road, providing access to bellmouth BM -013, from the A63. Bellmouth BM-013 is situated off the east side of the road link and is the entrance/exit point to reach to proposed pylons 4AF30 to 4AF36 and 4ZQ79A to 4ZQ75 as well as modification works to some existing pylons. It is a 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	No
Cycling Infrastructure	National Cycle Network route 65 runs along the carriageway
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.27 – Assessment of road links forming PAR 22

Road Link	A63 Petuaria Way (South)
Local Authority	East Riding of Yorkshire
Primary Access Route	22

Baseline topic	Description
Description	The assessed link extends from the interchange with the A1034, southwards to the interchange with the A15. It is a dual carriageway with two lanes in each direction, featuring multiple junctions and access points along its route
Speed Limit	60-70 mph
Street Lighting	There is street lighting throughout the route
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural.
On-Carriageway Parking	No, although there are several laybys on either side of the carriageway
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside part of the A63, from the interchange with Welton Road, just south of the village of Welton, to the interchange near the villages of Melton and North Ferriby
Cycling Infrastructure	There is a shared paved footway/cycleway (Sustrans National Route) that runs alongside part of the A63, from the interchange with Welton Road, just south of the village of Welton, to the interchange near the villages of Melton and North Ferriby
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.28 – Assessment of road links forming PAR 23

Road Link	Brantingham Road
Local Authority	East Riding of Yorkshire
Primary Access Route	23
Description	The assessed link extends from Ellerker Road southwards to Brough Road. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	7.5 tonne weight restriction
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No

Baseline topic	Description
Cycling Infrastructure	National Cycle Network route 65 runs along the carriageway
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.29 – Assessment of road links forming PAR 24A

Road Link	Brough Road (Between A1034 roundabout and Brantingham Road)
Local Authority	East Riding of Yorkshire
Primary Access Route	24A
Description	The assessed link connects the A63 with bellmouths BM-016/BM-017 and BM-018. BM-016 east off Brough Road would provide construction access to proposed pylons 4ZQ74 and 4ZQ73, bellmouth BM-018 west off Brough Road would provide construction access to proposed pylons 4ZQ72 to 4ZQ65 and 4AF48 to 4AF49 as well as modification and dismantling works to some existing pylons. Bellmouth BM-017 would provide construction access to the temporary construction main compound to the north of Whin Moor Lane as well as an alternative access to proposed pylons 4ZQ72 to 4ZQ65 and 4AF48 to 4AF49 as well as modification and dismantling works to some existing pylons. For the majority of the link, it is a single carriageway with one lane in each direction although in places there are dedicated left/right turn lanes
Speed Limit	40-60 mph
Street Lighting	There is only street lighting around the interchanges
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	Along the east side of the link, there is a narrow footway
Cycling Infrastructure	National Cycle Network route 65 runs across the carriageway from Brantingham Road to Ring Beck Lane
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link

Table 2.30 – Assessment of road links forming PAR 24B

Road Link	Brough Road (South of Brantingham Road)

Baseline topic	Description
Local Authority	East Riding of Yorkshire
Primary Access Route	24B
Description	The assessed link extends from the Brantingham Road/Ring Beck Lane junction to the Stockbridge Road roundabout. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	There is only street lighting around the interchanges
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Along the east side of the link, there is a narrow footway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.31 – Assessment of road links forming PAR 25

Road Link	A63 Petuaria Way (West)
Local Authority	East Riding of Yorkshire
Primary Access Route	25
Description	The assessed link extends from the interchange with the A1034, eastwards to the M62. It is a dual carriageway with two lanes in each direction
Speed Limit	70 mph
Street Lighting	There is street lighting throughout the link
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural.
On-Carriageway Parking	No although there are several laybys on either side of the carriageway
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No

Baseline topic	Description
Sensitive Receptors	No receptors
Table 2.32 – Assessment of road links forming PAR 26A	
Road Link	Ings Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	26A
Description	The assessed link connects with the construction access track via Brough Road, providing vehicle access to bellmouth BM-021, BM-022, BM-026 and BM-027, from the A163. These BM are all located on the south side of the link Bellmouth BM-021 south off Ings Lane would provide construction access to proposed pylons 4ZQ72 to 4ZQ65 and 4AF48 to 4AF49 as well as modification and dismantling works to some existing pylons. Bellmouths BM-022 and BM-026 north off Ings Lane would provide construction access to proposed pylons 4ZQ64 and 4AF50 to 4AF54 as well as modification and dismantling works to some existing pylons. Bellmouth BM-027 north off Ings Lane would provide construction access to proposed pylons 4AF56 and 4AF57. It is a two-way single carriageway with one lane, featuring several passing places
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	One-lane carriageway
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Broomfleet Footpath No.12 and Broomfleet Footpath No.8 connects to the carriageway on the north side, while South Cave Footpath No.11 and Broomfleet Footpath No.9 and Broomfleet Footpath No.7 connect on the south side.
Cycling Infrastructure	Sustrans National Route runs along Ings Lane
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors
Table 2.33 – Assessment of road links forming PAR 26B	
Road Link	Main Street
Local Authority	East Riding of Yorkshire
Primary Access Route	26B

Baseline topic	Description
Description	The assessed link extends from BM-026, located near the entrance to Provence Farm on Main Street, westwards towards the village of Broomfleet, terminating near Towns Corner Allotments. It is a two-way single carriageway with one lane, featuring several passing places
Speed Limit	60 mph, 30 mph into Broomfleet
Street Lighting	No
Highway Constraints	One-lane carriageway, level crossing.
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	Sustrans National Route runs along Main Street
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.34 – Assessment of road links forming PAR 27

Road Link	Carr Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	27
Description	The assessed link extends from Common Road towards Little Lane / Carr Lane in Broomfleet. It is a two-way single carriageway with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	One-lane carriageway, level crossing.
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Baseline topic	Description
Table 2.35 – Assessment of road links forming PAR 28	
Road Link	Tongue Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	28
Description	The assessed link connects to the construction access track and the B1230, providing access to bellmouths BM-033, BM-034, BM-035 and BM-102, from the A63. Bellmouth BM-034 east of Tongue Lane would provide access to the proposed satellite construction compound adjacent to Tongue Lane. BM-033 and BM-102 both east off Tongue Lane would provide construction access to proposed pylons 4AF59 through to 4AF65 and bellmouth BM-035 west off Tongue Lane would provide construction access for proposed pylons 4AF66 through to 4AF69. It is a two-way single carriageway road with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	One-lane carriageway with narrow lane width. Railway level crossing equipped with signage, barriers, and signals present
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link
Table 2.36 – Assessment of road links forming PAR 29	
Road Link	B1230 Main Road (East)
Local Authority	East Riding of Yorkshire
Primary Access Route	29
Description	The assessed link extends from the junction with Tongue Lane, eastwards to J38 of the M62, featuring multiple junctions and access points along the link. It is a dual carriageway with two lanes in each direction from the junction with Tongue Lane to Mill Lane. Then it transitions to single carriageway with one lane in each direction. There are also a number of dedicated left/right turn lanes

Baseline topic	Description
Speed Limit	30-60 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link. School and church located on road link

Table 2.37 – Assessment of road links forming PAR 30

Road Link	M62
Local Authority	East Riding of Yorkshire
Primary Access Route	30
Description	The assessed link extends from the interchange with the A63, westwards towards the interchange with the A614. The only other access point along this stretch is the interchange with the A614. It is a dual carriageway with three lanes in each direction
Speed Limit	70 mph
Street Lighting	No
Highway Constraints	There is evidence of construction activity along the link
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Baseline topic	Description
Table 2.38 – Assessment of road links forming PAR 31	
Road Link	A161 Tom Pudding Way
Local Authority	East Riding of Yorkshire
Primary Access Route	31
Description	The assessed link extends from the interchange with the M62, eastwards towards the A161 Swinefleet Road. For most of the link, it is a single carriageway in one lane in each direction. However, between the roundabout directly north of the Tesco Distribution Centre and the M62 interchange, it transitions to a dual carriageway with two lanes in each direction. This link features multiple junctions and access points
Speed Limit	30-40 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Railway level crossing equipped with signage, barriers, and signals present
Bus Route	Yes
Character	The main character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link
Table 2.39 – Assessment of road links forming PAR 32	
Road Link	A161 Swinefleet Road
Local Authority	East Riding of Yorkshire
Primary Access Route	32
Description	The assessed link extends from the A161 Tom Pudding Way, eastwards towards the A161 King's Causeway. It is a single carriageway, with one lane in each direction. This link features multiple junctions and access points
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through the town of Goole and the village of Swinefleet

Baseline topic	Description
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway. There is also a dedicated cycle lane on either side of the road running from Tom Pudding Way to Wroots Avenue
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link. School and church located on road link

Table 2.40 – Assessment of road links forming PAR 33

Road Link	A161 King's Causeway
Local Authority	East Riding of Yorkshire
Primary Access Route	33
Description	The assessed link extends from the A161 Swinefleet Road, eastwards towards A161 Field Lane. It is a single carriageway, with one lane in each direction. This link features multiple junctions and access points. Bellmouths BM-042 and BM-043 connect to the carriageway and provide access to the construction access track and would provide construction access to proposed pylons 4AF78 to 4AF98.
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through Swinefleet, ending at Reading Gate
Highway Constraints	On the westbound approach to the village of Swinefleet, there is a sign indicating the presence of a school zone/crossing
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the carriageway through Swinefleet, ending at Reading Gate
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the carriageway through Swinefleet, ending at Reading Gate

Baseline topic	Description
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.41 – Assessment of road links forming PAR 34

Road Link	Main Street (Pennyhill Cottages)
Local Authority	East Riding of Yorkshire
Primary Access Route	34
Description	The assessed link connects with Main Street and Church Street, providing LGV only access to bellmouths BM-040 and BM-041 An alternative set of crossover bellmouths (BM-040A and BM-041A) further east would be used instead of bellmouths BM-040 and BM-041 depending upon the results of trial trench investigations to the south of the main Street Ousefleet. It is a single carriageway with one lane in each direction
Speed Limit	20-30 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Narrow lane width. Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural with a number of settlements/properties bordering the carriageway
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	Former Parish of Whitgift Bridleway No.1 connects to the carriageway on the south side
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.42 – Assessment of road links forming PAR 35

Road Link	Main Street
Local Authority	East Riding of Yorkshire
Primary Access Route	35
Description	The assessed link is located in East Riding of Yorkshire, extending from Pennyhill Cottages, westwards towards Church Lane. It is a single carriageway with one lane in each direction.
Speed Limit	20-30 mph
Street Lighting	There is street lighting throughout the road link

Baseline topic	Description
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural with a number of settlements/properties bordering the carriageway
On-Carriageway Parking	Yes
Walking Infrastructure	Twin Rivers Footpath No. 5 connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	Former Parish of Whitgift Bridleway No.1 connects to the carriageway on the south side
Sensitive Receptors	Some residential properties with direct frontage to road link. Church located on road link

Table 2.43 – Assessment of road links forming PAR 36

Road Link	High Street
Local Authority	East Riding of Yorkshire
Primary Access Route	36
Description	The assessed link extends from the junction with Church Lane, westwards to the A161 Low Street. It is a two-way single carriageway with one lane
Speed Limit	30-60 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural with a number of settlements/properties bordering the carriageway
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway. Reedness Footpath No.1, Reedness Footpath No.2, Reedness Footpath No.3connects to the carriageway.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.44 – Assessment of road links forming PAR 37

Road Link	A161 Field Lane (North of Eastoft)

Baseline topic	Description
Local Authority	East Riding of Yorkshire / North Lincolnshire
Primary Access Route	37
Description	The assessed link is located in North Lincolnshire, extending from the A161 Kings Causeway, southwards towards the A161 Crowle Road/Wharf Road. It is a single carriageway with one lane in each direction
Speed Limit	20-60 mph
Street Lighting	There is only street lighting through the village of Eastoft
Highway Constraints	Through Eastoft there is a school safety zone, and speed is to be reduced to 20 mph
Bus Route	No
Character	The majority of the road link is rural, with a number of properties bordering the carriageway in Eastoft
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the carriageway.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	Former Parish of Adlingfleet Bridleway No.2 and YPROWBRIDLEWAY EAST1 connects to the carriageway on the east side
Sensitive Receptors	Many residential properties with direct frontage to road link. Church and school located on road link

Table 2.45 – Assessment of road links forming PAR 38

Road Link	Luddington Road
Local Authority	North Lincolnshire
Primary Access Route	38
Description	The assessed link extends from the junction with Carr Lane, northwards to bellmouth BM-046 and BM-047. This BM provides LGV access to Pylons 4AF84-4AF93. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural

Baseline topic	Description
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.46 – Assessment of road links forming PAR 39

Road Link	Carr Lane
Local Authority	North Lincolnshire
Primary Access Route	39
Description	The assessed link extends from Luddington Road, southwards towards Meredyke Road. It is a two-way single carriageway with one lane. Just off this link lies BM 48-49 which provides LGV access to Pylons 4AF95-98
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width with limited passing places
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	NI|GART|3 footpath connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.47 – Assessment of road links forming PAR 40

Road Link	B1392 Meredyke Road
Local Authority	North Lincolnshire
Primary Access Route	40
Description	The assessed link extends from the junction with Carr Lane, westwards to bellmouth BM-050 and BM-051. This BM provides LGV access to Pylons 4AF97-4AF105. It is a single carriageway with one lane in each direction
Speed Limit	40 mph

Baseline topic	Description
Street Lighting	No
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.48 – Assessment of road links forming PAR 41

Road Link	Washinghall Lane
Local Authority	North Lincolnshire
Primary Access Route	41
Description	The assessed link extends from BM 57/58 south to BM 74, providing vehicular access to Pylons 4AF107 and 4AF118. It consists of a single carriageway with one lane in each direction.
Speed Limit	60mph
Street Lighting	No
Highway Constraints	One-lane carriageway. Narrow lane width
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.49 – Assessment of road links forming PAR 42

Road Link	Carr Lane
Local Authority	North Lincolnshire
Primary Access Route	42

Baseline topic	Description
Description	The assessed link connects with the B1392, providing vehicle access to bellmouth BM-056, from the A161. This bellmouth would provide construction access to proposed pylons 4AF99 to 4AF111. It is a two-way single carriageway road with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	One-lane carriageway. Narrow lane width
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.50 – Assessment of road links forming PAR 43

Road Link	B1392 Luddington Road
Local Authority	North Lincolnshire
Primary Access Route	43
Description	The assessed link is located in North Lincolnshire, extending from the junction with Carr Lane, westwards to the A161. It is a single carriageway with one lane in each direction
Speed Limit	30-40 mph
Street Lighting	No
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	NI|EAST|7 Footpath connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Baseline topic	Description
Table 2.51 – Assessment of road links forming PAR 44	
Road Link	A161 Crowle Road/Wharf Road - Eastoft to Ealand
Local Authority	North Lincolnshire
Primary Access Route	44
Description	The assessed link extends from the A161 Field Lane, southwards to the junction with Outgate, near the village of Ealand. It is a single carriageway with one lane in each direction
Speed Limit	20-50 mph
Street Lighting	There is only street lighting through the village of Eastoft, town of Crowle, and along Wharf Road
Highway Constraints	Narrow lane width through Crowle. School safety zone (20mph at certain times) in Crowle
Bus Route	Yes
Character	The character of the road link is rural and urban, with the route passing through a number of settlements
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway through the village of Eastoft, town of Crowle and along Wharf Road. There are also several crossing points for pedestrians through these villages. NI|EAST|8 Footpath and Peatlands Way connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	NI|CROW|15 Bridleway connects to the carriageway on the west side
Sensitive Receptors	Many residential properties with direct frontage to road link. Church and school located on road link
Table 2.52 – Assessment of road links forming PAR 45	
Road Link	Outgate (West)
Local Authority	North Lincolnshire
Primary Access Route	45
Description	The assessed link extends from the junction with the A161 Crowle Road/Wharf Road, eastwards to bellmouth BM-062. It is a single carriageway with one lane in each direction from the junction to BM-062. This BM provides LGV access to Pylons ZDA115-ZDA116.

Baseline topic	Description
Speed Limit	30 mph
Street Lighting	There is street lighting only between the junction with the A161 and bellmouth BM-062
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway through the village of Ealand. Peatlands Way (National Trail) crosses over the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	NI|CROW|14 Bridleway connects to the north side of the link
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.53 – Assessment of road links forming PAR 46

Road Link	Bonnyhale Dale Road
Local Authority	North Lincolnshire
Primary Access Route	46
Description	The assessed link extends from bellmouth BM-062, eastwards to bellmouth BM-063 and bellmouth BM-059 comes off the north of this link between these bellmouths Bellmouth BM-059 north off Bonnyhale Dale Road would provide construction access to proposed pylons 4AF115 to 4AF112. Bellmouth BM-060 would provide construction access to proposed pylons 4AF119 to 4AF123 and works to the existing ZDA overhead line. Bellmouth BM-063 east off Bonnyhale Dale Road would provide access from Bonnyhale Dale Road to the Keadby Power Station Internal Roads which connect into the A18 (PAR 51).
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	One-lane carriageway. Narrow lane width
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure

Baseline topic	Description
Horse-riding Infrastructure	YPROWBRIDLEWAY CROW13 and YPROWBRIDLEWAY CROW11 connect to the carriageway on its southern side. YPROWBRIDLEWAY CROW11 also runs alongside the carriageway for a short section.
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.54 – Assessment of road links forming PAR 47

Road Link	Main Street
Local Authority	North Lincolnshire
Primary Access Route	47
Description	The assessed link extends from Outgate, southwards to the junction with Bonnyhale Road/Asquith Avenue. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Narrow lane width towards Outgate
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway. Peatlands Way connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.55 – Assessment of road links forming PAR 48

Road Link	Bonnyhale Road
Local Authority	North Lincolnshire
Primary Access Route	48
Description	The assessed link extends from Main Street, southwards to BM-064, providing LGV access to 4AF119-4AF123. It is a single carriageway with one lane in each direction.
Speed Limit	30-60 mph
Street Lighting	No
Highway Constraints	Narrow lane width

Baseline topic	Description
Bus Route	No
Character	The main character of the road link is rural, with some properties/settlements alongside the carriageway
On-Carriageway Parking	Yes
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	NI|CROW|11 Bridleway runs alongside the road link
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.56 – Assessment of road links forming PAR 49

Road Link	Keadby Power Station Internal Roads / Unnamed Roads
Local Authority	North Lincolnshire
Primary Access Route	49
Description	The assessed link is the Keadby Power Station Internal Roads, which is connected to bellmouth BM-063 and BM-064, and provides access to and from the A18
Speed Limit	NA – Private Road
Street Lighting	NA – Private Road
Highway Constraints	NA – Private Road
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.57 – Assessment of road links forming PAR 50

Road Link	A161 - Between Outgate and A18 Interchange
Local Authority	North Lincolnshire
Primary Access Route	50
Description	The assessed link extends from A161 Crowle Road/Wharf Road, southwards to the interchange with the A18. It is a single carriageway with one lane in each direction.

