The Great Grid Upgrade

North Humber to High Marnham

NHHM-AEC-CNS-REP-0097

North Humber to High Marnham

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1. Magnitude of Impact

1.1 Introduction

1.1.1 This appendix sets out the level of change between the with and without assessment scenarios, including the identified magnitude of impact to be used as part of the assessment.

1.1.2 The following acronyms are used in this appendix.

- HGV – Heavy Goods Vehicle

1.1.3 Flows are defined as two-way traffic flows.

1.2 Severance Magnitude of Impact

1.2.1 The magnitude of impact for all screened in links for severance is set out in Table 1.1.

Table 1.1 – Severance magnitude of impact

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase all traffic	Without development HGV flows	With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	3553	3659	106	3%	153	207	54	35%	0	1	1	Small	**Negligible**
7	Main Street	4411	4517	106	2%	155	209	54	35%	0	1	1	Small	**Negligible**
8	Little Weighton Road	2473	2579	106	4%	105	159	54	51%	0	1	1	Small	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	501	607	106	21%	14	68	54	399%	0	3	3	Large	**Negligible**
13	Lambwell Hill	1662	1982	320	19%	36	252	216	593%	0	3	3	Large	**Negligible**
21	Ellerker Road	559	665	106	19%	30	84	54	179%	0	3	3	Large	**Negligible**
23	Brantingham Road	559	665	106	19%	30	84	54	179%	0	3	3	Large	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	7250	7474	224	3%	281	383	102	36%	0	1	1	Small	**Negligible**
24B	Brough Road (South of Brantingham Road)	6967	7191	224	3%	269	371	102	38%	0	1	1	Small	**Negligible**
27	Carr Lane	362	524	162	45%	26	110	84	323%	1	3	3	Large	**Small**
28	Tongue Lane	598	822	224	37%	78	180	102	131%	1	3	3	Large	**Small**
33	A161 King's Causeway	1538	1654	116	8%	109	163	54	49%	0	1	1	Small	**Negligible**
37	A161 Field Lane (North of Eastoft)	1517	1727	210	14%	103	211	108	105%	0	3	3	Large	**Negligible**
39	Carr Lane	70	106	36	52%	3	3	0	0%	1	0	1	Small	**Negligible**
41	Ox Pasture Lane	5008	5144	136	3%	217	287	70	32%	0	1	1	Small	**Negligible**
42	Carr Lane	30	166	136	450%	0	70	70	Inf.%	3	0	3	Large	**Negligible**
43	B1392 Luddington Road	973	1319	346	36%	67	245	178	267%	1	3	3	Large	**Medium**
46	Bonnyhale Dale Road	109	289	180	164%	7	87	80	1096%	3	3	3	Large	**Small**
48	Bonnyhale Road	100	166	66	66%	14	14	0	0%	2	0	2	Medium	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	1662	1742	80	5%	36	116	80	220%	0	3	3	Large	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	1662	1742	80	5%	36	116	80	220%	0	3	3	Large	**Negligible**
55	King Edward Street	1419	1555	136	10%	94	166	72	76%	0	2	2	Medium	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase all traffic	Without development HGV flows	With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
56	Bracon	1419	1555	136	10%	94	166	72	76%	0	2	2	Medium	**Negligible**
57	Belton Road	988	1124	136	14%	93	165	72	78%	0	2	2	Medium	**Negligible**
59	Melwood Hill (South)	1320	1456	136	10%	102	174	72	70%	0	2	2	Medium	**Negligible**
62	Rectory Street	2360	2496	136	6%	163	235	72	44%	0	1	1	Small	**Negligible**
63	Melwood Hill (North)	1320	1456	136	10%	102	174	72	70%	0	2	2	Medium	**Negligible**
69	Brackenhill Road / E Lound Road	1030	1166	136	13%	85	157	72	84%	0	2	2	Medium	**Negligible**
70	B1396 Tower Hill	3041	3177	136	4%	145	217	72	50%	0	1	1	Small	**Negligible**
72	Ferry Road / Main Street	917	1053	136	15%	78	150	72	92%	0	3	3	Large	**Small**
77	Cornley Road	119	185	66	56%	9	43	34	362%	1	3	3	Large	**Small**
78	Carr Lane	205	271	66	32%	25	59	34	136%	1	3	3	Large	**Small**
80	Cattle Road	64	96	32	50%	9	9	0	0%	1	0	1	Small	**Negligible**
90	Wood Lane	40	70	30	76%	4	20	16	384%	2	3	3	Large	**Small**
101	Cross Street	2783	2849	66	2%	144	210	66	46%	0	1	1	Small	**Negligible**
102	Springs Lane	5	71	66	1266%	0	66	66	Inf.%	3	0	3	Large	**Small**
103	Retford Road (West)	3585	3759	174	5%	221	297	76	34%	0	1	1	Small	**Negligible**
104	Leverton Road / Spital Hill	4154	4328	174	4%	169	245	76	45%	0	1	1	Small	**Negligible**
107	Cocking Lane	2420	2486	66	3%	106	172	66	62%	0	2	2	Medium	**Negligible**
108	Town Street / Forewood Lane	390	456	66	17%	24	90	66	275%	0	3	3	Large	**Small**
110	Grove Road	1872	2002	130	7%	94	160	66	70%	0	2	2	Medium	**Negligible**
111	Lady Well Lane	1872	2002	130	7%	94	160	66	70%	0	2	2	Medium	**Negligible**
112	Main Street	504	634	130	26%	34	100	66	192%	0	3	3	Large	**Small**
113	Hazelwood Lane	1544	1674	130	8%	60	126	66	109%	0	3	3	Large	**Small**
114	Ashley Lane	63	323	260	415%	4	136	132	3164%	3	3	3	Large	**Negligible**
115	Retford Road (North of Rampton Hospital)	1438	1504	66	5%	71	137	66	93%	0	3	3	Large	**Small**
116	Laneham Road	3021	3151	130	4%	214	280	66	31%	0	1	1	Small	**Negligible**
124	Top Street / Darlton Road	1473	1603	130	9%	67	133	66	99%	0	3	3	Large	**Small**
126	Willow Flats	4745	4907	162	3%	189	273	84	44%	0	1	1	Small	**Negligible**
127	Ellerker Lane	1019	1181	162	16%	57	141	84	147%	0	3	3	Large	**Small**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase all traffic	Without development HGV flows	With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
128	Norfolk Bank Lane	454	616	162	36%	33	117	84	252%	1	3	3	Large	**Small**
129	Common Road	664	826	162	24%	40	124	84	208%	0	3	3	Large	**Negligible**
130	Wallingfen Lane	661	823	162	25%	55	139	84	153%	0	3	3	Large	**Negligible**
131	Staddlethorpe Lane	2525	2687	162	6%	144	228	84	58%	0	1	1	Small	**Negligible**
132	Thornton Dam Lane / Scalby Lane	2528	2690	162	6%	144	228	84	58%	0	1	1	Small	**Negligible**
135	Meredyke Road (West)	583	793	210	36%	40	148	108	273%	1	3	3	Large	**Small**
136	B1392 Eastoft Road	950	1160	210	22%	64	172	108	170%	0	3	3	Large	**Small**
137	Outgate East	109	279	170	155%	7	77	70	959%	3	3	3	Large	**Small**
153	Leverton Road	2841	2907	66	2%	164	230	66	40%	0	1	1	Small	**Negligible**
154	Main Street	624	690	66	11%	81	147	66	81%	0	2	2	Medium	**Negligible**
155	Retford Road (East)	2138	2204	66	3%	101	167	66	65%	0	2	2	Medium	**Negligible**
158	Sands Lane	559	721	162	29%	30	114	84	278%	0	3	3	Large	**Negligible**
159	Landing Lane	362	524	162	45%	26	110	84	323%	1	3	3	Large	**Small**
160	Pasture Lane	385	459	74	19%	49	87	38	78%	0	2	2	Medium	**Negligible**

1.3 Driver / Passenger Delay Magnitude of Impact

1.3.1 The magnitude of impact for all screened in links for driver/passenger delay is set out in Table 1.2.

Table 1.2 – Driver/passenger delay magnitude of impact

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	3553	3659	106	2.98%	Negligible	**Negligible**
7	Main Street	4411	4517	106	2.40%	Negligible	**Negligible**
8	Little Weighton Road	2473	2579	106	4.29%	Negligible	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	501	607	106	21.17%	Negligible	**Negligible**
13	Lambwell Hill	1662	1982	320	19.26%	Negligible	**Negligible**
21	Ellerker Road	559	665	106	18.96%	Negligible	**Negligible**
23	Brantingham Road	559	665	106	18.96%	Negligible	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	7250	7474	224	3.09%	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	6967	7191	224	3.22%	Negligible	**Negligible**
27	Carr Lane	362	524	162	44.71%	Small	**Negligible**
28	Tongue Lane	598	822	224	37.48%	Small	**Negligible**
33	A161 King's Causeway	1538	1654	116	7.54%	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	1517	1727	210	13.84%	Negligible	**Negligible**
39	Carr Lane	70	106	36	51.54%	Small	**Negligible**
41	Ox Pasture Lane	5008	5144	136	2.72%	Negligible	**Negligible**
42	Carr Lane	30	166	136	449.80%	Large	**Small**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
43	B1392 Luddington Road	973	1319	346	35.57%	Small	**Negligible**
46	Bonnyhale Dale Road	109	289	180	164.42%	Large	**Small**
48	Bonnyhale Road	100	166	66	65.94%	Medium	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	1662	1742	80	4.81%	Negligible	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	1662	1742	80	4.81%	Negligible	**Negligible**
55	King Edward Street	1419	1555	136	9.58%	Negligible	**Negligible**
56	Bracon	1419	1555	136	9.58%	Negligible	**Negligible**
57	Belton Road	988	1124	136	13.76%	Negligible	**Negligible**
59	Melwood Hill (South)	1320	1456	136	10.30%	Negligible	**Negligible**
62	Rectory Street	2360	2496	136	5.76%	Negligible	**Negligible**
63	Melwood Hill (North)	1320	1456	136	10.30%	Negligible	**Negligible**
69	Brackenhill Road / E Lound Road	1030	1166	136	13.20%	Negligible	**Negligible**
70	B1396 Tower Hill	3041	3177	136	4.47%	Negligible	**Negligible**
72	Ferry Road / Main Street	917	1053	136	14.82%	Negligible	**Negligible**
77	Cornley Road	119	185	66	55.51%	Small	**Negligible**
78	Carr Lane	205	271	66	32.12%	Small	**Negligible**
80	Cattle Road	64	96	32	50.30%	Small	**Negligible**
90	Wood Lane	40	70	30	75.69%	Medium	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
101	Cross Street	2783	2849	66	2.37%	Negligible	**Negligible**
102	Springs Lane	5	71	66	1265.58%	Large	**Small**
103	Retford Road (West)	3585	3759	174	4.85%	Negligible	**Negligible**
104	Leverton Road / Spital Hill	4154	4328	174	4.19%	Negligible	**Negligible**
107	Cocking Lane	2420	2486	66	2.73%	Negligible	**Negligible**
108	Town Street / Forewood Lane	390	456	66	16.91%	Negligible	**Negligible**
110	Grove Road	1872	2002	130	6.94%	Negligible	**Negligible**
111	Lady Well Lane	1872	2002	130	6.94%	Negligible	**Negligible**
112	Main Street	504	634	130	25.81%	Negligible	**Negligible**
113	Hazelwood Lane	1544	1674	130	8.42%	Negligible	**Negligible**
114	Ashley Lane	63	323	260	415.47%	Large	**Small**
115	Retford Road (North of Rampton Hospital)	1438	1504	66	4.59%	Negligible	**Negligible**
116	Laneham Road	3021	3151	130	4.30%	Negligible	**Negligible**
124	Top Street / Darlton Road	1473	1603	130	8.83%	Negligible	**Negligible**
126	Willow Flats	4745	4907	162	3.41%	Negligible	**Negligible**
127	Ellerker Lane	1019	1181	162	15.89%	Negligible	**Negligible**
128	Norfolk Bank Lane	454	616	162	35.69%	Small	**Negligible**
129	Common Road	664	826	162	24.39%	Negligible	**Negligible**
130	Wallingfen Lane	661	823	162	24.50%	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
131	Staddlethorpe Lane	2525	2687	162	6.42%	Negligible	**Negligible**
132	Thornton Dam Lane / Scalby Lane	2528	2690	162	6.41%	Negligible	**Negligible**
135	Meredyke Road (West)	583	793	210	36.03%	Small	**Negligible**
136	B1392 Eastoft Road	950	1160	210	22.11%	Negligible	**Negligible**
137	Outgate East	109	279	170	155.29%	Large	**Small**
153	Leverton Road	2841	2907	66	2.32%	Negligible	**Negligible**
154	Main Street	624	690	66	10.58%	Negligible	**Negligible**
155	Retford Road (East)	2138	2204	66	3.09%	Negligible	**Negligible**
158	Sands Lane	559	721	162	28.97%	Negligible	**Negligible**
159	Landing Lane	362	524	162	44.71%	Small	**Negligible**
160	Pasture Lane	385	459	74	19.23%	Negligible	**Negligible**