Baseline topic	Description
Speed Limit	40 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.58 – Assessment of road links forming PAR 51

Road Link	A18 Trunk Road (East)
Local Authority	North Lincolnshire
Primary Access Route	51
Description	The assessed link extends from the A161 interchange, eastwards to BM-065, BM-066 and BM-068. Bellmouths BM-065 and BM-066 north off the A18 would provide construction access to proposed pylons 4AF124 and 4AF125 as well as access to proposed pylons to the north of the Sheffield and South Yorkshire navigation and North and South Soak Drains via the Keadby Power Station Internal Roads. Bellmouth BM-068 south of the A18 would provide construction access to proposed pylons 4AF127 to 4AF133.The BM provide access to Pylons 4AF124-4AF125. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No although there is a layby on the side of the carriageway
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Baseline topic	Description
Table 2.59 – Assessment of road links forming PAR 52	
Road Link	A18 High Levels Bank (West)
Local Authority	North Lincolnshire / Doncaster
Primary Access Route	52
Description	The assessed link extends from an interchange with the A161, westwards to the interchange with the A614. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors
Table 2.60 – Assessment of road links forming PAR 53	
Road Link	A161 - Between A18 and M180
Local Authority	North Lincolnshire
Primary Access Route	53
Description	The assessed link extends from the interchange with the A18, southwards to the interchange with the M180. It is a single carriageway with one lane in each direction. On the east side of the carriageway sits BM-015, which would provide construction access to Pylons 4AF126-4AF133
Speed Limit	40-50 mph
Street Lighting	There is only street lighting around the interchange with the A18
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside the carriageway.
On-Carriageway Parking	No although there is a layby on the side of the carriageway

Baseline topic	Description
Walking Infrastructure	There is a paved footway that runs alongside a section of the road link. YPROWFOOTPATH BELT21 connects to the carriageway on the west side and YPROWRESTRICTED BYWAY BELT2, YPROWFOOTPATH BELT25 and YPROWFOOTPATH BELT141 connect to the carriageway on the east side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.61 – Assessment of road links forming PAR 54

Road Link	A161 - Between M180 and Belton
Local Authority	North Lincolnshire
Primary Access Route	54
Description	The assessed link extends from the interchange with the M180, southwards to the junction with King Edward Street in Belton. It is a single carriageway with one lane in each direction
Speed Limit	40-50 mph
Street Lighting	There is only street lighting through the villages of Woodhouse and Belton
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban, with it passing through the villages of Woodhouse and Belton.
On-Carriageway Parking	No although there is a layby on the side of the carriageway
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH BELT22 connects to the carriageway on the west side and YPROWFOOTPATH BELT143 connects to the carriageway on the east side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.62 – Assessment of road links forming PAR 55

Road Link	King Edward Street
Local Authority	North Lincolnshire

Baseline topic	Description
Primary Access Route	55
Description	The assessed link extends from the junction with the A161, eastwards to Bracon. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH BELT25 connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY BELT28A connects to the carriageway on the north side and YPROWBRIDLEWAY BELT149 connects to the carriageway on the south side.
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.63 – Assessment of road links forming PAR 56

Road Link	Bracon
Local Authority	North Lincolnshire
Primary Access Route	56
Description	The assessed link extends from King Edward Street, southwards to Belton Road and Jefrey Lane. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Narrow lane width. Bus stop provision
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the west side of the link

Baseline topic	Description
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.64 – Assessment of road links forming PAR 57

Road Link	Belton Road
Local Authority	North Lincolnshire
Primary Access Route	57
Description	The assessed link extends from Belton Road, eastward to bellmouth BM-0 69 and BM-070/70. Bellmouth BM-069 north off Belton Road would provide construction access to proposed pylons 4AF134 and 4AF135 and bellmouth BM-070 south off Belton Road would provide construction access to proposed pylons 4AF136 to 4AF148.These BM provide access to Pylons 4AF134-4AF138. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	YPROWFOOTPATH BELT148 connects to the road link on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY BELT28B connects to the carriageway on the north side and YPROWBRIDLEWAY BELT29 connects to the carriageway on the south side.
Sensitive Receptors	No receptors

Table 2.65 – Assessment of road links forming PAR 58

Road Link	Hollingsworth Lane
Local Authority	North Lincolnshire
Primary Access Route	58
Description	The assessed link stretches between BM-069/ BM-070 and Hollingsworth Lane in the village of Epworth, providing LGV access to BM-069/ BM-070/ BM-071/ BM-072. These BM are used to reach Pylons 4AF134-4AF144. It is a single carriageway with one lane in each direction.

Baseline topic	Description
Speed Limit	30-60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	YPROWFOOTPATH EPWO54 and YPROWFOOTPATH EPWO55 connects to the carriageway on the north side and YPROWFOOTPATH EPWO56, YPROWFOOTPATH EPWO58, YPROWFOOTPATH EPWO59 and YPROWFOOTPATH EPWO60 connects to the carriageway on the south side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.66 – Assessment of road links forming PAR 59

Road Link	Melwood Hill South
Local Authority	North Lincolnshire
Primary Access Route	59
Description	The assessed link extends from bellmouth BM-0 79, southwards to Epworth Road. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural with a number of settlements/properties bordering the link
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Baseline topic	Description
Table 2.67 – Assessment of road links forming PAR 60	
Road Link	Blow Row
Local Authority	North Lincolnshire
Primary Access Route	60
Description	The assessed link extends from the junction with Queen Street/Rectory Street/Chapel Street, southwards to the junction with the A161 Burnham Road. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting throughout the road link.
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of Epworth YPROWFOOTPATH EPWO63 connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link
Table 2.68 – Assessment of road links forming PAR 61	
Road Link	A161 High Street - Between King Edward Street and Blow Row
Local Authority	North Lincolnshire
Primary Access Route	61
Description	The assessed link extends from the junction with King Edward Street, southwards to the junction with Blow Road. It is a single carriageway with one lane in each direction.
Speed Limit	20-40 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	There is a school zone through Epworth, which limits vehicles to 20 mph at certain times. Bus stop provision
Bus Route	Yes

Baseline topic	Description
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link as well as a number of crossing points for pedestrians in the town of Epworth and village of Belton YPROWFOOTPATH EPWO65, YPROWFOOTPATH EPWO63, YPROWFOOTPATH EPWO62, YPROWFOOTPATH EPWO55, YPROWFOOTPATH EPWO53, YPROWFOOTPATH EPWO53A, YPROWFOOTPATH EPWO54, YPROWFOOTPATH EPWO52, YPROWFOOTPATH EPWO51, YPROWFOOTPATH EPWO41, YPROWFOOTPATH BELT40, YPROWFOOTPATH BELT148, YPROWFOOTPATH BELT38 and YPROWFOOTPATH BELT34 connect to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY BELT1 and YPROWBRIDLEWAY BELT149 connect to the carriageway
Sensitive Receptors	Many residential properties with direct frontage to road link. Two schools located on the road link

Table 2.69 – Assessment of road links forming PAR 62

Road Link	Rectory Street
Local Authority	North Lincolnshire
Primary Access Route	62
Description	The assessed link extends from the junction with Blow Road, eastwards to the junction with Melwood Hill. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting throughout the link
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH EPWO61 connects to the carriageway on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Baseline topic	Description
Table 2.70 – Assessment of road links forming PAR 63	
Road Link	Melwood Hill North
Local Authority	North Lincolnshire
Primary Access Route	63
Description	The assessed link extends from the junction with Rectory Street/Newland Lane, southwards to bellmouth BM-110, BM-078 and BM-079. Bellmouths BM-110 and BM-078 east and north off Melwood Hill (North) would provide construction access to proposed pylons 4AF136 to 4AF148. Bellmouth BM-079 east off Melwood Hill (North) would provide construction access to proposed pylons 4AF149 and 4AF154. BM 78-79 sits just off the carriageway and provides access to Pylons 4AF145-4AF152. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural with a number of settlements/properties bordering the link
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link
Table 2.71 – Assessment of road links forming PAR 64	
Road Link	Newland Lane
Local Authority	North Lincolnshire
Primary Access Route	64
Description	The assessed link extends from the junction with Rectory Street, eastwards to BM-077. BM-077 sits just off the carriageway and provides LGV access to Pylons 4AF146-4AF148 via the haul road. It is a two-way single carriageway road with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway

Baseline topic	Description
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	YPROWFOOTPATH EPWO999 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.72 – Assessment of road links forming PAR 64B

Road Link	Newland Lane 2
Local Authority	North Lincolnshire
Primary Access Route	64B
Description	The assessed link extends from BM-077 eastwards along Newlands Lane to BM-073/ BM-075. This link provides a short section of construction traffic route on Newland Lane between bellmouths BM-075 north off Newland Lane and BM-077 southwest off Newland Lane along an otherwise continuous construction access track. Bellmouth BM-073 south off Newland Lane would provide construction access to proposed pylon 4AF145. It is a two-way single carriageway road with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	YPROWFOOTPATH EPWO78 connects to the carriageway on the south side and YPROWFOOTPATH EPWO60 connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.73 – Assessment of road links forming PAR 65

Road Link	A161 Epworth Road
Local Authority	North Lincolnshire

Baseline topic	Description
Primary Access Route	65
Description	The assessed link extends from the junction with Blow Row, southwards to the B1396 Low Street in Haxey. It is a single carriageway with one lane in each direction
Speed Limit	30-50 mph
Street Lighting	There is street lighting through the towns/villages of Epworth, Low Burnham and Haxey
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH HAXE93, YPROWFOOTPATH HAXE92, YPROWRESTRICTED BYWAY HAXE76, YPROWFOOTPATH HAXE76, YPROWFOOTPATH EPWO64 connect to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY HAXE91B and YPROWBRIDLEWAY HAXE97 connect to the carriageway
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.74 – Assessment of road links forming PAR 66

Road Link	Burnham Road West
Local Authority	North Lincolnshire
Primary Access Route	66
Description	The assessed link extends from bellmouths BM0- 80 and BM-081-81, eastwards to the junction with Church Walk. It is a two-way single carriageway road with one lane
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No

Baseline topic	Description
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.75 – Assessment of road links forming PAR 67

Road Link	Church Walk
Local Authority	North Lincolnshire
Primary Access Route	67
Description	The assessed link extends from the junction with Burnham Road, southwards to the junction with East Lound Road. It is a two-way single carriageway road.
Speed Limit	30 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.76 – Assessment of road links forming PAR 68

Road Link	East Lound Road
Local Authority	North Lincolnshire
Primary Access Route	68
Description	The assessed link extends from the junction with Church Walk, westwards to Brackenhill Road in the village of East Lound. It is a single carriageway with one lane in each direction. Bellmouths BM-082 and BM-083 sit just off this link and provides LGV access to Pylons 4AF149-158
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through the village of East Lound
Highway Constraints	Narrow lane width

Baseline topic	Description
Bus Route	Yes
Character	The main character of the road is rural, with some settlements alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of East Lound. YPROWFOOTPATH OWST136 connects to the carriageway on the south side.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.77 – Assessment of road links forming PAR 69

Road Link	Brackenhill Road / E Lound Road
Local Authority	North Lincolnshire
Primary Access Route	69
Description	The assessed link extends from East Lound Road and bellmouths BM-082 and BM-083, westwards to the junction with the A161 Low Street/Epworth Road. Bellmouth BM-082 north off Brackenhill Road / East Lound Road would provide construction access to proposed pylons 4AF149 and 4AF154. Bellmouth BM-083 south off Brackenhill Road / East Lound Road would provide construction access to proposed pylons 4AF155 to 4AF158. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the village/town of Haxey and East Lound.
Highway Constraints	Narrow lane width
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH HAXE118 also connects to the carriageway on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY HAXE97 connects to the carriageway on the north side
Sensitive Receptors	Many residential properties with direct frontage to road link

Baseline topic	Description
Table 2.78 – Assessment of road links forming PAR 70	
Road Link	B1396 Tower Hill
Local Authority	North Lincolnshire
Primary Access Route	70
Description	The assessed link extends from the A161 Low Steet, eastwards to the B1396 Brethergate. It is a single carriageway with one lane in each direction.
Speed Limit	30-40 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	7.5T weight restriction. Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH HAXE98, YPROWFOOTPATH HAXE103, YPROWFOOTPATH HAXE105, YPROWFOOTPATH HAXE96, YPROWFOOTPATH HAXE108 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY HAXE119 connects to the carriageway on the north side
Sensitive Receptors	Many residential properties with direct frontage to road link. Places of worship, care home, and historic buildings are located on the road link.
Table 2.79 – Assessment of road links forming PAR 71	
Road Link	A161 Haxey Lane
Local Authority	North Lincolnshire
Primary Access Route	71
Description	The assessed link extends from A161 Low Steet, southwards to the junction with Main Street/Akeferry Road. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting that runs along the link
Highway Constraints	Bus stop provision
Bus Route	Yes

Baseline topic	Description
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH HAXE108 connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.80 – Assessment of road links forming PAR 72

Road Link	Ferry Road / Main Street
Local Authority	North Lincolnshire
Primary Access Route	72
Description	The assessed link extends from the A161 Haxey Lane, eastwards to bellmouths BM-084 and BM-085 BM 84/85. Bellmouth BM-084 north off Ferry Road / Main Street would provide construction access to proposed pylons 4AF155 to 4AF158 and bellmouth BM-085 south off Ferry Road / Main Street would provide construction access to proposed pylons 4AF159 to 4AF161.These BM provide access to Pylons 4AF155-4AF162. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting only through the village of Graizelound
Highway Constraints	Narrow lane width, and tight turns through Graizelound
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	Through the village, there is a paved footway that runs alongside the road link. YPROWFOOTPATH HAXE117 connects to the carriageway on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.81 – Assessment of road links forming PAR 73

Road Link	Stockwith Road

Baseline topic	Description
Local Authority	North Lincolnshire
Primary Access Route	73
Description	The assessed link extends from Ferry Road, southwards to bellmouths B-086, BM-087 and BM-088. Bellmouth BM-086 east off Stockwith Road would provide construction access to proposed pylons 4AF159 to 4AF161, bellmouth BM-087 also east off Stockwith Road would provide construction access to proposed pylon 4AF162 and bellmouth BM-088 west off Stockwith Road would provide construction access to proposed pylons 4AF163 to 4AF166BM 87-88. These BM provide access to Pylons 4AF163-4AF167. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	YPROWFOOTPATH HAXE117 connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.82 – Assessment of road links forming PAR 74

Road Link	A161 Station Road
Local Authority	North Lincolnshire
Primary Access Route	74
Description	The assessed link extends from the junction with Main Street, southwards to the junction with Tindle Bank Road. It is a single carriageway with one lane in each direction. BM-089 is east off this link bellmouth and would provide construction access to proposed pylons 4AF163 to 4AF166
Speed Limit	30-50 mph
Street Lighting	There is street lighting only along the northern section of the link, from the junction with Main Street, to the Bridge Farm (just north of Ferry Drain)

Baseline topic	Description
Highway Constraints	Railway level crossing equipped with signage, barriers, and signals
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway along the northern section of the link, from the junction with Main Street, to the Bridge Farm (just north of Ferry Drain)
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.83 – Assessment of road links forming PAR 75

Road Link	Tindale Bank Road
Local Authority	North Lincolnshire
Primary Access Route	75
Description	The assessed link connects A161 Haxey Gate Road with BM 91/92bellmouth BM-091 and BM-092. Bellmouth BM-091 north off Tindale Bank Road would provide construction access to proposed pylons 4AF167 and 4AF168 and bellmouth BM-092 south off Tindale Bank Road would provide construction access to proposed pylons 4AF169 to 4AF171.These BM provide access to Pylons 4AF169-172. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow lane width
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Baseline topic	Description
Table 2.84 – Assessment of road links forming PAR 76	
Road Link	A161 Haxey Road
Local Authority	Nottinghamshire
Primary Access Route	76
Description	The assessed link extends from the junction with Tindale Bank Road, southwards to A161 High Street in the village of Misterton. It is a single carriageway with one lane in each direction
Speed Limit	30-50 mph
Street Lighting	There is street lighting from Old Haxey Road, through the village of Misterton
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the link, from Old Haxey Road, through the village of Misterton. MistertonFP23 and MistertonFP1 connects to the carriageway on the east side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	MistertonBW21 connects to the carriageway on the west side
Sensitive Receptors	Many residential properties with direct frontage to road link
Table 2.85 – Assessment of road links forming PAR 77	
Road Link	Cornley Road
Local Authority	Nottinghamshire
Primary Access Route	77
Description	The assessed link connects Carr Lane in the village of Misterton, with bellmouths BM-093 and BM-094BM 93/94. Bellmouth BM-093 north off Cornley Road would provide construction access to proposed pylons 4AF172 to 4AF174 and Tbellmouth BM-094 south off Cornley Road would provide construction access to proposed pylons 4AF175 to 4AF186.hese BM provide access to Pylons 4AF173-185. It is a two-way single carriageway road with one lane
Speed Limit	30-60 mph
Street Lighting	No

Baseline topic	Description
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The main character is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	MistertonFP16 and MistertonFP17 connect to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.86 – Assessment of road links forming PAR 78

Road Link	Carr Lane
Local Authority	Nottinghamshire
Primary Access Route	78
Description	The assessed link extends from the junction with Cornley Road, eastwards to B1403 Church Street. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting along the carriageway
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.87 – Assessment of road links forming PAR 79

Road Link	B1403 Church Street
Local Authority	Nottinghamshire
Primary Access Route	79

Baseline topic	Description
Description	The assessed link extends from the junction with Carr Lane, eastwards to the A161 Haxey Road. It is a single carriageway with one lane in each direction
Speed Limit	30 mph
Street Lighting	There is street lighting along the carriageway
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	No
Walking Infrastructure	MistertonFP15 connects to the carriageway on the east side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.88 – Assessment of road links forming PAR 80

Road Link	Cattle Road
Local Authority	Nottinghamshire
Primary Access Route	80
Description	The assessed link connects Carr Lane in the village of Misterton with bellmouths BM-095 and BM-096BM 95/96. These bellmouths (BM) provide light vehicle access to pylons 4AF175 to 4AF186. The majority of the link is a two-way single carriageway road with one lane.
Speed Limit	30-60 mph
Street Lighting	There is limited street lighting along the link
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The main character is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	MistertonFP14 connects to the south side of the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Baseline topic	Description
Table 2.89 – Assessment of road links forming PAR 81	
Road Link	A161 High Street to A161/A631 Roundabout
Local Authority	Nottinghamshire
Primary Access Route	81
Description	The assessed link extends from A161 Haxey Road, southwards to the roundabout with the A631. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the villages of Misterton, Walkeringham and at the roundabout with the A631.
Highway Constraints	Bus stop provision. There is a low bridge with a maximum headroom of 3.9m / 12-9’
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the majority of the link. MistertonFP15, MistertonFP6, BeckinghamFP1 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	MistertonBW5 connects to the carriageway on the north side
Sensitive Receptors	Many residential properties with direct frontage to road link. Church and play area located on road link
Table 2.90 – Assessment of road links forming PAR 82	
Road Link	B1403 Gringley Road
Local Authority	Nottinghamshire
Primary Access Route	82
Description	The assessed link extends from the junction with the B1403 Church Street, southwards to the B1403 Fountain Hill. It is a single carriageway with one lane in each direction.
Speed Limit	30-60 mph
Street Lighting	There is street lighting stretching from the B1403 Church Street, southwards to the junction with Gravelholes Lane.
Highway Constraints	Bus stop provision
Bus Route	Yes

Baseline topic	Description
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway stretching from the B1403 Church Street, southwards to the junction with Gravelholes Lane. MistertonFP13, MistertonFP14, MistertonFP12 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.91 – Assessment of road links forming PAR 83

Road Link	B1403 Fountain Hill
Local Authority	Nottinghamshire
Primary Access Route	83
Description	The assessed link extends from B1403 Gringley Road, southwards to the B1403 Walkeringham Road and bellmouths BM-097 and BM-098. Bellmouth BM-097 northwest off the B1403 would provide construction access to proposed pylons 4AF175 to 4AF186 and bellmouth BM-098 southeast off the B1403 would provide construction access to proposed pylons 4AF187 to 4AF191. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The main character is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	WalkeringhamBOAT11, Gringley on the HillFP13 connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	WalkeringhamBW13 connects to the carriageway on the west side
Sensitive Receptors	Some residential properties with direct frontage to road link