1.4 Non-Motorised User Delay Magnitude of Impact

1.4.1 The magnitude of impact for all screened in links for non-motorised user delay is set out in Table 1.3.

Table 1.3 – Non-motorised user delay magnitude of impact

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	With development flows (vehicles per hour)	% increase	2029 Without development HGV flows	2029 With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	3,553	3,659	106	152	3%	153	207	54	35%	0	1	1	Negligible	**Negligible**
7	Main Street	4,411	4,517	106	188	2%	155	209	54	35%	0	1	1	Negligible	**Negligible**
8	Little Weighton Road	2,473	2,579	106	107	4%	105	159	54	51%	0	1	1	Negligible	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	501	607	106	25	21%	14	68	54	399%	0	3	3	Negligible	**Negligible**
13	Lambwell Hill	1,662	1,982	320	83	19%	36	252	216	593%	0	3	3	Negligible	**Negligible**
21	Ellerker Road	559	665	106	28	19%	30	84	54	179%	0	3	3	Negligible	**Negligible**
23	Brantingham Road	559	665	106	28	19%	30	84	54	179%	0	3	3	Negligible	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	7,250	7,474	224	311	3%	281	383	102	36%	0	1	1	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	6,967	7,191	224	300	3%	269	371	102	38%	0	1	1	Negligible	**Negligible**
27	Carr Lane	362	524	162	22	45%	26	110	84	323%	1	3	3	Negligible	**Negligible**
28	Tongue Lane	598	822	224	34	37%	78	180	102	131%	1	3	3	Negligible	**Negligible**
33	A161 King's Causeway	1,538	1,654	116	69	8%	109	163	54	49%	0	1	1	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	1,517	1,727	210	72	14%	103	211	108	105%	0	3	3	Negligible	**Negligible**
39	Carr Lane	70	106	36	4	52%	3	3	0	0%	1	0	1	Negligible	**Negligible**
41	Ox Pasture Lane	5,008	5,144	136	214	3%	217	287	70	32%	0	1	1	Negligible	**Negligible**
42	Carr Lane	30	166	136	7	450%	0	70	70	Inf.%	3	3	3	Negligible	**Negligible**
43	B1392 Luddington Road	973	1,319	346	55	36%	67	245	178	267%	1	3	3	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	With development flows (vehicles per hour)	% increase	2029 Without development HGV flows	2029 With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
46	Bonnyhale Dale Road	109	289	180	12	164%	7	87	80	1096%	3	3	3	Negligible	**Negligible**
48	Bonnyhale Road	100	166	66	7	66%	14	14	0	0%	2	0	2	Negligible	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	1,662	1,742	80	73	5%	36	116	80	220%	0	3	3	Negligible	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	1,662	1,742	80	73	5%	36	116	80	220%	0	3	3	Negligible	**Negligible**
55	King Edward Street	1,419	1,555	136	65	10%	94	166	72	76%	0	2	2	Negligible	**Negligible**
56	Bracon	1,419	1,555	136	65	10%	94	166	72	76%	0	2	2	Negligible	**Negligible**
57	Belton Road	988	1,124	136	47	14%	93	165	72	78%	0	2	2	Negligible	**Negligible**
59	Melwood Hill (South)	1,320	1,456	136	61	10%	102	174	72	70%	0	2	2	Negligible	**Negligible**
62	Rectory Street	2,360	2,496	136	104	6%	163	235	72	44%	0	1	1	Negligible	**Negligible**
63	Melwood Hill (North)	1,320	1,456	136	61	10%	102	174	72	70%	0	2	2	Negligible	**Negligible**
69	Brackenhill Road / E Lound Road	1,030	1,166	136	49	13%	85	157	72	84%	0	2	2	Negligible	**Negligible**
70	B1396 Tower Hill	3,041	3,177	136	132	4%	145	217	72	50%	0	1	1	Negligible	**Negligible**
72	Ferry Road / Main Street	917	1,053	136	44	15%	78	150	72	92%	0	3	3	Negligible	**Negligible**
77	Cornley Road	119	185	66	8	56%	9	43	34	362%	1	3	3	Negligible	**Negligible**
78	Carr Lane	205	271	66	11	32%	25	59	34	136%	1	3	3	Negligible	**Negligible**
80	Cattle Road	64	96	32	4	50%	9	9	0	0%	1	0	1	Negligible	**Negligible**
90	Wood Lane	40	70	30	3	76%	4	20	16	384%	2	3	3	Negligible	**Negligible**
101	Cross Street	2,783	2,849	66	119	2%	144	210	66	46%	0	1	1	Negligible	**Negligible**
102	Springs Lane	5	71	66	3	1266%	0	66	66	Inf.%	3	3	3	Negligible	**Negligible**
103	Retford Road (West)	3,585	3,759	174	157	5%	221	297	76	34%	0	1	1	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	With development flows (vehicles per hour)	% increase	2029 Without development HGV flows	2029 With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
104	Leverton Road / Spital Hill	4,154	4,328	174	180	4%	169	245	76	45%	0	1	1	Negligible	**Negligible**
107	Cocking Lane	2,420	2,486	66	104	3%	106	172	66	62%	0	2	2	Negligible	**Negligible**
108	Town Street / Forewood Lane	390	456	66	19	17%	24	90	66	275%	0	3	3	Negligible	**Negligible**
110	Grove Road	1,872	2,002	130	83	7%	94	160	66	70%	0	2	2	Negligible	**Negligible**
111	Lady Well Lane	1,872	2,002	130	83	7%	94	160	66	70%	0	2	2	Negligible	**Negligible**
112	Main Street	504	634	130	26	26%	34	100	66	192%	0	3	3	Negligible	**Negligible**
113	Hazelwood Lane	1,544	1,674	130	70	8%	60	126	66	109%	0	3	3	Negligible	**Negligible**
114	Ashley Lane	63	323	260	13	415%	4	136	132	3164%	3	3	3	Negligible	**Negligible**
115	Retford Road (North of Rampton Hospital)	1,438	1,504	66	63	5%	71	137	66	93%	0	3	3	Negligible	**Negligible**
116	Laneham Road	3,021	3,151	130	131	4%	214	280	66	31%	0	1	1	Negligible	**Negligible**
124	Top Street / Darlton Road	1,473	1,603	130	67	9%	67	133	66	99%	0	3	3	Negligible	**Negligible**
126	Willow Flats	4,745	4,907	162	204	3%	189	273	84	44%	0	1	1	Negligible	**Negligible**
127	Ellerker Lane	1,019	1,181	162	49	16%	57	141	84	147%	0	3	3	Negligible	**Negligible**
128	Norfolk Bank Lane	454	616	162	26	36%	33	117	84	252%	1	3	3	Negligible	**Negligible**
129	Common Road	664	826	162	34	24%	40	124	84	208%	0	3	3	Negligible	**Negligible**
130	Wallingfen Lane	661	823	162	34	25%	55	139	84	153%	0	3	3	Negligible	**Negligible**
131	Staddlethorpe Lane	2,525	2,687	162	112	6%	144	228	84	58%	0	1	1	Negligible	**Negligible**
132	Thornton Dam Lane / Scalby Lane	2,528	2,690	162	112	6%	144	228	84	58%	0	1	1	Negligible	**Negligible**
135	Meredyke Road (West)	583	793	210	33	36%	40	148	108	273%	1	3	3	Negligible	**Negligible**
136	B1392 Eastoft Road	950	1,160	210	48	22%	64	172	108	170%	0	3	3	Negligible	**Negligible**
137	Outgate East	109	279	170	12	155%	7	77	70	959%	3	3	3	Negligible	**Negligible**
153	Leverton Road	2,841	2,907	66	121	2%	164	230	66	40%	0	1	1	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	With development flows (vehicles per hour)	% increase	2029 Without development HGV flows	2029 With development HGV flows	HGV increase	% HGV increase	Total vehicle score (0-3)	HGV score (0-3)	Highest score (0-3)	Initial magnitude of impact	Final magnitude of impact
154	Main Street	624	690	66	29	11%	81	147	66	81%	0	2	2	Negligible	**Negligible**
155	Retford Road (East)	2,138	2,204	66	92	3%	101	167	66	65%	0	2	2	Negligible	**Negligible**
158	Sands Lane	559	721	162	30	29%	30	114	84	278%	0	3	3	Negligible	**Negligible**
159	Landing Lane	362	524	162	22	45%	26	110	84	323%	1	3	3	Negligible	**Negligible**
160	Pasture Lane	385	459	74	19	19%	49	87	38	78%	0	2	2	Negligible	**Negligible**