Baseline topic	Description
Table 2.92 – Assessment of road links forming PAR 85	
Road Link	B1403 Walkeringham Road
Local Authority	Nottinghamshire
Primary Access Route	85
Description	The assessed link extends from bellmouth BM-097 and BM-098BM 97, southwards to the junction with the A631. Bellmouth BM-097 northwest off the B1403 would provide construction access to proposed pylons 4AF175 to 4AF186 and bellmouth BM-098 southeast off the B1403 would provide construction access to proposed pylons 4AF187 to 4AF191.This BM provides access to Pylons 4AF186-4AF187. It is a single carriageway 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/properties alongside the carriageway
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway stretching from the junction with Hall's Road to the A631. Gringley on the HillFP8 connects to the carriageway on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link
Table 2.93 – Assessment of road links forming PAR 86	
Road Link	A631 (Gringley on the Hill West)
Local Authority	Nottinghamshire
Primary Access Route	86
Description	The assessed link extends from the junction with the B1403 Walkeringham Road, westwards to the junction with the A638. The majority of the link is a single carriageway with one lane in each direction. However, in certain areas, it transitions to a dual carriageway with two lanes in each direction.
Speed Limit	50 mph

Baseline topic	Description
Street Lighting	There is street lighting through the villages of Bawtry and Everton
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The main character of the road link is rural, with a number of settlements/properties alongside the link
On-Carriageway Parking	No although there is a layby on the side of the carriageway
Walking Infrastructure	There is a paved footway alongside the carriageway for most of the road link. Gringley on the HillFP4, Gringley on The HillFP5, Gringley on the HillFP4A, Gringley on the HillFP6, Gringley on the HillFP16, WisetonFP2, EvertonFP2, EvertonFP5, EvertonFP20, EvertonBOAT18, ScaftworthBOAT1A, ScaftworthBOAT1 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	EvertonBW16A and EvertonBW3 connects to the carriageway
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.94 – Assessment of road links forming PAR 87

Road Link	A631 (Gringley on the Hill East)
Local Authority	Nottinghamshire
Primary Access Route	87
Description	The assessed link extends from the junction with the B1403 Walkeringham Road, eastwards to the roundabout with the A161. The majority of the link is a single carriageway with one lane in each direction. However, around the village of Gringley on the Hill, the A631 is a dual carriageway with two lanes in each direction. BM-099 and BM-101, sits just off the carriageway and provides access to Pylons 4AF187-4AF201 are located along this link. BM-099 north off the A631 would provide construction access to proposed pylons 4AF187 to 4AF191 and BM-101 south off the A631 would provide construction access to proposed pylons 4AF192 to 4AF201.
Speed Limit	50 mph
Street Lighting	There is only street lighting around the interchange with the A161
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No although there is a layby on the side of the carriageway

Baseline topic	Description
Walking Infrastructure	Gringley on the HillFP16, BeckinghamFP3, BeckinghamBOAT16 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.95 – Assessment of road links forming PAR 88

Road Link	A631 - Between A161/A631 Roundabout and Wood Lane
Local Authority	Nottinghamshire
Primary Access Route	88
Description	The assessed link extends from the roundabout with the A161, southwards to the junction with Wood Lane. It is a dual carriageway with two lanes in each direction.
Speed Limit	50 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	BeckinghamFP2 and BeckinghamRB19 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.96 – Assessment of road links forming PAR 89

Road Link	A631 - Between Wood Lane and A620/A631 Roundabout
Local Authority	Nottinghamshire
Primary Access Route	89
Description	The assessed link extends from the junction with Wood Lane, southwards to the roundabout with the A620. It is a dual carriageway with two lanes in each direction
Speed Limit	50 mph
Street Lighting	There is street lighting all along the road link

Baseline topic	Description
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.97 – Assessment of road links forming PAR 90

Road Link	Wood Lane
Local Authority	Nottinghamshire
Primary Access Route	90
Description	The assessed link extends from the A631 to the end of the adopted highway, providing LGV access to 4AF192-201. The majority of the link is a two-way single carriageway road with one lane
Speed Limit	30-60 mph
Street Lighting	There is only street lighting alongside the residential properties near the A631
Highway Constraints	Road link becomes unadopted highway at the western end
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway, alongside the residential properties near the A631 BeckinghamFP12, BeckinghamFP3, BeckinghamFP5 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Baseline topic	Description
Table 2.98 – Assessment of road links forming PAR 91	
Road Link	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout
Local Authority	Nottinghamshire
Primary Access Route	91
Description	The assessed link extends from the roundabout with the A631, southwards to the roundabout with Sturton Road/Gainsborough Road. It is a single carriageway with one lane in each direction
Speed Limit	40-50 mph
Street Lighting	There is only street lighting around the two roundabouts on this link
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the carriageway. SaundbyFP3 connects to the carriageway on west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link
Table 2.99 – Assessment of road links forming PAR 92	
Road Link	Sturton Road
Local Authority	Nottinghamshire
Primary Access Route	92
Description	The assessed link extends from the roundabout with Sturton Road/Gainsborough Road, southwards to Gainsborough Road. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	No
Bus Route	Yes

Baseline topic	Description
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	BoleFP8 connects to the east side of the carriageway, West BurtonFP9 connects to the west side of the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.100 – Assessment of road links forming PAR 93

Road Link	Gainsborough Road
Local Authority	Nottinghamshire
Primary Access Route	93
Description	The assessed link extends from Sturton Road, southwards to Station Road. It is a single carriageway with one lane in each direction. Bellmouth BM-103 and BM-106 are located long this link. Bellmouth BM-103 west off Gainsborough Road would provide construction access to proposed pylons 4AF202 to 4AF208 and bellmouth BM-106 also west off Gainsborough Road would provide construction access to proposed pylons 4AF209 and 4AF210.
Speed Limit	30-60 mph
Street Lighting	There is only street lighting at the southern end of the link at the junction with Station Road
Highway Constraints	18T weight restriction
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway at the southern end of the link, from the EDG energy site entrance to the junction with Station Road. West BurtonFP9, West BurtonFP8 connects to the link on the west side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link

Baseline topic	Description
Table 2.101 – Assessment of road links forming PAR 94	
Road Link	Station Road
Local Authority	Nottinghamshire
Primary Access Route	94
Description	The assessed link extends from the junction with Gainsborough Road, westwards to Wheatley Road. It is a single carriageway with one lane in each direction. Bellmouths BM-107 and BM-108 sits just off the carriageway. Bellmouth BM-107 northeast off Station Road would also provide construction access to proposed pylons 4AF209 and 4AF210 and, bellmouth BM-108 southwest off Station Road would provide construction access to proposed pylons 4AF211 to 4AF218
Speed Limit	30-40 mph
Street Lighting	There is limited street lighting on this road link
Highway Constraints	7.5T weight restriction
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway.
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link
Table 2.102 – Assessment of road links forming PAR 95	
Road Link	Wheatley Road
Local Authority	Nottinghamshire
Primary Access Route	95
Description	The assessed link extends from Station Road, westwards to Sturton Road. It is a single carriageway with one lane in each direction.
Speed Limit	30-60 mph
Street Lighting	No
Highway Constraints	No
Bus Route	Yes

Baseline topic	Description
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway between Station Road and Wood Lane. Sturton Le SteepleFP20, Sturton Le SteepleRB30 is connected to the road link on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link

Table 2.103 – Assessment of road links forming PAR 96

Road Link	Sturton Road
Local Authority	Nottinghamshire
Primary Access Route	96
Description	The assessed link extends from Wheatley Road, westwards to Low Street. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	School zone through South Wheatley
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway. South WheatleyFP3, South WheatleyFP2 are connected to the road link
Cycling Infrastructure	South WheatleyBW1 is connected to the road link on the south side
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.104 – Assessment of road links forming PAR 97

Road Link	Low Street
Local Authority	Nottinghamshire

Baseline topic	Description
Primary Access Route	97
Description	The assessed link extends from the junction with Sturton Road, westwards to the A620 Gainsborough Road. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting present along the link
Highway Constraints	7.5 tonne weight restriction
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway. South WheatleyFP2 is connected to the road link on the south side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.105 – Assessment of road links forming PAR 98

Road Link	A620 - Gainsborough Road
Local Authority	Nottinghamshire
Primary Access Route	98
Description	The assessed link extends from the A620 Saundby Road/Sturton Road roundabout, westwards to the junction with Low Street and Haughgate Hill. It is a single carriageway with one lane in each direction for the majority of the link. Around the village of North Wheatley/South Wheatley however, it transitions a dual carriageway with two lanes in each direction. Just off the link on either side sits Bellmouths BM- 104 and BM-105. Bellmouth BM-104 northwest off the A620 would provide construction access to proposed pylons 4AF192 to 4AF201 and bellmouth BM-105 southeast off the A620 would provide construction access to proposed pylons 4AF202 to 4AF208.
Speed Limit	50 mph
Street Lighting	There is only street lighting around the A620 Saundby Road/Sturton Road roundabout
Highway Constraints	No
Bus Route	Yes

Baseline topic	Description
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	North WheatleyFP4 connects to the east side of the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link

Table 2.106 – Assessment of road links forming PAR 99

Road Link	A620 - Between Low Street in North Wheatley to Spital Hill in Retford
Local Authority	Nottinghamshire
Primary Access Route	99
Description	The assessed link extends from the junction with Low Street, southwards to the junction with Spital Hill/ Chapelgate in the town of Retford. It is a single carriageway with one lane in each direction for the majority of the link
Speed Limit	30-60 mph
Street Lighting	There is street lighting along the carriageway between the village of Clarborough and the town of Retford
Highway Constraints	School zone through the village of Clarborough. Bus stop provision. A low bridge under the railway line with a height limit restriction (3.8m 12'-6'), south of the junction with Bonemill Lane. Another low bridge under the railway line with a height limit restriction (4.5m 15'-0'), west of the village of Welham
Bus Route	Yes
Character	The character of the road link is rural and urban. The carriageway passes through several villages/towns.
On-Carriageway Parking	Yes
Walking Infrastructure	There is a footway alongside the carriageway between the village of Clarborough and the town of Retford. North WheatleyFP2, HaytonFP9, HaytonBOAT27, ClarboroughFP34, ClarboroughFP13 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	ClarboroughBW2 is connected to the carriageway
Sensitive Receptors	Many residential properties with direct frontage to road link

Baseline topic	Description
Table 2.107 – Assessment of road links forming PAR 100	
Road Link	A620 Amcott Way
Local Authority	Nottinghamshire
Primary Access Route	100
Description	The assessed link extends from the junction with the A638, westwards to the roundabout with North Road in the town of Retford. It is a single carriageway with one lane in each direction for the majority of the link.
Speed Limit	40 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	No
Walking Infrastructure	There is a footway alongside the carriageway as well as a number of crossing points. East RetfordFP20 crosses the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors
Table 2.108 – Assessment of road links forming PAR 101	
Road Link	Cross Street
Local Authority	Nottinghamshire
Primary Access Route	101
Description	The assessed link extends from Station Road, southwards to the junction with Springs Lane in the village of Sturton Le Steeple. It is a single carriageway with one lane in each direction
Speed Limit	20-30 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	Through the village of Sturton Le Steeple there is a school zone (20mph)
Bus Route	Yes
Character	The character of the road link is urban

Baseline topic	Description
On-Carriageway Parking	No
Walking Infrastructure	There is a footway alongside the carriageway. Sturton Le SteepleFP19, Sturton Le SteepleFP18 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.109 – Assessment of road links forming PAR 102

Road Link	Springs Lane
Local Authority	Nottinghamshire
Primary Access Route	102
Description	The assessed link extends from Cross Street / Leverton Road, westwards. It is a two-way single carriageway road with one lane.
Speed Limit	30-60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	Yes
Walking Infrastructure	Sturton Le SteepleRB31 connects to the road link at the west end
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.110 – Assessment of road links forming PAR 103

Road Link	Retford Road West
Local Authority	Nottinghamshire
Primary Access Route	103
Description	The assessed link extends westwards to Leverton Road. It is a single carriageway with one lane in each direction. Bellmouths BM-113 and BM-114 sits on either side of the carriageway, providing vehicle access to Pylons 4AF220-4AF229. Bellmouth BM-113 north off Retford Road would provide

Baseline topic	Description
	construction access to proposed pylons 4AF219 to 4AF222 and bellmouth BM-114 south off Retford Road would provide construction access to proposed pylons 4AF223 to 4AF228.
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	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.111 – Assessment of road links forming PAR 104

Road Link	Leverton Road / Spital Hill
Local Authority	Nottinghamshire
Primary Access Route	104
Description	The assessed link extends from Retford Road, westwards to the A638 Arlington Way. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through the town of Retford, from the bridge over the Chesterfield Canal, westwards to the A638 Arlington Way
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No although there is a layby on the side of the carriageway
Walking Infrastructure	There is a footway alongside the carriageway, through the village of Retford, from the bridge over the Chesterfield Canal, westwards to the A638 Arlington Way. ClarboroughFP16, East RetfordBOAT43 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure

Baseline topic	Description
Horse-riding Infrastructure	North Leverton with HabblesthorpeBW6, ClarboroughBW14 connects to the carriageway
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.112 – Assessment of road links forming PAR 105

Road Link	A638 Arlington Way/London Road
Local Authority	Nottinghamshire
Primary Access Route	105
Description	The assessed link extends from the A638 Arlington Way, southwards to the roundabout with Grove Road. For the majority of the link, it is a single carriageway with one lane in each direction
Speed Limit	20-50 mph
Street Lighting	There is street lighting present along the link
Highway Constraints	Bus stop provision. Through the town of Retford, there is a school zone (20mph)
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a footway that runs alongside the carriageway. East RetfordFP18 crosses the carriageway and East RetfordFP35 connects to the carriageway at the west side
Cycling Infrastructure	Along London Road, in the town of Retford, there are cycle lanes on either side of the carriageway (Sustrans Local Route)
Horse-riding Infrastructure	East Retford BW29 connects to the route on the eastern side
Sensitive Receptors	Many residential properties with direct frontage to road link. Retail park, care home, school, and church located on road link

Table 2.113 – Assessment of road links forming PAR 106

Road Link	A638 Great North Road - To the A1
Local Authority	Nottinghamshire
Primary Access Route	106
Description	The assessed link extends from the roundabout with Grove Road, southwards to the interchange with the A57 and the A1. It is a single carriageway with one lane in each direction
Speed Limit	20-50 mph

Baseline topic	Description
Street Lighting	There is street lighting from the roundabout with Grove Road, to the junction with Main Road, near the village of Eaton. There is also street lighting through the village of Gamston
Highway Constraints	Bus stop provision. Through the village of Gamston there is a school zone (20mph)
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	There are footways alongside the majority of the route including a shared footway/cycleway from the roundabout with Grove Road, to the junction with Main Road, near the village of Eaton. EatonFP1, Gamston (B)BOAT4 connects to the carriageway
Cycling Infrastructure	There is a shared footway/cycleway from the roundabout with Grove Road, to the junction with Main Road, near the village of Eaton (Sustrans Local Route)
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.114 – Assessment of road links forming PAR 107

Road Link	Cocking Lane
Local Authority	Nottinghamshire
Primary Access Route	107
Description	The assessed link extends from the junction with Town Street in the village of Treswell, southwards to Laneham Road. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting alongside the residential properties at the northern end of the link
Highway Constraints	17 tonne weight restriction
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No

Baseline topic	Description
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.115 – Assessment of road links forming PAR 108

Road Link	Town Street / Forewood Lane
Local Authority	Nottinghamshire
Primary Access Route	108
Description	The assessed link extends from the junction with Cocking Lane in the village of Treswell, westwards to Wood Lane. It is a single carriageway with one lane in each direction. Bellmouths BM-111 and BM-112 sits on either side of the carriageway., Bellmouth BM-111 northeast off Town Street / Forewood Lane would provide construction access to proposed pylons 4AF223 to 4AF228 and bellmouth BM-112 southwest off Town Street / Forewood Lane would provide construction access to proposed pylons 4AF229 to 4AF232. providing light vehicle access to Pylons 4AF224-4AF232.
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through the village of Treswell
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is paved footway that runs alongside the carriageway through Treswell. TreswellFP16 connects with the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	TreswellBW12 and TreswellBW14 connects with the carriageway on the south side
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.116 – Assessment of road links forming PAR 109

Road Link	Wood Lane / Main Street
Local Authority	Nottinghamshire
Primary Access Route	109
Description	The assessed link extends from Forewood Lane, westwards to the junction with Grove Road. The majority of the link is a single carriageway with one lane in each direction

Baseline topic	Description
Speed Limit	30-60 mph
Street Lighting	No
Highway Constraints	South of the village of Grove, the road becomes narrower
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway that runs alongside the carriageway through the village of Grove. GroveFP12, GroveFP3, GroveFP2, GroveFP1, GroveFP7 also connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	TreswellBW17, GroveBW10 is connected to the carriageway
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.117 – Assessment of road links forming PAR 110

Road Link	Grove Road
Local Authority	Nottinghamshire
Primary Access Route	110
Description	The assessed link extends from the roundabout with the A638 London Road, eastwards to the junction with Lady Well Lane/Greenspotts Lane. It is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting which runs alongside the carriageway from the junction with the A638, eastwards to the railway crossing
Highway Constraints	Railway level crossing equipped with signage, barriers, and signals
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the carriageway from the junction with the A638, eastwards to the railway crossing.

Baseline topic	Description
	Headon Cum UptonFP5, Headon Cum UptonFP6, Headon Cum UptonFP9 connect to the route
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.118 – Assessment of road links forming PAR 111

Road Link	Lady Well Lane
Local Authority	Nottinghamshire
Primary Access Route	111
Description	The assessed link extends from junction with Grove Road, eastwards to the junction with Main Street/Hazelwood Lane. It is a single carriageway with one lane in each direction
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Headon Cum UptonFP8, Headon Cum UptonFP10, Headon Cum UptonFP11 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link

Table 2.119 – Assessment of road links forming PAR 112

Road Link	Main Street
Local Authority	Nottinghamshire
Primary Access Route	112
Description	The assessed link extends from junction with Lady Well Lane/Hazelwood Lane, eastwards to Laneham Road. It is a single carriageway with one lane in each direction. Bellmouth BM-004 and BM-023 sits on either side of the carriageway. Bellmouth BM-004 north off Main Street would provide construction access to proposed pylons 4AF223 and 4AF235 and bellmouth BM-023 south off Main Street would provide construction access to proposed pylons 4AF236 to 4AF240.

Baseline topic	Description
Speed Limit	30-60 mph
Street Lighting	There is only street lighting through the village of Stokeham, alongside the residential properties
Highway Constraints	18 tonne weight restriction
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway through the village of Stokeham, alongside the residential properties. Headon Cum UptonFP12, Headon Cum UptonFP15A, Headon Cum UptonFP16, Headon Cum UptonFP20, StokehamFP2 is also connected to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	StokehamBW1 is connected to the carriageway on the south side
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.120 – Assessment of road links forming PAR 113

Road Link	Hazelwood Lane
Local Authority	Nottinghamshire
Primary Access Route	113
Description	The assessed link extends from the junction with Lady Well Lane/Main Street, eastwards to Retford Road. It is a single carriageway with one lane in each direction. This link connects to bellmouth BM-109 and BM-090. Bellmouth BM-109 north off Hazelwood Lane would provide construction access to proposed pylons 4AF229 to 4AF232 and bellmouth BM-090 south off Hazelwood Lane would provide construction access to proposed pylons 4AF223 and 4AF235.
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

Baseline topic	Description
Walking Infrastructure	Headon Cum UptonFP12, Headon Cum UptonFP13, Headon Cum UptonFP14, Headon Cum UptonFP15 connects to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link

Table 2.121 – Assessment of road links forming PAR 114

Road Link	Ashley Lane
Local Authority	Nottinghamshire
Primary Access Route	114
Description	The assessed link extends eastwards for approximately 200 m from BM-117/BM-118. It is a two-way single carriageway with one lane and provides vehicular access between BM-117/BM-118 and the scaffolding protection work.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.122 – Assessment of road links forming PAR 115

Road Link	Retford Road (North of Rampton Hospital)
Local Authority	Nottinghamshire
Primary Access Route	115
Description	The assessed link extends from Hazelwood Lane, eastwards to junction to Laneham Road. It is a single carriageway with one lane in each direction. This link connects to bellmouth BM-109 and BM-090. Bellmouth BM-109 north off Hazelwood Lane would provide construction access to proposed pylons 4AF229 to 4AF232 and bellmouth BM-090 south off Hazelwood Lane would provide construction access to proposed pylons 4AF223 and 4AF235.