1.5 Non-Motorised User Amenity (Total Vehicle) Magnitude of Impact

1.5.1 The magnitude of impact for all screened in links for non-motorised user amenity is set out in Table 1.4.

Table 1.4 – Non-motorised user amenity magnitude of change (total vehicle)

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	3,553	3,659	106	2.98%	Negligible	**Negligible**
7	Main Street	4,411	4,517	106	2.40%	Negligible	**Negligible**
8	Little Weighton Road	2,473	2,579	106	4.29%	Negligible	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	501	607	106	21.17%	Negligible	**Negligible**
13	Lambwell Hill	1,662	1,982	320	19.26%	Negligible	**Negligible**
21	Ellerker Road	559	665	106	18.96%	Negligible	**Negligible**
23	Brantingham Road	559	665	106	18.96%	Negligible	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	7,250	7,474	224	3.09%	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	6,967	7,191	224	3.22%	Negligible	**Negligible**
27	Carr Lane	362	524	162	44.71%	Negligible	**Negligible**
28	Tongue Lane	598	822	224	37.48%	Negligible	**Negligible**
33	A161 King's Causeway	1,538	1,654	116	7.54%	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	1,517	1,727	210	13.84%	Negligible	**Negligible**
39	Carr Lane	70	106	36	51.54%	Small	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
41	Ox Pasture Lane	5,008	5,144	136	2.72%	Negligible	**Negligible**
42	Carr Lane	30	166	136	449.80%	Large	**Small**
43	B1392 Luddington Road	973	1,319	346	35.57%	Negligible	**Negligible**
46	Bonnyhale Dale Road	109	289	180	164.42%	Large	**Small**
48	Bonnyhale Road	100	166	66	65.94%	Small	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	1,662	1,742	80	4.81%	Negligible	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	1,662	1,742	80	4.81%	Negligible	**Negligible**
55	King Edward Street	1,419	1,555	136	9.58%	Negligible	**Negligible**
56	Bracon	1,419	1,555	136	9.58%	Negligible	**Negligible**
57	Belton Road	988	1,124	136	13.76%	Negligible	**Negligible**
59	Melwood Hill (South)	1,320	1,456	136	10.30%	Negligible	**Negligible**
62	Rectory Street	2,360	2,496	136	5.76%	Negligible	**Negligible**
63	Melwood Hill (North)	1,320	1,456	136	10.30%	Negligible	**Negligible**
69	Brackenhill Road / E Lound Road	1,030	1,166	136	13.20%	Negligible	**Negligible**
70	B1396 Tower Hill	3,041	3,177	136	4.47%	Negligible	**Negligible**
72	Ferry Road / Main Street	917	1,053	136	14.82%	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
77	Cornley Road	119	185	66	55.51%	Small	**Negligible**
78	Carr Lane	205	271	66	32.12%	Negligible	**Negligible**
80	Cattle Road	64	96	32	50.30%	Small	**Negligible**
90	Wood Lane	40	70	30	75.69%	Medium	**Negligible**
101	Cross Street	2,783	2,849	66	2.37%	Negligible	**Negligible**
102	Springs Lane	5	71	66	1265.58%	Large	**Small**
103	Retford Road (West)	3,585	3,759	174	4.85%	Negligible	**Negligible**
104	Leverton Road / Spital Hill	4,154	4,328	174	4.19%	Negligible	**Negligible**
107	Cocking Lane	2,420	2,486	66	2.73%	Negligible	**Negligible**
108	Town Street / Forewood Lane	390	456	66	16.91%	Negligible	**Negligible**
110	Grove Road	1,872	2,002	130	6.94%	Negligible	**Negligible**
111	Lady Well Lane	1,872	2,002	130	6.94%	Negligible	**Negligible**
112	Main Street	504	634	130	25.81%	Negligible	**Negligible**
113	Hazelwood Lane	1,544	1,674	130	8.42%	Negligible	**Negligible**
114	Ashley Lane	63	323	260	415.47%	Large	**Small**
115	Retford Road (North of Rampton Hospital)	1,438	1,504	66	4.59%	Negligible	**Negligible**
116	Laneham Road	3,021	3,151	130	4.30%	Negligible	**Negligible**
124	Top Street / Darlton Road	1,473	1,603	130	8.83%	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
126	Willow Flats	4,745	4,907	162	3.41%	Negligible	**Negligible**
127	Ellerker Lane	1,019	1,181	162	15.89%	Negligible	**Negligible**
128	Norfolk Bank Lane	454	616	162	35.69%	Negligible	**Negligible**
129	Common Road	664	826	162	24.39%	Negligible	**Negligible**
130	Wallingfen Lane	661	823	162	24.50%	Negligible	**Negligible**
131	Staddlethorpe Lane	2,525	2,687	162	6.42%	Negligible	**Negligible**