Baseline topic	Description
Speed Limit	30-60 mph
Street Lighting	There is only street lighting alongside the residential properties, near the village of Woodbeck and the entrance to Rampton Hospital
Highway Constraints	18 tonne weight restriction
Bus Route	No
Character	The main character of the road link is rural, with a number of settlements/properties alongside the link
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway from the junction with Laneham Road to the west side of the village of Woodbeck. RamptonFP14 connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.123 – Assessment of road links forming PAR 116

Road Link	Laneham Road
Local Authority	Nottinghamshire
Primary Access Route	116
Description	The assessed link extends from the junction with Cocking Lane, southwards to the junction with the A57. It is a single carriageway with one lane in each direction
Speed Limit	40-60 mph
Street Lighting	There is only street lighting around the village of Stokeham and between the junction with Cocketts Hi and the A57 at the south of the link
Highway Constraints	At the south of the link, there is a school zone (20 mph), between the junction with Cocketts Hi and the A57
Bus Route	No
Character	The character of the road link is mostly rural, with a number of settlements/properties alongside the link
On-Carriageway Parking	Yes

Baseline topic	Description
Walking Infrastructure	There is a paved footway which runs alongside parts of the road link. StokehamBOAT4, StokehamFP3, LanehamFP20, LanehamFP15 connect to the carriageway
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	LanehamBW14 connects to the carriageway on the south side
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link

Table 2.124 – Assessment of road links forming PAR 117

Road Link	A57 Broad Gate
Local Authority	Nottinghamshire
Primary Access Route	117
Description	The assessed link extends from the Markham Moor Interchange, eastwards to the junction with Darlton Road. For the majority of the link, it is a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is only street lighting around the Markham Moor Interchange and the village of Darlton
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No, although there is a layby on the side of the carriageway
Walking Infrastructure	There is a shared footway/cycleway alongside the carriageway at the western end of the link. East MarkhamFP3, East MarkhamFP25, East MarkhamFP6 connect to the carriageway
Cycling Infrastructure	There is a shared footway/cycleway alongside the carriageway at the western end of the link. There are also a number of public paths that connect to the carriageway
Horse-riding Infrastructure	East MarkhamBW5, East MarkhamBW2, East MarkhamBW1 connects to the road link
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.125 – Assessment of road links forming PAR 118

Road Link	A57 - Between Darlton Road and BM 52/53
Local Authority	Nottinghamshire
Primary Access Route	118

Baseline topic	Description
Description	The assessed link extends from Darlton Road, eastwards to Bellmouths BM-052 and BM-053. It is a single carriageway with one lane in each direction. Bellmouth BM-052 north off the A57 would provide construction access to proposed pylons 4AF244 to 4AF247and BM-053 south off the A57 would provide construction access to proposed pylons 4AF248 to 4AF255.
Speed Limit	30 mph
Street Lighting	There is street lighting all along the road link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway. DarltonFP3 connects to the carriageway on the north side
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.126 – Assessment of road links forming PAR 119

Road Link	A57 - Between BM 52/53 east along A57 to PAR 120
Local Authority	Nottinghamshire
Primary Access Route	119
Description	The assessed link extends from Bellmouths BM-052 and BM-053, eastwards along the A57 to PAR 120. It is a single carriageway with one lane in each direction. Bellmouth BM-052 north off the A57 would provide construction access to proposed pylons 4AF244 to 4AF247and BM-053 south off the A57 would provide construction access to proposed pylons 4AF248 to 4AF255.
Speed Limit	40-50 mph
Street Lighting	No
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No, although there is a layby on the side of the carriageway
Walking Infrastructure	No

Baseline topic	Description
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.127 – Assessment of road links forming PAR 120

Road Link	A57 - East of PAR 119 to Laneham Road Junction
Local Authority	Nottinghamshire
Primary Access Route	120
Description	The assessed link extends from PAR 119 eastwards to the junction with Laneham Road. It is mainly a single carriageway with one lane in each direction.
Speed Limit	50 mph
Street Lighting	There is only street lighting around the junction with Laneham Road
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.128 – Assessment of road links forming PAR 121

Road Link	A57 - Between A57/Main Street Junction East
Local Authority	Nottinghamshire / West Lindsey
Primary Access Route	121
Description	The assessed link extends from the junction with Laneham Road, eastwards, to the junction with the A1133. It is mainly a single carriageway with one lane in each direction
Speed Limit	30-60 mph
Street Lighting	There is street lighting around the junction with Laneham Road, the pay toll stop and the village of Newton on Trent

Baseline topic	Description
Highway Constraints	There is a pay toll stop just east of the Dunham Toll Bridge. Vehicles with wide loads are instructed to 'stop here, sound horn, wait for instructions'
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway, which runs alongside the carriageway between the junction with Laneham Road and the Dunham Toll Bridge. Dunham-On-TrentFP8, Dunham-On-TrentFP7, Dunham-On-TrentFP3, Dunham-On-TrentFP1, Dunham-On-TrentFP10, Dunham-On-TrentFP5, Dunham-On-TrentFP4, NwOT/97/1 and NwOT/97/2 connect to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.129 – Assessment of road links forming PAR 122

Road Link	Main Street
Local Authority	Nottinghamshire
Primary Access Route	122
Description	The assessed link extends from the junction with Laneham Road, southwards to Fledborough Road. It is a single carriageway with one lane in each direction
Speed Limit	40-60 mph
Street Lighting	There is street lighting, extending from the junction with Laneham Road to the south side of the village of Ragnall
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway extending from the junction with Laneham Road to the south side of the village of Ragnall. RagnallFP4, RagnallFP2, FledboroughFP7 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	RagnallBW3 connects to the road link on its west side

Baseline topic	Description
Sensitive Receptors	Some residential properties with direct frontage to road link
Table 2.130 – Assessment of road links forming PAR 123	
Road Link	Retford Road (East Drayton)
Local Authority	Nottinghamshire
Primary Access Route	123
Description	The assessed link extends from bellmouths BM-024 and BM-067, eastwards, to the junction with Top Street in the village of East Drayton. It is a single carriageway with one lane in each direction through East Drayton, narrowing past the residential properties to a two-way single carriageway road with one lane. Bellmouth BM-024 north off Retford Road would provide construction access to proposed pylons 4AF236 to 4AF240 and bellmouth BM-067 south off Retford Road would provide construction access to proposed pylons 4AF241 to 4AF243.
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the village of East Drayton
Highway Constraints	Narrow one-lane carriageway
Bus Route	No
Character	The character of the road link is mostly rural, with some settlements/properties alongside the link
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway through the village of East Drayton. East DraytonBOAT22 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link
Table 2.131 – Assessment of road links forming PAR 124	
Road Link	Top Street / Darlton Road
Local Authority	Nottinghamshire
Primary Access Route	124
Description	The assessed link extends from the junction with Church Lane, southwards to the A57. It is a single carriageway with one lane in each direction. Bellmouths BM-025 and BM-028, sit just off the road link and provides vehicle access to Pylons 4AF237-4AF244.are located on this link. Bellmouth BM-025 west off Top

Baseline topic	Description
	Street would provide construction access to proposed pylons 4AF241 to 4AF243 and bellmouth BM-028 east off Top Street would provide construction access to proposed pylons 4AF244 to 4AF247.
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the village of East Drayton
Highway Constraints	17 tonne weight limit
Bus Route	No
Character	The character of the road link is urban and rural
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway through the village of East Drayton. East DraytonFP18, East DraytonBOAT22, East DraytonFP15, East DraytonFP3, East DraytonFP1 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	East DraytonBOAT22 connects to the road link
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.132 – Assessment of road links forming PAR 125

Road Link	Dale Road
Local Authority	East Riding of Yorkshire
Primary Access Route	125
Description	The assessed link extends from the junction with Beverley Road, southwards to bellmouths BM-011 and BM-012. It is a two-way single carriageway with one lane proposed to be used only by LGV traffic.
Speed Limit	40 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

Baseline topic	Description
Sensitive Receptors	No receptors

Table 2.133 – Assessment of road links forming PAR 126

Road Link	Willow Flats
Local Authority	East Riding of Yorkshire
Primary Access Route	126
Description	The assessed link extends from the junction with Ellerker Lane, eastwards to the A1034 and the A63. It is a single carriageway with one lane in each direction.
Speed Limit	40-60 mph
Street Lighting	There is only street lighting where Willow Flats meets the A1034
Highway Constraints	No
Bus Route	Yes
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Along the south side of the link, there is a narrow footway
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties and workplaces with direct frontage to road link

Table 2.134 – Assessment of road links forming PAR 127

Road Link	Ellerker Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	127
Description	The assessed link extends from the junction with Willow Flats, southwards to the junction with Norfolk Bank Lane. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	There is limited street lighting
Highway Constraints	No
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	Yes

Baseline topic	Description
Walking Infrastructure	Along the east side of the link, there is a narrow footway
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.135 – Assessment of road links forming PAR 128

Road Link	Norfolk Bank Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	128
Description	The assessed link extends from the junction with Ellerker Road, southwards to Ings Lane. It is a two-way single carriageway
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Sign at entrance to Norfolk Bank Lane displaying 'Unsuitable for heavy goods vehicles'. Narrow road width.
Bus Route	No
Character	The main character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	South Cave Footpath No.2 connects to the link on the north side
Cycling Infrastructure	National Cycle Network Route no 54 runs along Norfolk Bank Lane
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties and workplaces with direct frontage to road link

Table 2.136 – Assessment of road links forming PAR 129

Road Link	Common Road
Local Authority	East Riding of Yorkshire
Primary Access Route	129
Description	The assessed link extends from the junction with Carr Lane, eastwards to the junction with Wallingfen Lane. It is a single carriageway with one lane in each direction.
Speed Limit	60 mph
Street Lighting	No

Baseline topic	Description
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
Sensitive Receptors	No receptors

Table 2.137 – Assessment of road links forming PAR 130

Road Link	Wallingfen Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	130
Description	The assessed link extends from the junction with Common Road, northwards to the junction with the B1230. It is a single carriageway with one lane in each direction.
Speed Limit	30-60 mph
Street Lighting	There is only street lighting by the residential properties at the north end of the link
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
Sensitive Receptors	Few residential properties and workplaces with direct frontage to road link

Table 2.138 – Assessment of road links forming PAR 131

Road Link	Staddlethorpe Broad Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	131

Baseline topic	Description
Description	The assessed link extends from Scalby Lane, southwards to bellmouths BM-036 and BM-037BM 36/37. It is a single carriageway with one lane in each direction, which narrows at the south end of the link. Bellmouth BM-036 east of Staddlethorpe Lane would provide construction access for proposed pylons 4AF66 through to 4AF69 and bellmouth BM-037 southwest off Staddlethorpe Lane would provide construction access to proposed pylons 4AF70 to 4AF77.
Speed Limit	20-60 mph
Street Lighting	There is only street lighting by the residential properties at the north end of the link
Highway Constraints	Narrow bridge in Gilberdyke. Narrow road width at the south end of the link.
Bus Route	No
Character	The main character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	At the north end of the link there is a footway on each side of the road. Gilberdyke Footpath No.16 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties and workplaces with direct frontage to road link

Table 2.139 – Assessment of road links forming PAR 132

Road Link	Thornton Dam Lane/Scalby Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	132
Description	The assessed link extends from the junction with the B1230, southwards to the junction with Station Road. It is a single carriageway with one lane in each direction.
Speed Limit	20-40 mph
Street Lighting	There is street lighting along the link
Highway Constraints	School Zone
Bus Route	Yes
Character	The main character of the road link is urban
On-Carriageway Parking	Yes

Baseline topic	Description
Walking Infrastructure	There is a footway on each side of the road. Gilberdyke Footpath No.6 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties and workplaces with direct frontage to road link

Table 2.140 – Assessment of road links forming PAR 133

Road Link	Meredyke Road East (Between Carr Lane and B1392 Shore Road)
Local Authority	North Lincolnshire
Primary Access Route	133
Description	The assessed link extends from the junction with Carr Lane, eastwards to the B1292. It is a single carriageway with one lane in each direction
Speed Limit	40 mph
Street Lighting	No
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.141 – Assessment of road links forming PAR 134

Road Link	B1392
Local Authority	North Lincolnshire
Primary Access Route	134
Description	The assessed link extends from the junction with Meredyke Road, southwards to the A18. It is a single carriageway with one lane in each direction
Speed Limit	30-50 mph

Baseline topic	Description
Street Lighting	There is street lighting through the villages of Keadby and Amcotts
Highway Constraints	Railway crossing in Keadby
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside a Route Section of the road link through the villages of Keadby and Amcotts. YPROWFOOTPATH AMCO6 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.142 – Assessment of road links forming PAR 135

Road Link	Meredyke Road (West)
Local Authority	North Lincolnshire
Primary Access Route	135
Description	The assessed link extends from BM-050 / BM-051, westwards to the junction with Eastoft Road in the village of Luddington. It is a single carriageway with one lane in each direction. Bellmouth BM-050 north off Meredyke Road (West) would provide construction access to proposed pylons 4AF78 to 4AF98 and bellmouth BM-051 south off Meredyke Road (West) would provide construction access to proposed pylons 4AF99 to 4AF111.
Speed Limit	30 mph
Street Lighting	There is street lighting along the link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the carriageway. YPROWFOOTPATH AMCO6, YPROWRESTRICTED BYWAY LUDD5A connects to the road link
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the carriageway

Baseline topic	Description
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties and workplaces with direct frontage to road link

Table 2.143 – Assessment of road links forming PAR 136

Road Link	B1392 Eastoft Road
Local Authority	North Lincolnshire
Primary Access Route	136
Description	The assessed link extends from the junction with Meredyke Road and High Street, southwards to the junction with Carr Lane. It is a single carriageway with one lane in each direction
Speed Limit	30-40 mph
Street Lighting	There is street lighting through the village of Luddington
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside a section through the village of Luddington
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	NI|LUDD|1 bridleway connects to the road link on the west side
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.144 – Assessment of road links forming PAR 137

Road Link	Outgate East
Local Authority	North Lincolnshire
Primary Access Route	137
Description	The assessed link extends from bellmouth BM-062 to BM-060. Bellmouth BM-062 north off Outgate East would provide construction access to existing pylon ZDA116 and bellmouth BM-060 south off Outgate East would provide construction access to proposed pylons 4AF119 to 4AF123 and works to the existing ZDA overhead line. It is a two-way single carriageway
Speed Limit	30-60 mph
Street Lighting	There is only street lighting outside the residential properties
Highway Constraints	One-lane carriageway. Narrow lane width

Baseline topic	Description
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway outside the residential properties
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	YPROWBRIDLEWAY CROW14, YPROWBRIDLEWAY CROW13 connects to the road link
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.145 – Assessment of road links forming PAR 138

Road Link	Greengate
Local Authority	North Lincolnshire
Primary Access Route	138
Description	The assessed link extends from Hollingsworth Lane, southwards to the junction with Rectory St. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting along the road link
Highway Constraints	Narrow road width
Bus Route	No
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link. YPROWFOOTPATH EPWO56 connects to the road link
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.146 – Assessment of road links forming PAR 139

Road Link	Fledborough Road
Local Authority	Nottinghamshire
Primary Access Route	139
Description	The assessed link extends from the junction with Main Street, southwards, to the southern end of the network. It is a single

Baseline topic	Description
	carriageway with one lane in each direction. Bellmouths BM-076, BM-054 and BM-100 come off this link. Bellmouth BM-076 west off Fledborough Road would provide construction access to proposed pylons 4AF248 to 4AF255, bellmouth BM-054 west off Fledborough Road would provide construction access to proposed pylon 4AF256 and bellmouth BM-100 east off Fledborough Road would provide construction access to proposed pylons 4AF258 and proposed gantries 4AF259 and 4AF260.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	NT|Fledborough|Footpath 7 and MarnhamBOAT8 connects to the road link on the west side
Cycling Infrastructure	Sustrans National Route (Dukeries Trail) runs across the carriageway while the National Cycle Network (Route N.647) runs alongside the road link for a short distance.
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link

Table 2.147 – Assessment of road links forming PAR 140

Road Link	A15 (From Wingfield Farm Roundabout to A180 Interchange)
Local Authority	East Riding of Yorkshire / North Lincolnshire
Primary Access Route	140
Description	The assessed link extends from Wingfield Farm Roundabout, southwards, across the Humber Bridge, to the interchange with the M180/A180.The majority of the link is a dual carriageway with two lanes in each direction
Speed Limit	30-70 mph
Street Lighting	There is street lighting alongside the carriageway, between the Wingfield Farm Roundabout, southwards towards the interchange with the A1077
Highway Constraints	Toll road over the Humber Bridge
Bus Route	Yes
Character	The character of the road link is rural and urban

Baseline topic	Description
On-Carriageway Parking	No although there are several laybys on either side of the carriageway
Walking Infrastructure	There is a shared footway/cycleway, that runs alongside the carriageway over the Humber Bridge (European long distance path E2)
Cycling Infrastructure	There is a shared footway/cycleway, that runs alongside the carriageway over the Humber Bridge (National Cycle Network, Sustrans National Route 1)
Horse-riding Infrastructure	YPROWBRIDLEWAY THOR34 runs along the east of the carriageway
Sensitive Receptors	No receptors

Table 2.148 – Assessment of road links forming PAR 141

Road Link	A63 (From A15 Interchange to A1079)
Local Authority	East Riding of Yorkshire / Kingston upon Hull
Primary Access Route	141
Description	The assessed link is located in Kingston upon Hull, extending from the interchange with the A15, eastwards to the junction with the A1079. The majority of the link is a dual carriageway with two lanes in each direction
Speed Limit	50-70 mph
Street Lighting	There is street lighting present along the link
Highway Constraints	There is evidence of construction activity along the link
Bus Route	No
Character	The character of the road link is rural and urban
On-Carriageway Parking	No
Walking Infrastructure	There is a paved footway alongside the carriageway, along the A63 Hessle Road
Cycling Infrastructure	Sustrans Local Route runs along the north side of the A63 Hessle Road
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link

Table 2.149 – Assessment of road links forming PAR 142

Road Link	M62 (From A614 Interchange to M18 Interchange)
Local Authority	East Riding of Yorkshire

Baseline topic	Description
Primary Access Route	142
Description	The assessed link extends from the interchange with the A614, southwards to the interchange with the M18. The majority of the link is a dual carriageway with three lanes in each direction but in some places it transitions to two lanes
Speed Limit	50-70 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	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.150 – Assessment of road links forming PAR 143

Road Link	M180 (Between M18 Interchange and A161)
Local Authority	North Lincolnshire / Doncaster
Primary Access Route	143
Description	The assessed link extends from the interchange with the M18, eastwards to the A161. The majority of the link is a dual carriageway with three lanes in each direction
Speed Limit	70mph
Street Lighting	There is street lighting between the interchange with the M18 and the A18
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No