132	Thornton Dam Lane / Scalby Lane	2,528	2,690	162	6.41%	Negligible	**Negligible**
135	Meredyke Road (West)	583	793	210	36.03%	Negligible	**Negligible**
136	B1392 Eastoft Road	950	1,160	210	22.11%	Negligible	**Negligible**
137	Outgate East	109	279	170	155.29%	Large	**Small**
153	Leverton Road	2,841	2,907	66	2.32%	Negligible	**Negligible**
154	Main Street	624	690	66	10.58%	Negligible	**Negligible**
155	Retford Road (East)	2,138	2,204	66	3.09%	Negligible	**Negligible**
158	Sands Lane	559	721	162	28.97%	Negligible	**Negligible**
159	Landing Lane	362	524	162	44.71%	Negligible	**Negligible**
160	Pasture Lane	385	459	74	19.23%	Negligible	**Negligible**

1.6 Non-Motorised User Amenity HGV Magnitude of Impact

1.6.1 The magnitude of impact for all screened-in links for non-motorised user amenity HGV is set out in Table 1.5.

Table 1.5 – Non-motorised user amenity HGV magnitude of impact

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	153	207	54	35.28%	Negligible	**Negligible**
7	Main Street	155	209	54	34.81%	Negligible	**Negligible**
8	Little Weighton Road	105	159	54	51.35%	Small	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	14	68	54	398.95%	Large	**Small**
13	Lambwell Hill	36	252	216	592.72%	Large	**Small**
21	Ellerker Road	30	84	54	178.84%	Large	**Small**
23	Brantingham Road	30	84	54	178.84%	Large	**Small**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	281	383	102	36.28%	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	269	371	102	37.97%	Negligible	**Negligible**
27	Carr Lane	26	110	84	322.70%	Large	**Small**
28	Tongue Lane	78	180	102	130.62%	Large	**Small**
33	A161 King's Causeway	109	163	54	49.39%	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	103	211	108	104.77%	Large	**Small**
39	Carr Lane	3	3	0	0.00%	Negligible	**Negligible**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
41	Ox Pasture Lane	217	287	70	32.32%	Negligible	**Negligible**
42	Carr Lane	0	70	70	Inf.%	Large	**Small**
43	B1392 Luddington Road	67	245	178	266.76%	Large	**Small**
46	Bonnyhale Dale Road	7	87	80	1096.16%	Large	**Small**
48	Bonnyhale Road	14	14	0	0.00%	Negligible	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	36	116	80	219.53%	Large	**Small**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	36	116	80	219.53%	Large	**Small**
55	King Edward Street	94	166	72	76.35%	Medium	**Negligible**
56	Bracon	94	166	72	76.35%	Medium	**Negligible**
57	Belton Road	93	165	72	77.59%	Medium	**Negligible**
59	Melwood Hill (South)	102	174	72	70.47%	Medium	**Negligible**
62	Rectory Street	163	235	72	44.17%	Negligible	**Negligible**
63	Melwood Hill (North)	102	174	72	70.47%	Medium	**Negligible**
69	Brackenhill Road / E Lound Road	85	157	72	84.31%	Medium	**Negligible**
70	B1396 Tower Hill	145	217	72	49.72%	Negligible	**Negligible**
72	Ferry Road / Main Street	78	150	72	92.08%	Medium	**Small**
77	Cornley Road	9	43	34	362.20%	Large	**Small**
78	Carr Lane	25	59	34	135.83%	Large	**Small**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
80	Cattle Road	9	9	0	0.00%	Negligible	**Negligible**
90	Wood Lane	4	20	16	383.51%	Large	**Small**
101	Cross Street	144	210	66	45.85%	Negligible	**Negligible**
102	Springs Lane	0	66	66	Inf.%	Large	**Small**
103	Retford Road (West)	221	297	76	34.37%	Negligible	**Negligible**
104	Leverton Road / Spital Hill	169	245	76	44.98%	Negligible	**Negligible**
107	Cocking Lane	106	172	66	62.04%	Small	**Negligible**
108	Town Street / Forewood Lane	24	90	66	275.13%	Large	**Small**
110	Grove Road	94	160	66	70.31%	Medium	**Negligible**
111	Lady Well Lane	94	160	66	70.31%	Medium	**Negligible**
112	Main Street	34	100	66	191.75%	Large	**Small**
113	Hazelwood Lane	60	126	66	109.10%	Large	**Small**
114	Ashley Lane	4	136	132	3163.95%	Large	**Small**
115	Retford Road (North of Rampton Hospital)	71	137	66	93.06%	Medium	**Negligible**
116	Laneham Road	214	280	66	30.87%	Negligible	**Negligible**
124	Top Street / Darlton Road	67	133	66	98.64%	Medium	**Negligible**
126	Willow Flats	189	273	84	44.33%	Negligible	**Negligible**
127	Ellerker Lane	57	141	84	147.41%	Large	**Small**

PAR ID	PAR name	2029 Without development flows	2029 With development flows	Numerical increase	% increase	Initial magnitude of impact	Final magnitude of impact
128	Norfolk Bank Lane	33	117	84	252.11%	Large	**Small**
129	Common Road	40	124	84	208.31%	Large	**Small**
130	Wallingfen Lane	55	139	84	153.00%	Large	**Small**
131	Staddlethorpe Lane	144	228	84	58.46%	Small	**Negligible**
132	Thornton Dam Lane / Scalby Lane	144	228	84	58.38%	Small	**Negligible**
135	Meredyke Road (West)	40	148	108	272.60%	Large	**Small**
136	B1392 Eastoft Road	64	172	108	169.82%	Large	**Small**
137	Outgate East	7	77	70	959.14%	Large	**Small**
153	Leverton Road	164	230	66	40.31%	Negligible	**Negligible**
154	Main Street	81	147	66	81.13%	Medium	**Negligible**
155	Retford Road (East)	101	167	66	65.24%	Small	**Negligible**
158	Sands Lane	30	114	84	278.19%	Large	**Small**
159	Landing Lane	26	110	84	322.70%	Large	**Small**
160	Pasture Lane	49	87	38	77.55%	Medium	**Negligible**

1.7 Fear and Intimidation Magnitude of Impact

1.7.1 The magnitude of impact for all screened in links for fear and intimidation is set out in Table 1.6.

1.7.2 Vehicle degree of hazard, HGV degree of hazard, Speed degree of hazard and Overall degree of hazard are based on IEMA guidelines (IEMA, 2023),

Table 1.6 – Fear and intimidation magnitude of impact

PAR ID	PAR name	Without development					With development					Step change	Initial magnitude of impact	Final magnitude of impact
		Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level	Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level			
5	Dunflat Road	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
7	Main Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
8	Little Weighton Road	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
13	Lambwell Hill	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
21	Ellerker Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
23	Brantingham Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
27	Carr Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
28	Tongue Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
33	A161 King's Causeway	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
39	Carr Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
41	Ox Pasture Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
42	Carr Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
43	B1392 Luddington Road	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**

PAR ID	PAR name	Without development					With development					Step change	Initial magnitude of impact	Final magnitude of impact
		Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level	Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level			
46	Bonnyhale Dale Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
48	Bonnyhale Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
55	King Edward Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
56	Bracon	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
57	Belton Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
59	Melwood Hill (South)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
62	Rectory Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
63	Melwood Hill (North)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
69	Brackenhill Road / E Lound Road	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
70	B1396 Tower Hill	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
72	Ferry Road / Main Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
77	Cornley Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
78	Carr Lane	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
80	Cattle Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
90	Wood Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
101	Cross Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
102	Springs Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
103	Retford Road (West)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**

PAR ID	PAR name	Without development					With development					Step change	Initial magnitude of impact	Final magnitude of impact
		Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level	Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level			
104	Leverton Road / Spital Hill	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
107	Cocking Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
108	Town Street / Forewood Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
110	Grove Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
111	Lady Well Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
112	Main Street	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
113	Hazelwood Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
114	Ashley Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
115	Retford Road (North of Rampton Hospital)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
116	Laneham Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
124	Top Street / Darlton Road	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
126	Willow Flats	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
127	Ellerker Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
128	Norfolk Bank Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
129	Common Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
130	Wallingfen Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
131	Staddlethorpe Lane	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
132	Thornton Dam Lane / Scalby Lane	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
135	Meredyke Road (West)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
136	B1392 Eastoft Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
137	Outgate East	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
153	Leverton Road	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**

PAR ID	PAR name	Without development					With development					Step change	Initial magnitude of impact	Final magnitude of impact
		Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level	Vehicle degree of hazard	HGV degree of hazard	Speed degree of hazard	Overall degree of hazard	Fear and intimidation level			
154	Main Street	0	0	20	20	Small	0	0	20	20	Small	0	Negligible	**Negligible**
155	Retford Road (East)	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
158	Sands Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
159	Landing Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**
160	Pasture Lane	0	0	30	30	Medium	0	0	30	30	Medium	0	Negligible	**Negligible**

1.8 Highway Safety Magnitude of Impact

1.8.1 The magnitude of impact for all screened in links for highway safety is set out in Table 1.7.

1.8.2 Collision rate information is set out in Ap**plication Document 6.14. Chapter 14 Traffic and Transport.**

Table 1.7 – Highway safety magnitude of impact

PAR ID	PAR name	Total road traffic collisions	Base annual road traffic collision rate	2029 without development road traffic collision rate	2029 with development road traffic collision rate	Base to 2029 increase	With development increase over without development	Additional with development road traffic collisions per annum per link km	Initial magnitude of impact	Final magnitude of impact
5	Dunflat Road	1	0.20	0.21	0.21	0.01	0.01	0.02	Negligible	**Negligible**
7	Main Street	2	0.40	0.42	0.43	0.02	0.01	0.01	Negligible	**Negligible**
8	Little Weighton Road	2	0.40	0.42	0.43	0.02	0.02	0.01	Negligible	**Negligible**
11	Rowley Road (between Riplingham Road/ Rowley Road jn and BM 008)	1	0.20	0.21	0.25	0.01	0.04	0.11	Small	**Negligible**
13	Lambwell Hill	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
21	Ellerker Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
23	Brantingham Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
24A	Brough Road (Between A1034 roundabout and Brantingham Road)	3	0.60	0.63	0.65	0.03	0.02	0.03	Negligible	**Negligible**
24B	Brough Road (South of Brantingham Road)	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
27	Carr Lane	2	0.40	0.42	0.60	0.02	0.19	0.19	Medium	**Negligible**
28	Tongue Lane	3	0.60	0.62	0.86	0.02	0.23	0.06	Small	**Negligible**
33	A161 King's Causeway	3	0.60	0.66	0.71	0.06	0.05	0.01	Negligible	**Negligible**
37	A161 Field Lane (North of Eastoft)	5	1.00	1.11	1.26	0.11	0.15	0.03	Negligible	**Negligible**
39	Carr Lane	2	0.40	0.42	0.63	0.02	0.21	0.15	Small	**Negligible**
41	Ox Pasture Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
42	Carr Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
43	B1392 Luddington Road	2	0.40	0.42	0.57	0.02	0.15	0.07	Small	**Negligible**
46	Bonnyhale Dale Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
48	Bonnyhale Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
49A	Keadby Power Station Internal Roads / Unnamed Roads	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
49B	Keadby Power Station Internal Roads / Unnamed Roads 2	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
55	King Edward Street	3	0.60	0.64	0.70	0.04	0.06	0.15	Small	**Negligible**
56	Bracon	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
57	Belton Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
59	Melwood Hill (South)	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**