Baseline topic	Description
Sensitive Receptors	No receptors
Table 2.151 – Assessment of road links forming PAR 144	
Road Link	M180 (Between A161 and M181)
Local Authority	North Lincolnshire
Primary Access Route	144
Description	The assessed link extends from the interchange with the A161, eastwards to the interchange with the M181. The majority of the link is a dual carriageway with three lanes in each direction
Speed Limit	50-70 mph
Street Lighting	No
Highway Constraints	There is evidence of construction activity along the link
Bus Route	No
Character	No
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors
Table 2.152 – Assessment of road links forming PAR 145	
Road Link	M181
Local Authority	North Lincolnshire
Primary Access Route	145
Description	The assessed link extends from the interchange with the M180, northwards to the Frodingham Grange roundabout. The majority of the link is a dual carriageway with two lanes in each direction
Speed Limit	50-70 mph
Street Lighting	There is street lighting around the two roundabouts on this link
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No

Baseline topic	Description
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.153 – Assessment of road links forming PAR 146

Road Link	M180 (Between M181 Interchange and A15)
Local Authority	North Lincolnshire
Primary Access Route	146
Description	The assessed link is located in North Lincolnshire, extending from the interchange with the M180, eastwards to the interchange with the A15. The majority of the link is a dual carriageway with two lanes in each direction
Speed Limit	70 mph
Street Lighting	No
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.154 – Assessment of road links forming PAR 147

Road Link	M180 (Between A15 Interchange and A180)
Local Authority	North Lincolnshire
Primary Access Route	147
Description	The assessed link extends from the interchange with the A15, eastwards to the interchange with the A18. The majority of the link is a dual carriageway with three lanes in each direction
Speed Limit	70 mph
Street Lighting	There is only street lighting around the interchange with the A18
Highway Constraints	No
Bus Route	No

Baseline topic	Description
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.155 – Assessment of road links forming PAR 149

Road Link	Epworth Road North
Local Authority	North Lincolnshire
Primary Access Route	149
Description	The assessed link extends from Melwood Hill, southwards to the junction with Burnham Road. It is a single carriageway with one lane in each direction.
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the village of Owston Ferry
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of Owston Ferry
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.156 – Assessment of road links forming PAR 150

Road Link	Epworth Road South
Local Authority	North Lincolnshire
Primary Access Route	150
Description	The assessed link extends from the junction with Burnham Road, southwards to the junction with Church Street. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph

Baseline topic	Description
Street Lighting	There is street lighting through the village of Owston Ferry
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of Owston Ferry
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.157 – Assessment of road links forming PAR 151

Road Link	Burnham Road East
Local Authority	North Lincolnshire
Primary Access Route	151
Description	The assessed link extends from the junction with Epworth Road, westwards to the junction with Church Walk. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting along the road link
Highway Constraints	Narrow road width
Bus Route	No
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of Owston Ferry
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.158 – Assessment of road links forming PAR 152

Road Link	Church St
Local Authority	North Lincolnshire
Primary Access Route	152

Baseline topic	Description
Description	The assessed link extends from the junction with Epworth Road, westwards to East Lound Road/Church Walk. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting along the road link
Highway Constraints	No
Bus Route	No
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway that runs alongside the road link through the village of Owston Ferry
Cycling Infrastructure	There is no dedicated cycling infrastructure
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.159 – Assessment of road links forming PAR 153

Road Link	Leverton Road
Local Authority	Nottinghamshire
Primary Access Route	153
Description	The assessed link is located in Nottinghamshire, extending from the junction with Springs Lane, southwards to the junction with Main St. It is a single carriageway with one lane in each direction.
Speed Limit	20-60mph
Street Lighting	There is street lighting through the village of Sturton Le Steeple and North Leverton with Habblesthorpe
Highway Constraints	School zone
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway Sturton Le SteepleFP4, Sturton Le SteepleFP41, North Leverton with HabblesthorpeFP2, North Leverton with HabblesthorpeFP1 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No

Baseline topic	Description
Sensitive Receptors	Many residential properties with direct frontage to road link. Church and school located on road link

Table 2.160 – Assessment of road links forming PAR 154

Road Link	Main Street
Local Authority	Nottinghamshire
Primary Access Route	154
Description	The assessed link extends from the junction with Sturton Road, westwards to Retford Road. It is a single carriageway with one lane in each direction.
Speed Limit	30 mph
Street Lighting	There is street lighting through the village of North Leverton with Habblesthorpe
Highway Constraints	No
Bus Route	No
Character	The character of the road link is urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a paved footway alongside the carriageway. North Leverton with HabblesthorpeFP24 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties with direct frontage to road link

Table 2.161 – Assessment of road links forming PAR 155

Road Link	Retford Road East
Local Authority	Nottinghamshire
Primary Access Route	155
Description	The assessed link extends from Main St, westwards to bellmouths BM-113 and BM-114. It is a single carriageway with one lane in each direction. Bellmouth BM-113 north off Retford Road would provide construction access to proposed pylons 4AF219 to 4AF222 and bellmouth BM-114 south off Retford Road would provide construction access to proposed pylons 4AF223 to 4AF228.
Speed Limit	60 mph
Street Lighting	There is no street lighting

Baseline topic	Description
Highway Constraints	No
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.162 – Assessment of road links forming PAR 156

Road Link	B1230 Main Road (West)
Local Authority	East Riding of Yorkshire
Primary Access Route	156
Description	The assessed link extends from the junction with the Thornton Dam Lane, eastwards to PAR 29. It is mostly a dual carriageway with two lanes in each direction
Speed Limit	40-50 mph
Street Lighting	There is street lighting throughout the road link
Highway Constraints	Bus stop provision
Bus Route	Yes
Character	The character of the road link is rural and urban
On-Carriageway Parking	Yes
Walking Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Cycling Infrastructure	There is a shared paved footway/cycleway that runs alongside the majority of the carriageway
Horse-riding Infrastructure	No
Sensitive Receptors	Many residential properties and workplaces with direct frontage to road link

Table 2.163 – Assessment of road links forming PAR 157

Road Link	A18 Althorpe Bypass
Local Authority	North Lincolnshire
Primary Access Route	157

Baseline topic	Description
Description	The assessed link extends from bellmouth BM-68, eastwards to B1392. It is a single carriageway with one lane in each direction. Bellmouth BM-068 south of the A18 would provide construction access to proposed pylons 4AF127 and 4AF133.
Speed Limit	30-60 mph
Street Lighting	There is street lighting through the villages of Althorpe and Keadby
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	There is paved footway through the villages of Althorpe. YPROWFOOTPATH KEAD120 connects to the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Few residential properties with direct frontage to road link

Table 2.164 – Assessment of road links forming PAR 158

Road Link	Sands Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	158
Description	The assessed link is a short PAR on Sands Lane. It is a narrow single carriageway with some passing places.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow, some passing places
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Baseline topic	Description
Table 2.165 – Assessment of road links forming PAR 159	
Road Link	Landing Lane
Local Authority	East Riding of Yorkshire
Primary Access Route	159
Description	The assessed link extends from BM-031 / BM-032 to Wienerberger Ltd. Broomfleet Factory internal access entrance. It is a narrow single carriageway.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow, some passing places
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	Broomfleet Footpath No.10 runs along the road link
Cycling Infrastructure	No
Horse-riding Infrastructure	No
Sensitive Receptors	Some residential properties with direct frontage to road link
Table 2.166 – Assessment of road links forming PAR 160	
Road Link	Pasture Lane
Local Authority	North Lincolnshire
Primary Access Route	160
Description	The assessed link is a short PAR extending approximately 50 m eastwards from BM-044 / BM-045. It is a narrow single carriageway.
Speed Limit	60 mph
Street Lighting	No
Highway Constraints	Narrow, some passing places
Bus Route	No
Character	The character of the road link is rural
On-Carriageway Parking	No
Walking Infrastructure	No
Cycling Infrastructure	No

Baseline topic	Description
Horse-riding Infrastructure	No
Sensitive Receptors	No receptors

Table 2.167 – Assessment of road links forming PAR 161

Road Link	A15 Boothferry Road
Local Authority	East Riding of Yorkshire
Primary Access Route	161
Description	The assessed link extends from the A15 interchange to the Wingfield Farm roundabout. It is a dual carriageway with two lanes in each direction.
Speed Limit	40 mph
Street Lighting	There is street lighting along the link
Highway Constraints	No
Bus Route	Yes
Character	The character of the road link is urban
On-Carriageway Parking	No
Walking Infrastructure	There is paved footway on both sides of the carriageway.
Cycling Infrastructure	There is a shared cycle/footway on the northern side of the carriageway.
Horse-riding Infrastructure	No
Sensitive Receptors	Some workplaces with direct frontage to road link

3. Traffic Flows

3.1.1 Traffic flows for the baseline year of 2024 and 2025 have been obtained from Automatic Traffic Counts (ATCs) and Classified Link Counts, collected over a seven-day period during the weeks commencing 23 June 2024 and 29 June 2024 and 2 June 2025 to 8 June 2025 (non-school holiday period).

3.1.2 Table 3.1 presents surveyed traffic flows on highway links forming the PARs and links where surveys have been completed. This is in the form of 18-hour Annual Average Weekday Traffic (AAWT)) and 24-hour Annual Average Daily Traffic (AADT). It should be acknowledged that not all PARs have a direct ATC Baseline traffic flow; this is because the exact construction access routes have been developed after the collection of data. Where ATC data are not specifically available for a particular PAR a representative ATC has been used as a proxy.

3.1.3 In certain instances, multiple ATCs have been undertaken on a single PAR. This was done to account for the length of the PAR and/or due to the presence of multiple entry and exit points.

Table 3.1 – Surveyed 2024/2025 traffic flows on local road links

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
A1079 Beverley Bypass East	PAR 1A	1	On PAR	2024	19,293	18,306	1,105	886	6%	5%
A1079 Beverley Bypass East (east of BM 001)	PAR 1B	94	On PAR	2024	19,063	18,033	1,375	1,132	7%	6%
A1079 Beverley Bypass West	PAR 2	2	On PAR	2024	19,383	18,660	1,271	1,015	7%	5%
A164 - North of A1079	PAR 3	0	On PAR	2024	20,364	19,718	996	803	5%	4%
A164 Beverley Road - Between A1079 and Dunflat Road	PAR 4	3	On PAR	2024	26,352	25,215	1,496	1,361	6%	5%
Dunflat Road	PAR 5	4	On PAR	2024	3,778	3,412	179	147	5%	4%
A164 - Between Dunflat Road and B1233/A164 Roundabout	PAR 6	5	On PAR	2024	26,633	25,665	1,457	1,326	5%	5%
Main Street	PAR 7	1	On PAR	2025	4,540	4,236	176	149	4%	4%
Little Weighton Road	PAR 8	2	On PAR	2025	2,560	2,375	119	101	5%	4%
A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	PAR 9	7	On PAR	2024	26,597	25,472	1,785	1,548	7%	6%
Riplingham Road (between A164/Riplingham Road jn and Rowley Road)	PAR 10A	8	On PAR	2024	5,727	5,185	251	198	4%	4%
Riplingham Road (west of Rowley Road)	PAR 10B	9	On PAR	2024	5,304	4,810	262	208	5%	4%
Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	PAR 11	4	Proxy	2025	510	481	15	13	3%	3%
A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	PAR 12	6	On PAR	2024	19,201	18,335	1,552	1,341	8%	7%
Lambwell Hill	PAR 13	11	On PAR	2024	1,775	1,596	42	35	2%	2%
Westoby Lane	PAR 14	10	On PAR	2024	2,431	2,139	110	86	5%	4%
Brick Dike Lane	PAR 15	12	On PAR	2024	2,134	1,925	112	91	5%	5%
B1230 - Hunsley Road	PAR 16	13	On PAR	2024	8,909	8,801	560	472	6%	5%
A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	PAR 17	85	On PAR	2024	7,257	6,877	736	618	10%	9%
A1034 - Between Hunsley Road and Beverley Road (South)	PAR 18	84	On PAR	2024	9,342	8,901	1,075	913	12%	10%
A1034 - Beverley Road and A63	PAR 19	84	Proxy	2024	9,342	8,901	1,075	913	12%	10%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
Beverley Road	PAR 20	3	Proxy	2024	26,352	25,215	1,496	1,361	6%	5%
Ellerker Road	PAR 21	16	Proxy	2024	562	537	33	29	6%	5%
A63 Petuaria Way (South)	PAR 22	96	On PAR	2024	40,694	38,378	6,642	5,630	16%	15%
Brantingham Road	PAR 23	16	On PAR	2024	562	537	33	29	6%	5%
Brough Road (Between A1034 roundabout and Brantingham Road)	PAR 24A	14	On PAR	2024	7,280	6,896	317	263	4%	4%
Brough Road (South of Brantingham Road)	PAR 24B	15	On PAR	2024	7,006	6,624	299	251	4%	4%
A63 Petuaria Way (West)	PAR 25	95	On PAR	2024	37,255	35,411	6,308	5,400	17%	15%
Ings Lane	PAR 26A	19	On PAR	2024	301	279	10	8	3%	3%
Main Street	PAR 26B	19	Proxy	2024	301	279	10	8	3%	3%
Carr Lane	PAR 27	20	On PAR	2024	347	348	30	25	9%	7%
Tongue Lane	PAR 28	24	On PAR	2024	600	574	96	75	16%	13%
B1230 Main Road (East)	PAR 29	98	On PAR	2024	8,602	8,080	646	528	8%	7%
M62	PAR 30	97	On PAR	2024	37,470	35,849	6,167	5,292	16%	15%
A161 Tom Pudding Way	PAR 31	100	On PAR	2024	7,352	6,916	939	764	13%	11%
A161 Swinefleet Road	PAR 32	99	On PAR	2024	5,990	5,760	229	197	4%	3%
A161 King's Causeway	PAR 33	25	On PAR	2024	1,437	1,390	115	105	8%	8%
Main Street (Pennyhill Cottages)	PAR 34	7	Proxy	2024	26,597	25,472	1,785	1,548	7%	6%
Main Street	PAR 35	7	Proxy	2024	26,597	25,472	1,785	1,548	7%	6%
Church Lane	PAR 36	8	Proxy	2024	5,727	5,185	251	198	4%	4%
A161 Field Lane (North of Eastoft)	PAR 37	26	On PAR	2024	1,422	1,370	108	99	8%	7%
Luddington Road	PAR 38	34	On PAR	2024	408	369	56	47	14%	13%
Carr Lane	PAR 39	33	On PAR	2024	69	67	4	3	5%	4%
B1392 Meredyke Road	PAR 40	32	On PAR	2024	604	559	46	38	8%	7%
Ox Pasture Lane	PAR 41	9	Proxy	2024	5,304	4,810	262	208	5%	4%
Carr Lane	PAR 42	31	On PAR	2024	30	29	1	0	5%	0%
B1392 Luddington Road	PAR 43	29	On PAR	2024	1,015	933	81	64	8%	7%
A161 Crowle Road/Wharf Road - Eastoft to Ealand	PAR 44	40	On PAR	2024	8,670	8,207	529	461	6%	6%
Outgate (West)	PAR 45	38	On PAR	2024	694	661	70	58	10%	9%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
Bonnyhale Dale Road	PAR 46	37	Proxy	2024	110	105	10	7	9%	7%
Main Street	PAR 47	10	Proxy	2024	2,431	2,139	110	86	5%	4%
Bonnyhale Road	PAR 48	36	On PAR	2024	101	96	17	13	17%	14%
Keadby Power Station Internal Roads	PAR 49A	11	Proxy	2024	1,775	1,596	42	35	2%	2%
Keadby Power Station Internal Roads	PAR 49B	11	Proxy	2024	1,775	1,596	42	35	2%	2%
A161 - Between Outgate and A18 Interchange	PAR 50	39	On PAR	2024	9,945	9,502	656	566	7%	6%
A18 Trunk Road (East)	PAR 51	35	On PAR	2024	9,080	8,677	779	659	9%	8%
A18 High Levels Bank (West)	PAR 52	101	On PAR	2024	5,433	5,158	524	441	10%	9%
A161 - Between A18 and M180	PAR 53	86	On PAR	2024	6,735	6,470	657	563	10%	9%
A161 - Between M180 and Belton	PAR 54	87	On PAR	2024	11,061	10,263	828	684	7%	7%
King Edward Street	PAR 55	41	On PAR	2024	1,416	1,329	105	87	7%	7%
Bracon	PAR 56	41	Proxy	2024	1,416	1,329	105	87	7%	7%
Belton Road	PAR 57	42	On PAR	2024	1,005	948	103	89	10%	9%
Hollingsworth Lane	PAR 58	89	On PAR	2024	713	648	76	60	11%	9%
Melwood Hill South	PAR 59	47	Proxy	2024	1,369	1,266	114	98	8%	8%
Blow Row	PAR 60	45	On PAR	2024	2,492	2,273	120	99	5%	4%
A161 High Street - Between King Edward Street and Blow Row	PAR 61	88	On PAR	2024	9,400	8,707	671	554	7%	6%
Rectory Street	PAR 62	46	On PAR	2024	2,322	2,169	174	146	7%	7%
Melwood Hill North	PAR 63	47	On PAR	2024	1,369	1,266	114	98	8%	8%
Newland Lane	PAR 64A	19	Proxy	2024	301	279	10	8	3%	3%
Newland Lane 2	PAR 64B	19	Proxy	2024	301	279	10	8	3%	3%
A161 Epworth Road	PAR 65	43	On PAR	2024	6,765	6,337	553	452	8%	7%
Burnham Road West	PAR 66	20	Proxy	2024	347	348	30	25	9%	7%
Church Walk	PAR 67	34	Proxy	2024	408	369	56	47	14%	13%
East Lound Road	PAR 68	48	On PAR	2024	634	580	72	57	11%	10%
Brackenhill Road / E Lound Road	PAR 69	49	On PAR	2024	1,008	926	94	75	9%	8%
B1396 Tower Hill	PAR 70	50	On PAR	2024	3,088	2,855	161	132	5%	5%
A161 Haxey Lane	PAR 71	52	On PAR	2024	4,111	3,901	421	340	10%	9%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
Ferry Road / Main Street	PAR 72	54	Proxy	2024	935	880	90	75	10%	9%
Stockwith Road	PAR 73	22	Proxy	2024	8,013	7,681	642	527	8%	7%
A161 Station Road	PAR 74	53	On PAR	2024	4,882	4,666	396	325	8%	7%
Tindale Bank Road	PAR 75	23	Proxy	2024	7,756	7,410	620	506	8%	7%
A161 Haxey Road	PAR 76	103	On PAR	2024	4,802	4,549	320	263	7%	6%
Cornley Road	PAR 77	57	On PAR	2024	128	114	12	9	10%	8%
Carr Lane	PAR 78	105	On PAR	2024	215	197	28	24	13%	12%
B1403 Church Street	PAR 79	104	On PAR	2024	2,351	2,174	155	129	7%	6%
Cattle Road	PAR 80	46	Proxy	2025	66	61	9	9	14%	15%
A161 High Street to A161/A631 Roundabout	PAR 81	107	On PAR	2024	5,403	5,158	392	325	7%	6%
B1403 Gringley Road	PAR 82	45	Proxy	2025	2,209	2,048	188	158	9%	8%
B1403 Fountain Hill	PAR 83	45	Proxy	2024	2,209	2,048	188	158	9%	8%
B1403 Walkeringham Road	PAR 85	91	On PAR	2024	2,648	2,459	230	194	9%	8%
A631 (Gringley on the Hill West)	PAR 86	108	On PAR	2024	9,804	9,318	1,038	884	11%	9%
A631 (Gringley on the Hill East)	PAR 87	59	On PAR	2024	8,205	8,161	986	850	12%	10%
A631 - Between A161/A631 Roundabout and Wood Lane	PAR 88	25	Proxy	2025	12,367	11,818	747	615	6%	5%
A631 - Between Wood Lane and A620/A631 Roundabout	PAR 89	35	Proxy	2025	12,508	11,941	747	614	6%	5%
Wood Lane	PAR 90	26	Proxy	2025	40	38	5	4	12%	11%
A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	PAR 91	109	On PAR	2024	7,124	6,650	476	387	7%	6%
Sturton Road	PAR 92	62	Proxy	2024	2,637	2,407	326	257	12%	11%
Gainsborough Road	PAR 93	62	On PAR	2024	2,637	2,407	326	257	12%	11%
Station Road	PAR 94	61	Proxy	2024	790	714	81	64	10%	9%
Wheatley Road	PAR 95	61	On PAR	2024	790	714	81	64	10%	9%
Sturton Road	PAR 96	63	Proxy	2024	1,039	949	78	64	8%	7%
Low Street	PAR 97	63	On PAR	2024	1,039	949	78	64	8%	7%
A620 - Gainsborough Road	PAR 98	92	On PAR	2024	4,777	4,513	437	362	9%	8%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
A620 - Between Low Street in North Wheatley to Spital Hill in Retford	PAR 99	69	On PAR	2024	7,183	6,790	465	396	6%	6%
A620 Amcott Way	PAR 100	67	On PAR	2024	19,601	18,609	901	803	5%	4%
Cross Street	PAR 101	27	On PAR	2025	2,844	2,649	165	138	6%	5%
Springs Lane	PAR 102	28	On PAR	2025	5	5	1	0	12%	0%
Retford Road West	PAR 103	64	On PAR	2024	3,675	3,437	257	212	7%	6%
Leverton Road/Spital Hill	PAR 104	66	On PAR	2024	4,198	3,983	192	162	5%	4%
A638 Arlington Way/London Road	PAR 105	71	On PAR	2024	14,539	13,909	737	633	5%	5%
A638 Great North Road - To the A1	PAR 106	70	On PAR	2024	10,157	9,618	717	623	7%	6%
Cocking Lane	PAR 107	31	Proxy	2025	2,538	2,301	120	102	5%	4%
Town Street / Forewood Lane	PAR 108	30	Proxy	2025	387	355	30	23	8%	6%
Wood Lane / Main Street	PAR 109	29	Proxy	2025	675	621	47	41	7%	7%
Grove Road	PAR 110	72	On PAR	2024	1,946	1,795	109	90	6%	5%
Lady Well Lane	PAR 111	72	Proxy	2024	1,946	1,795	109	90	6%	5%
Main Street	PAR 112	74	On PAR	2024	500	483	40	33	8%	7%
Hazelwood Lane	PAR 113	73	On PAR	2024	1,656	1,480	69	58	4%	4%
Ashley Lane	PAR 114	120	On PAR	2024	74	60	6	4	8%	7%
Retford Road (North of Rampton Hospital)	PAR 115	75	On PAR	2025	1,574	1,379	84	68	5%	5%
Laneham Road	PAR 116	76	On PAR	2024	3,147	2,877	254	205	8%	7%
A57 Broad Gate	PAR 117	80	On PAR	2024	9,334	9,327	995	880	11%	9%
A57 - Between Darlton Road and BM 127	PAR 118	79	On PAR	2024	9,256	9,243	1,043	922	11%	10%
A57 - Between BM 127 and BM 126 (Option 3)	PAR 119	79	Proxy	2024	9,256	9,243	1,043	922	11%	10%
A57 - Between BM 126 and A57/Main Street Junction	PAR 120	79	Proxy	2024	9,256	9,243	1,043	922	11%	10%
A57 - Between A57/Main Street Junction East	PAR 121	81	On PAR	2024	9,224	9,209	977	859	11%	9%
Main Street	PAR 122	82	On PAR	2024	1,274	1,214	163	139	13%	11%
Retford Road (East Drayton)	PAR 123	32	On PAR	2025	291	268	16	12	5%	4%
Top Street / Darlton Road	PAR 124	33	On PAR	2025	1,528	1,401	75	63	5%	4%
Dale Road	PAR 125	4	On PAR	2025	510	481	15	13	3%	3%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
Willow Flats	PAR 126	17	On PAR	2024	4,930	4,557	223	182	5%	4%
Ellerker Lane	PAR 127	41	On PAR	2025	1,003	962	64	53	6%	6%
Norfolk Bank Lane	PAR 128	18	On PAR	2024	453	436	36	32	8%	7%
Common Road	PAR 129	42	On PAR	2025	663	621	45	37	7%	6%
Wallingfen Lane	PAR 130	21	On PAR	2024	638	618	58	51	9%	8%
Staddlethorpe Lane	PAR 131	37	On PAR	2025	2,632	2,425	168	138	6%	6%
Thornton Dam Lane / Scalby Lane	PAR 132	39	On PAR	2025	2,632	2,425	168	138	6%	6%
Meredyke Road East (Between Carr Lane and B1392 Shore Road)	PAR 133	43	On PAR	2025	663	621	45	37	7%	6%
B1392	PAR 134	44	On PAR	2025	1,376	1,316	76	70	6%	5%
Meredyke Road West	PAR 135	32	On PAR	2024	604	559	46	38	8%	7%
B1392 Eastoft Road	PAR 136	30	On PAR	2024	991	911	75	61	8%	7%
Outgate East	PAR 137	37	On PAR	2024	110	105	10	7	9%	7%
Greengate	PAR 138	18	On PAR	2025	791	749	26	23	3%	3%
Fledborough Road	PAR 139	83	On PAR	2024	1,214	1,158	170	145	14%	13%
A15 (From Wingfield Farm Roundabout to A180 Interchange)	PAR 140	12	On PAR	2025	24,876	23,631	2,650	2,200	11%	9%
A63 (From A15 Interchange to A1079)	PAR 141	5	On PAR	2025	56,033	53,059	6,228	5,250	11%	10%
M62 (From A614 Interchange to M18 Interchange)	PAR 142	6	On PAR	2025	57,238	55,826	9,815	8,773	17%	16%
M180 (Between M18 Interchange and A161)	PAR 143	17	On PAR	2025	42,416	40,702	10,608	9,220	25%	23%
M180 (Between A161 and M181)	PAR 144	16	On PAR	2025	43,384	41,487	10,730	9,310	25%	22%
M181	PAR 145	15	On PAR	2025	17,823	16,979	2,715	2,390	15%	14%
M180 (Between M181 Interchange and A15)	PAR 146	14	On PAR	2025	31,662	30,110	8,862	7,637	28%	25%
M180 (Between A15 Interchange and A180)	PAR 147	13	On PAR	2025	42,422	40,252	10,589	9,134	25%	23%
Epworth Road North	PAR 149	47	Proxy	2024	1,369	1,266	114	98	8%	8%
Epworth Road South	PAR 150	21	On PAR	2025	1,071	1,011	70	57	7%	6%
Burnham Road East	PAR 151	21	Proxy	2025	1,071	1,011	70	57	7%	6%
Church Street	PAR 152	21	Proxy	2025	1,071	1,011	70	57	7%	6%

PAR name	PAR ID	ATC location ref	ATC on PAR or proxy	Survey year	Daily total traffic movements		Daily HGV traffic movements		% HGV	
					18 hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)	18hr (06:00-00:00)	24hr (AADT)
Leverton Road	PAR 153	111	Proxy	2024	2,982	2,705	196	157	7%	6%
Main St	PAR 154	117	Proxy	2024	645	598	95	78	15%	13%
Retford Road East	PAR 155	118	On PAR	2024	2,190	2,050	120	97	5%	5%
B1230 Main Road West	PAR 156	23	Proxy	2024	7,756	7,410	620	506	8%	7%
A18 Althorpe Byp	PAR 157	35	Proxy	2024	9,080	8,677	779	659	9%	8%
Sands Lane	PAR 158	16	Proxy	2024	562	537	33	29	6%	5%
Landing Lane	PAR 159	20	Proxy	2024	347	348	30	25	9%	7%
Pasture Lane	PAR 160	34	Proxy	2024	408	369	56	47	14%	13%
A15 Boothferry Road	PAR 161	5	Proxy	2025	56,033	53,059	6,228	5,250	11%	10%

4. Sensitivity

4.1.1 The section covers the identification of general sensitivity of each PAR, along with the sensitivity specifically related to PRoWs and Highway Safety, to inform the assessment. The identification of PAR sensitivity has been undertaken in line with IEMA guidelines on Traffic and Transport.

4.1.2 Table 4.1 presents the description, location and the sensitivity level (negligible, low, medium, high and very high) of link receptors (PARs) identified within the study area, based on the sensitivity criteria in Table 14.7 of **Application Document 6.14 Chapter 14 Traffic and Transport**. The locations of these sensitive receptors are displayed in **Application Document 6.14.F2 Figure 14.2 Sensitive Receptors**.

Table 4.1 – Sensitivity of Primary Access Routes

PAR ID	PAR name	Reasoning	Sensitivity
1A	A1079 Beverley Bypass East (between A164/A1079 int and BM 001)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
1B	A1079 Beverley Bypass East (east of BM 001)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
2	A1079 Beverley Bypass West	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
3	A164 - North of A1079	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
4	A164 Beverley Road - Between A1079 and Dunflat Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
5	Dunflat Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
7	Main Street	Many residential properties with direct frontage to highway link being used as construction route; pedestrians using footways	Medium
8	Little Weighton Road	Few residential properties with direct frontage to the highway link; pedestrians using footways	Low
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
10A	Riplingham Road (between A164/Riplingham Road jn and Rowley Road)	Caravan Park nearby; few residential properties with direct frontage to the highway link being used as a construction traffic route	Low
10B	Riplingham Road (west of Rowley Road)	Few residential properties with direct frontage to the highway link being used as a construction traffic route	Low
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
13	Lambwell Hill	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
14	Westoby Lane	Few residential properties with direct frontage to the highway link being used as a construction traffic route	Low
15	Brick Dike Lane	Few residential properties with direct frontage to the highway link being used as a construction traffic route	Low
16	B1230 - Hunsley Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	Few residential properties with direct frontage to the highway link being used as a construction traffic route	Low
18	A1034 - Between Hunsley Road and Beverley Road (South)	Many residential properties with direct frontage to highway link being used as construction route; pedestrians using footways; one sensitive receptor (pharmacy)	Medium
19	A1034 - Beverley Road and A63	Many residential properties with direct frontage to highway link being used as construction route; pedestrians using footways	Medium
20	Beverley Road	Many residential properties with direct frontage to highway link being used as construction route; pedestrians using footways	Medium
21	Ellerker Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
22	A63 Petuaria Way (South)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
23	Brantingham Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	Some workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium

PAR ID	PAR name	Reasoning	Sensitivity
24B	Brough Road (South of Brantingham Road)	Few residential properties with direct frontage to the highway link being used as a construction traffic route; pedestrians using footways	Low
25	A63 Petuaria Way (West)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
26A	Ings Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
26B	Main Street	Few residential properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
27	Carr Lane	Few residential properties with direct frontage to the highway link being used as a construction traffic route; level crossing receptor	Low
28	Tongue Lane	Few residential properties with direct frontage to the highway link being used as a construction traffic route; level crossing receptor	Low
29	B1230 Main Road (East)	Many residential properties with direct frontage to the highway link being used as a construction traffic route. Two sensitive receptors (church and school), heavily trafficked route with off-road pedestrian route	High
30	M62	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
31	A161 Tom Pudding Way	Some workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
32	A161 Swinefleet Road	Two high sensitivity receptors (school and church); heavily trafficked route with off-road pedestrian route	High
33	A161 King's Causeway	Some properties with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
34	Pennyhill Cottages	Some properties with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
35	Main Street	One sensitive receptor (church), pedestrians using footways around receptors	Medium

PAR ID	PAR name	Reasoning	Sensitivity
36	Church Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
37	A161 Field Lane (North of Eastoft)	Two high sensitivity receptors (school and church); heavily trafficked route with off-road pedestrian route	High
38	Luddington Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
39	Carr Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
40	B1392 Meredyke Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
41	Ox Pasture Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
42	Carr Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
43	B1392 Luddington Road	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	High sensitivity receptors (church and school); heavily trafficked with off-road pedestrian route	High
45	Outgate (West)	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
46	Bonnyhale Dale Road	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
47	Main Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
48	Bonnyhale Road	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
49A	Keadby Power Station Internal Roads / Unnamed Roads	No receptors; Pedestrian/cycle route not running alongside highway; private land	Negligible
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	No receptors; Pedestrian/cycle route not running alongside highway; private land	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
50	A161 - Between Outgate and A18 Interchange	No receptors; cyclists expected to cycle along route with vehicles	Low
51	A18 Trunk Road (East)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
52	A18 High Levels Bank (West)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
53	A161 - Between A18 and M180	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
54	A161 - Between M180 and Belton	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
55	King Edward Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
56	Bracon	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
57	Belton Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
58	Hollingsworth Lane	Some properties with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
59	Melwood Hill (South)	Few dwellings with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
60	Blow Row	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
61	A161 High Street - Between King Edward Street and Blow Row	Two sensitive receptors (schools) on link	High
62	Rectory Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
63	Melwood Hill (North)	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low

PAR ID	PAR name	Reasoning	Sensitivity
64A	Newland Lane	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
64B	Newland Lane 2	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
65	A161 Epworth Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
66	Burnham Road (West)	Few residential properties with direct frontage to road link; lightly trafficked highway with on-road pedestrian route	Low
67	Church Walk	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
68	East Lound Road	Some properties with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
69	Brackenhill Road / E Lound Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
70	B1396 Tower Hill	Several sensitive receptors (places of worship, care home, historic buildings)	Very high
71	A161 Haxey Lane	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
72	Ferry Road / Main Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
73	Stockwith Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
74	A161 Station Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
75	Tindale Bank Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
76	A161 Haxey Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
77	Cornley Road	Some properties with direct frontage to highway link being used as a construction route; no footways and minimal desire lines	Low
78	Carr Lane	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
79	B1403 Church Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
80	Cattle Road	Some properties with direct frontage to highway link being used as a construction route; no footways and minimal desire lines	Low
81	A161 High Street to A161/A631 Roundabout	Two sensitive receptors (church and play area); footways provided along highly trafficked routes with pedestrian desire lines	High
82	B1403 Gringley Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
83	B1403 Fountain Hill	Some properties with direct frontage to highway link being used as a construction route; no footways and minimal desire lines	Low
85	B1403 Walkeringham Road	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
86	A631 (Gringley on the Hill West)	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
87	A631 (Gringley on the Hill East)	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
88	A631 - Between A161/A631 Roundabout and Wood Lane	No receptors; footway provided off-road	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
89	A631 - Between Wood Lane and A620/A631 Roundabout	No receptors; footway provided off-road	Negligible
90	Wood Lane	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	Some properties and workplaces with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
92	Sturton Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
93	Gainsborough Road	Some properties and workplaces with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
94	Station Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
95	Wheatley Road	Some properties and workplaces with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
96	Sturton Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; two sensitive receptors (church and school)	High
97	Low Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
98	A620 - Gainsborough Road	Some properties and workplaces with direct frontage to highway link being used as a construction route; footways provided around receptors	Low

PAR ID	PAR name	Reasoning	Sensitivity
99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
100	A620 Amcott Way	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
101	Cross Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
102	Springs Lane	Few residential properties; Lightly trafficked highway with on-road pedestrian route.	Low
103	Retford Road (West)	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
104	Leverton Road / Spital Hill	Few dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
105	A638 Arlington Way/London Road	Several sensitive receptors, heavily trafficked with off-road pedestrian route	Very high
106	A638 Great North Road - To the A1	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
107	Cocking Lane	Some properties and workplaces with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
108	Town Street / Forewood Lane	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium

PAR ID	PAR name	Reasoning	Sensitivity
109	Wood Lane / Main Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
110	Grove Road	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
111	Lady Well Lane	Some workplaces with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
112	Main Street	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
113	Hazelwood Lane	Some workplaces with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
114	Ashley Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
115	Retford Road (North of Rampton Hospital)	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
116	Laneham Road	Some properties and workplaces with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
117	A57 Broad Gate	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
118	A57 - Between Darlton Road and BM 127	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
119	A57 - Between BM 127 and BM 126 (Option 3)	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
120	A57 - Between BM 126 and A57/Main Street Junction	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low

PAR ID	PAR name	Reasoning	Sensitivity
121	A57 - Between A57/Main Street Junction East	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
122	Main Street	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
123	Retford Road (East Drayton)	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
124	Top Street / Darlton Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor	Medium
125	Dale Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
126	Willow Flats	Few workplaces/properties with frontage to link; footway for pedestrians	Low
127	Ellerker Lane	Few residential properties with direct frontage to the highway link being used as a construction traffic route; footway offset from carriageway	Low
128	Norfolk Bank Lane	Few workplaces/properties with frontage to link; no key desire line for pedestrians	Low
129	Common Road	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
130	Wallingfen Lane	Few workplaces/properties with frontage to link; no key desire line for pedestrians	Low
131	Staddlethorpe Lane	Many dwellings/workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; level crossing	Medium

PAR ID	PAR name	Reasoning	Sensitivity
132	Thornton Dam Lane / Scalby Lane	Many dwellings/workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors, sensitive receptors close by	High
133	Meredyke Road East (Between Carr Lane and B1392 Shore Road)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
134	B1392	Many properties with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
135	Meredyke Road (West)	Many dwellings/workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
136	B1392 Eastoft Road	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
137	Outgate East	Few dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Low
138	Greengate	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
139	Fledborough Road	Some properties with direct frontage to highway link being used as a construction route; footways provided around receptors	Low
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
141	A63 (From A15 Interchange to A1079)	Some workplaces with direct frontage to highway link being used as a construction route; no footways, few desire lines along route (desire lines with off-road pedestrian route provided over the A63)	Low
142	M62 (From A614 Interchange to M18 Interchange)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
143	M180 (Between M18 Interchange and A161)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
144	M180 (Between A161 and M181)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
145	M181	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
146	M180 (Between M181 Interchange and A15)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
147	M180 (Between A15 Interchange and A180)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
149	Epworth Road North	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
150	Epworth Road South	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
151	Burnham Road East	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors; one sensitive receptor (primary school)	Medium
152	Church Street	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
153	Leverton Road	Two sensitive receptors (church and school); heavily trafficked route with off-road pedestrian route	High
154	Main St	Many dwellings with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
155	Retford Road (East)	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
156	B1230 Main Road (West)	Many dwellings/workplaces with direct frontage to highway link being used as a construction route; pedestrians using footways around receptors	Medium
157	A18 Althorpe Byp	Few properties with direct frontage to highway link being used as a construction route	Low
158	Sands Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible

PAR ID	PAR name	Reasoning	Sensitivity
159	Landing Lane	Some properties with direct frontage to highway link being used as a construction route; no footways, few pedestrian desire lines	Low
160	Pasture Lane	No receptors; Pedestrian/cycle route not running alongside highway	Negligible
161	A15 Boothferry Road	Some workplaces with frontage to highway link; shared cycle/footway set away from road, some pedestrian desire lines	Low

4.1.3 The receptor sensitivity, including the reasoning and sensitivity for each Public Right of Way (PRoW) proposed to be temporarily closed with a diversion, is outlined in Table 4.2.