PAR ID	PAR name	Total road traffic collisions	Base annual road traffic collision rate	2029 without development road traffic collision rate	2029 with development road traffic collision rate	Base to 2029 increase	With development increase over without development	Additional with development road traffic collisions per annum per link km	Initial magnitude of impact	Final magnitude of impact
62	Rectory Street	1	0.20	0.22	0.23	0.02	0.01	0.01	Negligible	**Negligible**
63	Melwood Hill (North)	1	0.20	0.21	0.23	0.01	0.02	0.01	Negligible	**Negligible**
69	Brackenhill Road / E Lound Road	2	0.40	0.45	0.50	0.05	0.06	0.03	Negligible	**Negligible**
70	B1396 Tower Hill	2	0.40	0.43	0.45	0.03	0.02	0.01	Negligible	**Negligible**
72	Ferry Road / Main Street	4	0.80	0.83	0.96	0.03	0.12	0.07	Small	**Negligible**
77	Cornley Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
78	Carr Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
80	Cattle Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
90	Wood Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
101	Cross Street	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
102	Springs Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
103	Retford Road (West)	1	0.20	0.21	0.22	0.01	0.01	0.01	Negligible	**Negligible**
104	Leverton Road / Spital Hill	6	1.20	1.25	1.30	0.05	0.05	0.01	Negligible	**Negligible**
107	Cocking Lane	1	0.20	0.21	0.22	0.01	0.01	0.01	Negligible	**Negligible**
108	Town Street / Forewood Lane	1	0.20	0.22	0.26	0.02	0.04	0.02	Negligible	**Negligible**
110	Grove Road	2	0.40	0.42	0.45	0.02	0.03	0.01	Negligible	**Negligible**
111	Lady Well Lane	2	0.40	0.42	0.45	0.02	0.03	0.04	Negligible	**Negligible**
112	Main Street	1	0.20	0.21	0.26	0.01	0.05	0.02	Negligible	**Negligible**
113	Hazelwood Lane	2	0.40	0.42	0.45	0.02	0.04	0.02	Negligible	**Negligible**
114	Ashley Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
115	Retford Road (North of Rampton Hospital)	2	0.40	0.42	0.44	0.02	0.02	0.01	Negligible	**Negligible**
116	Laneham Road	3	0.60	0.63	0.66	0.03	0.03	0.00	Negligible	**Negligible**
124	Top Street / Darlton Road	1	0.20	0.21	0.23	0.01	0.02	0.01	Negligible	**Negligible**
126	Willow Flats	4	0.80	0.83	0.86	0.03	0.03	0.03	Negligible	**Negligible**
127	Ellerker Lane	1	0.20	0.21	0.25	0.01	0.03	0.17	Medium	**Negligible**
128	Norfolk Bank Lane	2	0.40	0.42	0.57	0.02	0.15	0.09	Small	**Negligible**
129	Common Road	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
130	Wallingfen Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
131	Staddlethorpe Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**

PAR ID	PAR name	Total road traffic collisions	Base annual road traffic collision rate	2029 without development road traffic collision rate	2029 with development road traffic collision rate	Base to 2029 increase	With development increase over without development	Additional with development road traffic collisions per annum per link km	Initial magnitude of impact	Final magnitude of impact
132	Thornton Dam Lane / Scalby Lane	3	0.60	0.63	0.67	0.03	0.04	0.07	Small	**Negligible**
135	Meredyke Road (West)	1	0.20	0.21	0.28	0.01	0.08	0.06	Small	**Negligible**
136	B1392 Eastoft Road	1	0.20	0.21	0.25	0.01	0.05	0.04	Negligible	**Negligible**
137	Outgate East	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
153	Leverton Road	1	0.20	0.21	0.21	0.01	0.00	0.00	Negligible	**Negligible**
154	Main Street	1	0.20	0.21	0.23	0.01	0.02	0.03	Negligible	**Negligible**
155	Retford Road (East)	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
158	Sands Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
159	Landing Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**
160	Pasture Lane	0	0.00	0.00	0.00	0.00	0.00	0.00	Negligible	**Negligible**

1.9 Public Right of Way (PRoW) Magnitude of Impact

1.9.1 The magnitude of impact for Public Rights of Way (PRoWs) with a closure and diversion is set out in Table 1.8. For PRoWs that are closed without a diversion the only factor of magnitude is the duration of the closure, which is as set out in **Application Document 7.6 Outline Public Rights of Way Management Plan**. With only two exceptions all of these PRoW are assessed to have a magnitude of impact that is medium. The exceptions are Former Parish of Adlingfleet Bridleway No.1, which is assessed to have a large magnitude of impact, and BRIDLEWAY CROW11, which is assessed to have a small magnitude of impact.