Table 4.2 – PRoW receptor sensitivity (PRoW with proposed temporary closures and diversions)

PRoW name	Description of PRoW	Sensitivity	Sensitivity description
WOODF07	Footpath in the East Riding of Yorkshire running north–south, connecting at its northern end with bridleway WOODB06 and at its southern end with footpath SKIDF16. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
ROWLF12	Footpath in the East Riding of Yorkshire running east–west, connecting at its eastern end with SKIDF16 and at its western end just off the A164. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
SKIDB04	Bridleway in the East Riding of Yorkshire running north-south, connecting at its northern end with ROWLB07 and at its southern end to Church Rise in the village of Skidby. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
ROWLF15	Footpath in the East Riding of Yorkshire running north-south, connecting at its northern end with Dunflat Road and at its southern end to SKIDF13. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available

PRoW name	Description of PRoW	Sensitivity	Sensitivity description
ROWLF03	Footpath in the East Riding of Yorkshire running north-south, connecting at its northern end with Rowley Road and at its southern end to Riplingham Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
ELLRF02	National Trail footpath in the East Riding of Yorkshire running generally south-west to north-east through the Yorkshire Wolds, forming part of the long-distance Yorkshire Wolds Way route between Hessle and Filey. Passes through predominantly rural agricultural landscapes, including open farmland, chalk valleys and woodland, and comprises mainly non-trafficked sections with some stretches following farm and access tracks.	Medium	Main route of mixed quality, likely to be lightly used, with alternative routes
ELLRF04	Footpath in the East Riding of Yorkshire running north-west to south-east between Howden Croft Hill and Moor Lane. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
BROOF05	Footpath in the East Riding of Yorkshire near the village of Broomfleet running north-eastwards from Carr Lane to BROOF08 at the eastern end. The route follows the northern bank of Broomfleet Beck, crosses the railway line, and passes through agricultural land	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
BROOF10	Footpath in the East Riding of Yorkshire near the village of Broomfleet running north–south along the eastern bank of the Market Weighton Canal, connecting with Landing Lane at its northern end and BROOB03 at its southern end. The route passes predominantly through agricultural land, comprising both off-road sections and stretches along Landing Lane	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
OUSEB02	Bridleway in the East Riding of Yorkshire near the village of Garthorpe east-west from Narrow Lane to Hoggard Lane. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
OUSEB01	Bridleway in the East Riding of Yorkshire near the village of Garthorpe running north–eastwards from Kings Causeway to Narrow Lane. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available

PRoW name	Description of PRoW	Sensitivity	Sensitivity description
ADLFB01	Bridleway in the East Riding of Yorkshire near the village of Garthorpe running east-west from OUSEB01 to Cow Lane. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|LUDD|5A	Restricted Byway in North Lincolnshire running north-south, connecting at its northern end with Meredyke Road, running along the east of the drain. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|LUDD|9	Footpath in North Lincolnshire running generally north–south through agricultural land. The route follows a series of field-edge alignments and farm access tracks, changing direction at several points as it passes through open farmland and connects with Carr Lane at the north end and NI|KEAD|9 at the south	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|CROW|11	Bridleway in North Lincolnshire near the village of Ealand connecting Bonnyhale Road, South Cross Moors Road and Bonnyhale Moor Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|CROW|12	Bridleway in North Lincolnshire near the village of Ealand running east-west from NI|CROW|13 to South Cross Moors. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|CROW|13	Bridleway in North Lincolnshire near the village of Ealand running north-south from Outgate to NI|CROW|11. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|BELT|2	Restricted Byway in North Lincolnshire running south-eastwards from the A161 to Out Mill. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Medium	Minor route of mixed quality, likely to be lightly used, with alternative routes available
NI|EPWO|60	Footpath in North Lincolnshire running north-south, connecting at its northern end with Beltoft Road and at its southern end to Newland Lane. Runs	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available

PRoW name	Description of PRoW	Sensitivity	Sensitivity description
	through agricultural fields, partly non-trafficked and partly along agricultural access tracks		
MistertonFP11	Footpath in Nottinghamshire running north-south, connecting at its northern end with Tindale Bank Road and at its southern end to MistertonBW21 near the River Idle. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Medium	Minor route of mixed quality, likely to be lightly used, with alternative routes available
Misterton|BOAT18	Byway Open to All Traffic in Nottinghamshire, connecting at its east end to Debdhill Road in the village of Misterton and at its western end to Cornley Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Medium	Main route of mixed quality, likely to be lightly used, with alternative routes
Gringley on the Hill|FP13	Footpath in Nottinghamshire running on a southwest-to-northeast alignment, connecting at its southwestern end to Shaw Road and terminates at the B1403 to the east. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
BeckinghamFP12	Footpath in Nottinghamshire running east–west, connecting with ClayworthBW7 at its western end and terminating at Wood Lane to the east. The route passes through agricultural land, comprising both off-road sections and stretches that follow farm access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
SaundbyFP3	Footpath in Nottinghamshire running east to west, connecting to BeckinghamFP3 to the west and SaundbyFP4 to the east. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
West BurtonFP8	Footpath in Nottinghamshire running east–west, connecting with North WheatleyFP3 at its western end and terminating at Gainsborough Road to the east. The route passes through agricultural land, comprising both off-road sections and stretches that follow farm access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
Sturton Le SteepleFP20	Footpath in Nottinghamshire running on a southeast-to-northwestern alignment, connecting at its southeastern end to Sturton Le SteepleFP19,	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available

PRoW name	Description of PRoW	Sensitivity	Sensitivity description
	and terminates at Station Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks		
Sturton Le SteepleBW25	Footpath in Nottinghamshire running north to south, connecting to Sturton Le SteepleBW26 to the north near the railway line crossing and Sturton Le SteepleFP41 to the south. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
South LevertonFP8	Footpath in Nottinghamshire located to the west of the village of South Leverton, running east to west connecting to Millfield Road to the east and Grove Road to the west. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
South LevertonFP21	Footpath in Nottinghamshire located to the west of the village of South Leverton running North to South connecting to Cowsland Road to the south and Hollowgate Road to the north. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Low	Minor route of mixed quality, likely to be lightly used, with alternative routes available
South LevertonFP11 / TreswellBW11	Footpath and bridleway in Nottinghamshire connecting to South LevertonFP26 to the north and Rectory Road to the south near the village of Treswell. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks		Minor route of mixed quality, likely to be lightly used, with alternative routes available
East DraytonFP3	Located in Nottinghamshire, this public footpath runs primarily east-west before turning north-south, connecting Darlton Road at its western end to a junction near Southbeck Lane and East DraytonFP3 at its northern terminus. The route passes along the boundaries of agricultural fields, utilizing a combination of non-trafficked field edges and established agricultural access tracks.		Minor route of mixed quality, likely to be lightly used, with alternative routes available
Fledborough|FP7	Located in Nottinghamshire, this public footpath runs east-west, connecting Far Road at its western end to Main Street at the eastern end. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks		Minor route of mixed quality, likely to be lightly used, with alternative routes available

4.1.4 The receptor sensitivities for Highway Safety, including the calculations through which they have been defined, are set out in Table 4.3.

Table 4.3 – Highway Safety receptor sensitivity

PAR ID	PAR name	Without Development RTC rate/mvkm	Severity sensitivity					Overall sensitivity
			COBALT rate/mvkm	Without Development RTC rate/ COBALT rate	Without Development OCRS Sensitivity	Severity rate	Severity sensitivity	
5	Dunflat Road	0.60	0.545	1.11	Amber	0.00	Green	Low
7	Main Street	0.21	0.545	0.39	Green	0.87	Green	Negligible
8	Little Weighton Road	0.29	0.545	0.54	Green	1.73	Red	Medium
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	2.62	0.225	11.64	Red	0.79	Green	Medium
13	Lambwell Hill	0.00	0.225	0.00	Green	0.00	Green	Negligible
21	Ellerker Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
23	Brantingham Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	0.37	0.545	0.69	Green	0.87	Green	Negligible
24B	Brough Road (South of Brantingham Road)	0.00	0.225	0.00	Green	0.00	Green	Negligible
27	Carr Lane	3.03	0.225	13.44	Red	1.58	Red	Very high

PAR ID	PAR name	Without Development RTC rate/mvkm	Severity sensitivity					Overall sensitivity
			COBALT rate/mvkm	Without Development RTC rate/ COBALT rate	Without Development OCRS Sensitivity	Severity rate	Severity sensitivity	
28	Tongue Lane	0.68	0.225	3.03	Red	2.37	Red	Very high
33	A161 King's Causeway	0.23	0.845	0.27	Green	1.30	Red	Medium
37	A161 Field Lane (North of Eastoft)	0.41	0.239	1.72	Red	0.97	Green	Medium
39	Carr Lane	10.94	0.225	48.57	Red	0.79	Green	Medium
41	Ox Pasture Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
42	Carr Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
43	B1392 Luddington Road	0.53	0.545	0.96	Green	0.87	Green	Negligible
46	Bonnyhale Dale Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
48	Bonnyhale Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
49A	Keadby Power Station Internal Roads / Unnamed Roads	0.00	0.225	0.00	Green	0.00	Green	Negligible
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	0.00	0.225	0.00	Green	0.00	Green	Negligible
55	King Edward Street	2.80	0.545	5.14	Red	1.30	Red	Very high
56	Bracon	0.00	0.545	0.00	Green	0.00	Green	Negligible
57	Belton Road	0.00	0.225	0.00	Green	0.00	Green	Negligible

PAR ID	PAR name	Without Development RTC rate/mvkm	Severity sensitivity					Overall sensitivity
			COBALT rate/mvkm	Without Development RTC rate/ COBALT rate	Without Development OCRS Sensitivity	Severity rate	Severity sensitivity	
59	Melwood Hill (South)	0.00	0.225	0.00	Green	0.00	Green	Negligible
62	Rectory Street	0.27	0.545	0.49	Green	0.00	Green	Negligible
63	Melwood Hill (North)	0.19	0.225	0.83	Green	0.79	Green	Negligible
69	Brackenhill Road / E Lound Road	0.53	0.545	0.97	Green	0.87	Green	Negligible
70	B1396 Tower Hill	0.21	0.545	0.38	Green	1.73	Red	Medium
72	Ferry Road / Main Street	1.27	0.545	2.34	Red	1.16	Amber	High
77	Cornley Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
78	Carr Lane	0.00	0.545	0.00	Green	0.00	Green	Negligible
80	Cattle Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
90	Wood Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
101	Cross Street	0.00	0.545	0.00	Green	0.00	Green	Negligible
102	Springs Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
103	Retford Road (West)	0.13	0.225	0.57	Green	0.79	Green	Negligible
104	Leverton Road / Spital Hill	0.15	0.225	0.66	Green	1.58	Red	Medium
107	Cocking Lane	0.34	0.225	1.52	Red	0.79	Green	Medium

PAR ID	PAR name	Without Development RTC rate/mvkm	Severity sensitivity					Overall sensitivity
			COBALT rate/mvkm	Without Development RTC rate/ COBALT rate	Without Development OCRS Sensitivity	Severity rate	Severity sensitivity	
108	Town Street / Forewood Lane	0.66	0.225	2.95	Red	0.00	Green	Medium
110	Grove Road	0.15	0.545	0.28	Green	1.73	Red	Medium
111	Lady Well Lane	0.82	0.225	3.62	Red	0.79	Green	Medium
112	Main Street	0.31	0.225	1.36	Red	0.00	Green	Medium
113	Hazelwood Lane	0.41	0.225	1.81	Red	0.79	Green	Medium
114	Ashley Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
115	Retford Road (North of Rampton Hospital)	0.46	0.225	2.03	Red	1.58	Red	Very high
116	Laneham Road	0.10	0.225	0.43	Green	2.37	Red	Medium
124	Top Street / Darlton Road	0.19	0.545	0.35	Green	0.87	Green	Negligible
126	Willow Flats	0.50	0.225	2.21	Red	1.05	Amber	High
127	Ellerker Lane	2.66	0.225	11.80	Red	0.79	Green	Medium
128	Norfolk Bank Lane	1.40	0.225	6.22	Red	0.79	Green	Medium
129	Common Road	0.00	0.225	0.00	Green	0.00	Green	Negligible
130	Wallingfen Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
131	Staddlethorpe Lane	0.00	0.545	0.00	Green	0.00	Green	Negligible

PAR ID	PAR name	Without Development RTC rate/mvkm	Severity sensitivity					Overall sensitivity
			COBALT rate/mvkm	Without Development RTC rate/ COBALT rate	Without Development OCRS Sensitivity	Severity rate	Severity sensitivity	
132	Thornton Dam Lane / Scalby Lane	1.18	0.545	2.17	Red	1.30	Red	Very high
135	Meredyke Road (West)	0.73	0.225	3.25	Red	0.00	Green	Medium
136	B1392 Eastoft Road	0.44	0.225	1.96	Red	0.00	Green	Medium
137	Outgate East	0.00	0.225	0.00	Green	0.00	Green	Negligible
153	Leverton Road	0.11	0.225	0.48	Green	0.79	Green	Negligible
154	Main St	1.22	0.545	2.23	Red	0.87	Green	Medium
155	Retford Road (East)	0.00	0.225	0.00	Green	0.00	Green	Negligible
158	Sands Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
159	Landing Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible
160	Pasture Lane	0.00	0.225	0.00	Green	0.00	Green	Negligible

Abbreviations:

Mvkm = million vehicle-kilometres

OCRS = observed collision rate sensitivity

OCRS Sensitivity

5. Collision Data

5.1.1 Table 5.1 presents the latest five-year personal injury collision data which is available (2020-2024) within the study area, as taken from Department of Transport STATS 19[1] Road Safety Data (Department for Transport, 2026) which only includes those accidents which have been reported. The locations of the collisions are shown on **Application Document 6.14.F3 Figure 14.3 Collision Data**.

Table 5.1 – Summary of total collisions by severity on road links forming Primary Access Routes

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
1A	A1079 Beverley Bypass East (between A164/A1079 int and BM 001)	1	0	0	1
1B	A1079 Beverley Bypass East (east of BM 001)	7	0	0	7
2	A1079 Beverley Bypass West	12	1	0	13
3	A164 - North of A1079	12	2	0	14
4	A164 Beverley Road - Between A1079 and Dunflat Road	7	4	0	11
5	Dunflat Road	0	1	0	1
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	8	1	0	9
7	Main Street	2	0	0	2
8	Little Weighton Road	1	1	0	2
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	29	5	0	34
10A	Riplingham Road (between A164/Riplingham Road jn and Rowley Road)	6	2	0	8
10B	Riplingham Road (west of Rowley Road)	0	1	0	1
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	1	0	0	1
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	13	4	0	17

[1] UK Department for Transport's official data collection system for recording and publishing road collision and casualty statistics in England, Scotland, and Wales

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
13	Lambwell Hill	0	0	0	0
14	Westoby Lane	3	4	0	7
15	Brick Dike Lane	2	0	0	2
16	B1230 - Hunsley Road	11	5	0	16
17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	6	2	0	8
18	A1034 - Between Hunsley Road and Beverley Road (South)	7	1	0	8
19	A1034 - Beverley Road and A63	2	2	0	4
20	Beverley Road	6	2	0	8
21	Ellerker Road	0	0	0	0
22	A63 Petuaria Way (South)	31	7	1	39
23	Brantingham Road	0	0	0	0
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	3	0	0	3
24B	Brough Road (South of Brantingham Road)	0	0	0	0
25	A63 Petuaria Way (West)	9	0	0	9
26A	Ings Lane	0	0	0	0
26B	Main Street	0	0	0	0
27	Carr Lane	1	1	0	2
28	Tongue Lane	1	2	0	3
29	B1230 Main Road (East)	6	0	0	6
30	M62	29	13	1	43
31	A161 Tom Pudding Way	7	3	0	10
32	A161 Swinefleet Road	6	4	0	10
33	A161 King's Causeway	2	1	0	3
34	Pennyhill Cottages	0	0	0	0
35	Main Street	0	0	0	0
36	Church Lane	0	1	0	1
37	A161 Field Lane (North of Eastoft)	5	0	0	5

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
38	Luddington Road	1	0	0	1
39	Carr Lane	2	0	0	2
40	B1392 Meredyke Road	0	1	0	1
41	Ox Pasture Lane	0	0	0	0
42	Carr Lane	0	0	0	0
43	B1392 Luddington Road	2	0	0	2
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	12	5	0	17
45	Outgate (West)	0	0	0	0
46	Bonnyhale Dale Road	0	0	0	0
47	Main Street	0	0	0	0
48	Bonnyhale Road	0	0	0	0
49A	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
49B	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
50	A161 - Between Outgate and A18 Interchange	4	1	0	5
51	A18 Trunk Road (East)	2	0	2	4
52	A18 High Levels Bank (West)	9	4	0	13
53	A161 - Between A18 and M180	4	0	0	4
54	A161 - Between M180 and Belton	5	1	0	6
55	King Edward Street	2	1	0	3
56	Bracon	0	0	0	0
57	Belton Road	0	0	0	0
58	Hollingsworth Lane	2	0	0	2
59	Melwood Hill (South)	0	0	0	0
60	Blow Row	1	0	0	1
61	A161 High Street - Between King Edward Street and Blow Row	10	2	1	13
62	Rectory Street	0	1	0	1

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
63	Melwood Hill (North)	1	0	0	1
64A	Newland Lane	0	0	0	0
64B	Newland Lane 2	0	0	0	0
65	A161 Epworth Road	2	1	0	3
66	Burnham Road (West)	0	0	0	0
67	Church Walk	0	0	0	0
68	East Lound Road	1	0	0	1
69	Brackenhill Road / E Lound Road	2	0	0	2
70	B1396 Tower Hill	1	1	0	2
71	A161 Haxey Lane	4	1	0	5
72	Ferry Road / Main Street	3	1	0	4
73	Stockwith Road	0	0	0	0
74	A161 Station Road	4	1	0	5
75	Tindale Bank Road	0	0	0	0
76	A161 Haxey Road	2	1	0	3
77	Cornley Road	0	0	0	0
78	Carr Lane	0	0	0	0
79	B1403 Church Street	0	0	0	0
80	Cattle Road	0	0	0	0
81	A161 High Street to A161/A631 Roundabout	9	3	0	12
82	B1403 Gringley Road	0	0	0	0
83	B1403 Fountain Hill	0	2	0	2
85	B1403 Walkeringham Road	2	0	1	3
86	A631 (Gringley on the Hill West)	13	4	0	17
87	A631 (Gringley on the Hill East)	7	2	0	9
88	A631 - Between A161/A631 Roundabout and Wood Lane	1	0	0	1
89	A631 - Between Wood Lane and A620/A631 Roundabout	1	0	0	1
90	Wood Lane	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	3	1	0	4
92	Sturton Road	3	0	0	3
93	Gainsborough Road	1	0	0	1
94	Station Road	0	0	0	0
95	Wheatley Road	0	0	0	0
96	Sturton Road	1	0	0	1
97	Low Street	5	1	0	6
98	A620 - Gainsborough Road	2	1	0	3
99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	17	6	0	23
100	A620 Amcott Way	2	2	0	4
101	Cross Street	0	0	0	0
102	Springs Lane	0	0	0	0
103	Retford Road (West)	1	0	0	1
104	Leverton Road / Spital Hill	3	2	1	6
105	A638 Arlington Way/London Road	19	1	1	21
106	A638 Great North Road - To the A1	5	1	0	6
107	Cocking Lane	1	0	0	1
108	Town Street / Forewood Lane	0	1	0	1
109	Wood Lane / Main Street	1	0	0	1
110	Grove Road	1	1	0	2
111	Lady Well Lane	2	0	0	2
112	Main Street	0	1	0	1
113	Hazelwood Lane	2	0	0	2
114	Ashley Lane	0	0	0	0
115	Retford Road (North of Rampton Hospital)	2	0	0	2
116	Laneham Road	1	2	0	3
117	A57 Broad Gate	9	1	1	11

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
118	A57 - Between Darlton Road and BM 127	1	0	0	1
119	A57 - Between BM 127 and BM 126 (Option 3)	1	0	0	1
120	A57 - Between BM 126 and A57/Main Street Junction	0	0	0	0
121	A57 - Between A57/Main Street Junction East	6	2	0	8
122	Main Street	2	0	0	2
123	Retford Road (East Drayton)	0	0	0	0
124	Top Street / Darlton Road	1	0	0	1
125	Dale Road	0	0	0	0
126	Willow Flats	4	0	0	4
127	Ellerker Lane	1	0	0	1
128	Norfolk Bank Lane	2	0	0	2
129	Common Road	0	0	0	0
130	Wallingfen Lane	0	0	0	0
131	Staddlethorpe Lane	0	0	0	0
132	Thornton Dam Lane / Scalby Lane	2	1	0	3
133	Meredyke Road East (Between Carr Lane and B1392 Shore Road)	0	0	0	0
134	B1392	8	1	0	9
135	Meredyke Road (West)	0	1	0	1
136	B1392 Eastoft Road	0	1	0	1
137	Outgate East	0	0	0	0
138	Greengate	0	0	0	0
139	Fledborough Road	0	1	0	1
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	37	7	4	48
141	A63 (From A15 Interchange to A1079)	55	8	3	66
142	M62 (From A614 Interchange to M18 Interchange)	11	1	1	13
143	M180 (Between M18 Interchange and A161)	12	4	0	16

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
144	M180 (Between A161 and M181)	10	1	0	11
145	M181	13	2	0	15
146	M180 (Between M181 Interchange and A15)	13	3	1	17
147	M180 (Between A15 Interchange and A180)	18	3	0	21
149	Epworth Road North	0	0	0	0
150	Epworth Road South	0	0	0	0
151	Burnham Road East	0	0	0	0
152	Church Street	0	0	0	0
153	Leverton Road	1	0	0	1
154	Main St	1	0	0	1
155	Retford Road (East)	0	0	0	0
156	B1230 Main Road (West)	3	1	0	4
157	A18 Althorpe Byp	3	0	0	3
158	Sands Lane	0	0	0	0
159	Landing Lane	0	0	0	0
160	Pasture Lane	0	0	0	0
161	A15 Boothferry Road	10	0	0	10

5.1.2 From the list of all collision data in Table 5.1, Table 5.2 presents a sub-set that sets out the latest five-year collision data involving cyclist casualties (2020-2024) The locations of the collisions are shown on **Application Document 6.14.F3 Figure 14.3 Collision Data**.

Table 5.2 – Summary of collisions involving cyclist casualties by severity on routes forming the Primary Access Routes

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
1A	A1079 Beverley Bypass East (between A164/A1079 int and BM 001)	0	0	0	0
1B	A1079 Beverley Bypass East (east of BM 001)	1	0	0	0
2	A1079 Beverley Bypass West	1	0	0	1
3	A164 - North of A1079	1	1	0	1

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
4	A164 Beverley Road - Between A1079 and Dunflat Road	1	0	0	1
5	Dunflat Road	0	0	0	0
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	1	0	0	1
7	Main Street	2	0	0	2
8	Little Weighton Road	0	0	0	0
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	0	0	0	0
10A	Riplingham Road (between A164/Riplingham Road jn and Rowley Road)	0	1	0	0
10B	Riplingham Road (west of Rowley Road)	0	0	0	0
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	0	0	0	0
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	1	0	0	1
13	Lambwell Hill	0	0	0	0
14	Westoby Lane	0	0	0	0
15	Brick Dike Lane	0	0	0	0
16	B1230 - Hunsley Road	0	0	0	0
17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	0	0	0	0
18	A1034 - Between Hunsley Road and Beverley Road (South)	0	0	0	0
19	A1034 - Beverley Road and A63	0	0	0	0
20	Beverley Road	0	0	0	0
21	Ellerker Road	0	0	0	0
22	A63 Petuaria Way (South)	0	0	0	0
23	Brantingham Road	0	0	0	0
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	0	0	0	0
24B	Brough Road (South of Brantingham Road)	0	0	0	0
25	A63 Petuaria Way (West)	0	0	0	0
26A	Ings Lane	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
26B	Main Street	0	0	0	0
27	Carr Lane	0	0	0	0
28	Tongue Lane	0	0	0	0
29	B1230 Main Road (East)	0	0	0	0
30	M62	0	1	0	0
31	A161 Tom Pudding Way	1	0	0	1
32	A161 Swinefleet Road	3	1	0	3
33	A161 King's Causeway	0	1	0	0
34	Pennyhill Cottages	0	0	0	0
35	Main Street	0	0	0	0
36	Church Lane	0	1	0	0
37	A161 Field Lane (North of Eastoft)	0	0	0	0
38	Luddington Road	0	0	0	0
39	Carr Lane	0	0	0	0
40	B1392 Meredyke Road	0	0	0	0
41	Ox Pasture Lane	0	0	0	0
42	Carr Lane	0	0	0	0
43	B1392 Luddington Road	0	0	0	0
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	0	0	0	0
45	Outgate (West)	0	0	0	0
46	Bonnyhale Dale Road	0	0	0	0
47	Main Street	0	0	0	0
48	Bonnyhale Road	0	0	0	0
49A	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
49B	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
50	A161 - Between Outgate and A18 Interchange	0	0	0	0
51	A18 Trunk Road (East)	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
52	A18 High Levels Bank (West)	0	0	0	0
53	A161 - Between A18 and M180	0	0	0	0
54	A161 - Between M180 and Belton	1	0	0	1
55	King Edward Street	0	0	0	0
56	Bracon	0	0	0	0
57	Belton Road	0	0	0	0
58	Hollingsworth Lane	0	0	0	0
59	Melwood Hill (South)	0	0	0	0
60	Blow Row	0	0	0	0
61	A161 High Street - Between King Edward Street and Blow Row	2	0	0	2
62	Rectory Street	0	0	0	0
63	Melwood Hill (North)	1	0	0	1
64A	Newland Lane	0	0	0	0
64B	Newland Lane 2	0	0	0	0
65	A161 Epworth Road	0	0	0	0
66	Burnham Road (West)	0	0	0	0
67	Church Walk	0	0	0	0
68	East Lound Road	0	0	0	0
69	Brackenhill Road / E Lound Road	0	0	0	0
70	B1396 Tower Hill	0	0	0	0
71	A161 Haxey Lane	0	0	0	0
72	Ferry Road / Main Street	0	0	0	0
73	Stockwith Road	0	0	0	0
74	A161 Station Road	0	0	0	0
75	Tindale Bank Road	0	0	0	0
76	A161 Haxey Road	0	1	0	0
77	Cornley Road	0	0	0	0
78	Carr Lane	0	0	0	0
79	B1403 Church Street	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
80	Cattle Road	0	0	0	0
81	A161 High Street to A161/A631 Roundabout	1	1	0	1
82	B1403 Gringley Road	0	0	0	0
83	B1403 Fountain Hill	0	0	0	0
85	B1403 Walkeringham Road	0	0	0	0
86	A631 (Gringley on the Hill West)	1	0	0	1
87	A631 (Gringley on the Hill East)	1	0	0	1
88	A631 - Between A161/A631 Roundabout and Wood Lane	0	0	0	0
89	A631 - Between Wood Lane and A620/A631 Roundabout	0	0	0	0
90	Wood Lane	0	0	0	0
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	0	0	0	0
92	Sturton Road	0	0	0	0
93	Gainsborough Road	0	0	0	0
94	Station Road	0	0	0	0
95	Wheatley Road	0	0	0	0
96	Sturton Road	0	0	0	0
97	Low Street	0	0	0	0
98	A620 - Gainsborough Road	0	0	0	0
99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	2	0	0	2
100	A620 Amcott Way	1	1	0	1
101	Cross Street	0	0	0	0
102	Springs Lane	0	0	0	0
103	Retford Road (West)	0	0	0	0
104	Leverton Road / Spital Hill	0	0	0	0
105	A638 Arlington Way/London Road	1	1	1	1
106	A638 Great North Road - To the A1	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
107	Cocking Lane	0	0	0	0
108	Town Street / Forewood Lane	0	0	0	0
109	Wood Lane / Main Street	0	0	0	0
110	Grove Road	0	0	0	0
111	Lady Well Lane	0	0	0	0
112	Main Street	0	0	0	0
113	Hazelwood Lane	0	0	0	0
114	Ashley Lane	0	0	0	0
115	Retford Road (North of Rampton Hospital)	0	0	0	0
116	Laneham Road	0	0	0	0
117	A57 Broad Gate	0	0	0	0
118	A57 - Between Darlton Road and BM 127	0	0	0	0
119	A57 - Between BM 127 and BM 126 (Option 3)	0	0	0	0
120	A57 - Between BM 126 and A57/Main Street Junction	0	0	0	0
121	A57 - Between A57/Main Street Junction East	0	0	0	0
122	Main Street	0	0	0	0
123	Retford Road (East Drayton)	0	0	0	0
124	Top Street / Darlton Road	0	0	0	0
125	Dale Road	0	0	0	0
126	Willow Flats	0	0	0	0
127	Ellerker Lane	0	0	0	0
128	Norfolk Bank Lane	0	0	0	0
129	Common Road	0	0	0	0
130	Wallingfen Lane	0	0	0	0
131	Staddlethorpe Lane	0	0	0	0
132	Thornton Dam Lane / Scalby Lane	0	0	0	0
133	Meredyke Road East (Between Carr Lane and B1392 Shore Road)	0	0	0	0
134	B1392	0	1	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
135	Meredyke Road (West)	0	0	0	0
136	B1392 Eastoft Road	0	0	0	0
137	Outgate East	0	0	0	0
138	Greengate	0	0	0	0
139	Fledborough Road	0	0	0	0
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	0	0	0	0
141	A63 (From A15 Interchange to A1079)	1	0	0	1
142	M62 (From A614 Interchange to M18 Interchange)	0	0	0	0
143	M180 (Between M18 Interchange and A161)	0	0	0	0
144	M180 (Between A161 and M181)	0	0	0	0
145	M181	0	0	0	0
146	M180 (Between M181 Interchange and A15)	0	0	0	0
147	M180 (Between A15 Interchange and A180)	0	0	0	0
149	Epworth Road North	0	0	0	0
150	Epworth Road South	0	0	0	0
151	Burnham Road East	0	0	0	0
152	Church Street	0	0	0	0
153	Leverton Road	0	0	0	0
154	Main St	0	0	0	0
155	Retford Road (East)	0	0	0	0
156	B1230 Main Road (West)	1	0	0	1
157	A18 Althorpe Byp	0	0	0	0
158	Sands Lane	0	0	0	0
159	Landing Lane	0	0	0	0
160	Pasture Lane	0	0	0	0
161	A15 Boothferry Road	0	0	0	0

5.1.3 From the list of all collision data shown in Table 5.1, Table 5.3 presents pedestrian collisions within the timeframe 2020-2024. The locations of the collisions are shown on **Application Document 6.14.F3 Figure 14.3 Collision Data**.

Table 5.3 – Summary of collisions involving pedestrian casualties by severity on routes forming the Primary Access Routes

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
1A	A1079 Beverley Bypass East (between A164/A1079 int and BM 001)	0	0	0	0
1B	A1079 Beverley Bypass East (east of BM 001)	0	0	0	0
2	A1079 Beverley Bypass West	0	0	0	0
3	A164 - North of A1079	0	0	0	0
4	A164 Beverley Road - Between A1079 and Dunflat Road	0	0	0	0
5	Dunflat Road	0	0	0	0
6	A164 - Between Dunflat Road and B1233/A164 Roundabout	0	0	0	0
7	Main Street	0	0	0	0
8	Little Weighton Road	0	0	0	0
9	A164 - Between B1233/A164 Roundabout and A164/Riplingham Road Roundabout	1	0	0	1
10A	Riplingham Road (between A164/Riplingham Road jn and Rowley Road)	0	0	0	0
10B	Riplingham Road (west of Rowley Road)	0	0	0	0
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	0	0	0	0
12	A164 - Between A164/Riplingham Road Roundabout and Wingfield Farm Roundabout	0	0	0	0
13	Lambwell Hill	0	0	0	0
14	Westoby Lane	0	0	0	0
15	Brick Dike Lane	0	0	0	0
16	B1230 - Hunsley Road	0	0	0	0
17	A1034 - Between Hunsley Road and A1079/A1034 Roundabout (North)	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
18	A1034 - Between Hunsley Road and Beverley Road (South)	0	0	0	0
19	A1034 - Beverley Road and A63	0	0	0	0
20	Beverley Road	0	0	0	0
21	Ellerker Road	0	0	0	0
22	A63 Petuaria Way (South)	1	1	0	2
23	Brantingham Road	0	0	0	0
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	0	0	0	0
24B	Brough Road (South of Brantingham Road)	0	0	0	0
25	A63 Petuaria Way (West)	0	0	0	0
26A	Ings Lane	0	0	0	0
26B	Main Street	0	0	0	0
27	Carr Lane	0	0	0	0
28	Tongue Lane	0	0	0	0
29	B1230 Main Road (East)	0	0	0	0
30	M62	0	0	1	1
31	A161 Tom Pudding Way	0	0	0	0
32	A161 Swinefleet Road	1	1	0	2
33	A161 King's Causeway	0	0	0	0
34	Pennyhill Cottages	0	0	0	0
35	Main Street	0	0	0	0
36	Church Lane	0	0	0	0
37	A161 Field Lane (North of Eastoft)	0	0	0	0
38	Luddington Road	0	0	0	0
39	Carr Lane	0	0	0	0
40	B1392 Meredyke Road	0	0	0	0
41	Ox Pasture Lane	0	0	0	0
42	Carr Lane	0	0	0	0
43	B1392 Luddington Road	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
44	A161 Crowle Road/Wharf Road - Eastoft to Ealand	2	0	0	2
45	Outgate (West)	0	0	0	0
46	Bonnyhale Dale Road	0	0	0	0
47	Main Street	0	0	0	0
48	Bonnyhale Road	0	0	0	0
49A	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
49B	Keadby Power Station Internal Roads / Unnamed Roads	0	0	0	0
50	A161 - Between Outgate and A18 Interchange	0	0	0	0
51	A18 Trunk Road (East)	0	0	0	0
52	A18 High Levels Bank (West)	0	0	0	0
53	A161 - Between A18 and M180	0	0	0	0
54	A161 - Between M180 and Belton	0	0	0	0
55	King Edward Street	0	0	0	0
56	Bracon	0	0	0	0
57	Belton Road	0	0	0	0
58	Hollingsworth Lane	0	0	0	0
59	Melwood Hill (South)	0	0	0	0
60	Blow Row	0	0	0	0
61	A161 High Street - Between King Edward Street and Blow Row	2	0	0	2
62	Rectory Street	0	1	0	1
63	Melwood Hill (North)	0	0	0	0
64A	Newland Lane	0	0	0	0
64B	Newland Lane 2	0	0	0	0
65	A161 Epworth Road	0	0	0	0
66	Burnham Road (West)	0	0	0	0
67	Church Walk	0	0	0	0
68	East Lound Road	1	0	0	1

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
69	Brackenhill Road / E Lound Road	0	0	0	0
70	B1396 Tower Hill	0	0	0	0
71	A161 Haxey Lane	0	0	0	0
72	Ferry Road / Main Street	0	0	0	0
73	Stockwith Road	0	0	0	0
74	A161 Station Road	0	0	0	0
75	Tindale Bank Road	0	0	0	0
76	A161 Haxey Road	0	0	0	0
77	Cornley Road	0	0	0	0
78	Carr Lane	0	0	0	0
79	B1403 Church Street	0	0	0	0
80	Cattle Road	0	0	0	0
81	A161 High Street to A161/A631 Roundabout	0	0	0	0
82	B1403 Gringley Road	0	0	0	0
83	B1403 Fountain Hill	0	0	0	0
85	B1403 Walkeringham Road				
86	A631 (Gringley on the Hill West)	0	0	0	0
87	A631 (Gringley on the Hill East)	0	1	0	1
88	A631 - Between A161/A631 Roundabout and Wood Lane	0	0	0	0
89	A631 - Between Wood Lane and A620/A631 Roundabout	0	0	0	0
90	Wood Lane	0	0	0	0
91	A620 - Between A620/A631 Roundabout to Saundby/Sturton/Gainsborough Road Roundabout	0	0	0	0
92	Sturton Road	0	0	0	0
93	Gainsborough Road	0	0	0	0
94	Station Road	0	0	0	0
95	Wheatley Road	0	0	0	0
96	Sturton Road	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
97	Low Street	0	0	0	0
98	A620 - Gainsborough Road	0	0	0	0
99	A620 - Between Low Street in North Wheatley to Spital Hill in Retford	0	0	0	0
100	A620 Amcott Way	5	2	0	7
101	Cross Street	1	0	0	1
102	Springs Lane	0	0	0	0
103	Retford Road (West)	0	0	0	0
104	Leverton Road / Spital Hill	1	0	0	1
105	A638 Arlington Way/London Road	0	0	1	1
106	A638 Great North Road - To the A1	2	0	0	2
107	Cocking Lane	0	0	0	0
108	Town Street / Forewood Lane	0	0	0	0
109	Wood Lane / Main Street	0	0	0	0
110	Grove Road	0	0	0	0
111	Lady Well Lane	0	0	0	0
112	Main Street	0	0	0	0
113	Hazelwood Lane	0	0	0	0
114	Ashley Lane	0	0	0	0
115	Retford Road (North of Rampton Hospital)	0	0	0	0
116	Laneham Road	0	0	0	0
117	A57 Broad Gate	0	0	0	0
118	A57 - Between Darlton Road and BM 127	0	0	0	0
119	A57 - Between BM 127 and BM 126 (Option 3)	0	0	0	0
120	A57 - Between BM 126 and A57/Main Street Junction	0	0	0	0
121	A57 - Between A57/Main Street Junction East	0	0	0	0
122	Main Street	0	0	0	0
123	Retford Road (East Drayton)	0	0	0	0
124	Top Street / Darlton Road	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
125	Dale Road	0	0	0	0
126	Willow Flats	0	0	0	0
127	Ellerker Lane	0	0	0	0
128	Norfolk Bank Lane	0	0	0	0
129	Common Road	0	0	0	0
130	Wallingfen Lane	0	0	0	0
131	Staddlethorpe Lane	0	0	0	0
132	Thornton Dam Lane / Scalby Lane	0	0	0	0
133	Meredyke Road East (Between Carr Lane and B1392 Shore Road)	0	0	0	0
134	B1392	0	0	0	0
135	Meredyke Road (West)	0	0	0	0
136	B1392 Eastoft Road	0	0	0	0
137	Outgate East	0	0	0	0
138	Greengate	0	0	0	0
139	Fledborough Road	0	0	0	0
140	A15 (From Wingfield Farm Roundabout to A180 Interchange)	0	0	0	0
141	A63 (From A15 Interchange to A1079)	1	0	1	2
142	M62 (From A614 Interchange to M18 Interchange)	2	1	2	5
143	M180 (Between M18 Interchange and A161)	0	0	0	0
144	M180 (Between A161 and M181)	0	0	0	0
145	M181	0	0	0	0
146	M180 (Between M181 Interchange and A15)	0	0	0	0
147	M180 (Between A15 Interchange and A180)	0	0	0	0
149	Epworth Road North	1	0	0	1
150	Epworth Road South	0	0	0	0
151	Burnham Road East	0	0	0	0
152	Church Street	0	0	0	0

PAR ID	PAR name	Collision severity			
		Slight	Serious	Fatal	Total
153	Leverton Road	0	0	0	0
154	Main St	0	0	0	0
155	Retford Road (East)	0	0	0	0
156	B1230 Main Road (West)	0	0	0	0
157	A18 Althorpe Byp	0	0	0	0
158	Sands Lane	0	0	0	0
159	Landing Lane	0	0	0	0
160	Pasture Lane	0	0	0	0
161	A15 Boothferry Road	0	0	0	0

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