Table 1.8 – PRoW magnitude of change

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
Rowley Bridleway No.13	ROWLB13	Bridleway in the East Riding of Yorkshire extending east from the A164 and connecting at its eastern terminus with footpath WOODB30. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	The PRoW alignment passes through the bellmouth construction area and crosses the construction access swathe. This will be permanently diverted by the Birkhill Wood Substation project	Medium	**Small**
Woodmansey Footpath No.7	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	PRoW alignment passes through the stringing position area and the construction access swathe. A temporary closure and diversion is proposed connecting SKIDB07 and SKIDF17 via an existing track lane adjacent to Creyke Beck Substation. The approximate increase in journey length is 2,870 m.	Large	**Medium**
Rowley Footpath No.12	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	PRoW alignment passes through the pylon working area. Temporary closure is proposed, with a diversion route directed slightly north around the northern boundary of the working area before reconnecting with the existing PRoW alignment. The length of the route is reduced by 8 m.	Medium	**Small**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
Skidby Bridleway No.4	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	PRoW alignment passes through the pylon working area. Temporary closure of approximately 85 m is proposed, with a diversion route directed around the western boundary of the working area before reconnecting with the existing PRoW alignment. The increase in journey length is only 27 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Rowley Footpath No.15	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	PRoW alignment passes through the pylon working area. Temporary closure of approximately 70 m is proposed, with a diversion route directed around the western boundary of the working area before reconnecting with the existing PRoW alignment. The increase in journey length is only 15 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Rowley Footpath No.3	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	PRoW alignment passes through the stringing area, pylon working area, and construction access swathe. A temporary closure of approximately 850 m is proposed, with a temporary diversion route connecting ROWLB05 to the northern entrance of ROWLF15. The increase in journey length is approximately 740 m.	Large	**Medium**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
Ellerker Footpath No.4	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	PRoW alignment passes through the NPG works area and two construction access swathes, which are expected to experience high traffic volumes as they provide access to Construction Compound M1. A temporary closure of approximately 700 m is proposed. Temporary diversion route to the west along Whin Moor Lane, before heading north around the perimeter of the construction compound, terminating on Howden Croft Hill. The increase in journey length is only 756 m which is a minimal increase when considering impacts on journey time, which is approximately a 5-minute walking diversion.	Large	**Medium**
Broomfleet Footpath No.5	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	PRoW alignment passes through the bridge working area. A temporary closure of approximately 30 m is proposed, with a temporary diversion route routing around the north boundary of the bridge working area before rejoining the existing PRoW alignment. The increase in journey length is only 20 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Broomfleet Footpath No.10	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,	PRoW alignment passes through the bridge working area. A temporary closure of approximately 165 m is proposed. Temporary diversion route to the east around the stringing area before heading	Large	**Medium**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		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	north terminating on Landing Lane (avoiding BM working area) The increase in journey length is only 420 m which is a minimal increase when considering impacts on journey time.		
Former Parish of Ousefleet Bridleway No.1 Former Parish of Adlingfleet Bridleway No.1 Former Parish of Ousefleet Bridleway No.2	OUSEB01 / ADLFB01 / OUSEB02	Bridleways in the East Riding of Yorkshire near the village of Garthorpe running north–eastwards from Kings Causeway to Hoggard Lane. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	PRoW alignment runs along a construction access swathe providing access to and from the construction compound and also passes through the NPG works area and two bridge working areas. A temporary closure of approximately 2,450 m is proposed. Temporary diversion route to maintain connectivity between OUSEB02 and ADLFB01. The increase in journey length is approximately 4,150 m for OUSEB01 and 10 m for OUSEB02.	Large	**Medium**
RESTRICTED BYWAY LUDD5A	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	PRoW alignment passes through the bridge working area. A temporary closure of approximately 110 m is proposed. Temporary diversion route to the south around the working area before rejoining the existing PRoW alignment. The increase in journey length is only 40 m which is a minimal increase when considering impacts on journey time	Large	**Medium**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
FOOTPATH LUDD9	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	Two separate temporary closures and diversion routes are proposed along this PRoW. In the lower section, the PRoW alignment passes through the bridge working area and construction access swathe. A temporary closure of approximately 500 m is proposed, with a diversion routed across the field to the east of the existing alignment. In the upper section, the PRoW alignment passes through the stringing area. Temporary closure of approximately 160 m is proposed, with a short diversion routed to the east around the stringing area before rejoining the existing alignment. Approximate increase in journey length is 280 m.	Medium	**Small**
BRIDLEWAY CROW12 BRIDLEWAY CROW13	NI|CROW|13/ NI|CROW|12	Bridleways in North Lincolnshire near the village of Ealand connecting Outgate, Bonnyhale Road and South Cross Moors Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	Temporary closures are proposed for two PRoWs (whole length) as their alignments pass through the ZDA activity area. No new temporary diversion is proposed, as an existing PRoW, NI/CROW/11, provides a suitable alternative route that is approximately 1450 m longer. PRoW users will be directed to use this route during the closure period.	Large	**Medium**
RESTRICTED BYWAY BELT2	NI|BELT|2	Restricted Byway in North Lincolnshire running south-eastwards from the A161 to Out Mill. Runs through	PRoW alignment passes through the bridge working area. Temporary closure of approximately 330 m is proposed, with a diversion route created off NI|BELT|25	Large	**Medium**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		agricultural fields, partly non-trafficked and partly along agricultural access tracks	routing eastwards across agricultural land and terminating on Out Mill. Approximate increase in journey length of 600 m.		
FOOTPATH EPWO60	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 through agricultural fields, partly non-trafficked and partly along agricultural access tracks.	PRoW alignment passes through the construction access swathe and crossing protection area. A temporary closure of approximately 100 m is proposed, with a diversion route provided from Newlands Lane that avoids the BM and construction access swathe before rejoining the existing PRoW alignment. The increase in journey length is only 140 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
MistertonFP11	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	The PRoW alignment passes through the construction access swathe turning circle. A temporary closure of approximately 115 m is proposed, with a short diversion routed over the embankment to the west before rejoining the existing PRoW alignment. The increase in journey length is only 33 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Misterton BOAT18	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	The PRoW alignment passes through the bridge working area. A temporary closure of approximately 360 m is proposed. Owing to proposed road widening works, only a limited section of Cornley Road can be utilised.	Medium	**Small**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		agricultural fields, partly non-trafficked and partly along agricultural access tracks			
Gringley On The HillFP13	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	PRoW alignment passes through the stringing area and NGED works. Temporary closure of approximately 250 m is proposed, with a diversion route provided routing north of the existing alignment, passing around the northern perimeter of the stringing area and avoiding the majority of the NGED works before terminating near the B1403. The increase in journey length is only 100 m which is a minimal increase when considering impacts on journey time, which is approximately a 2.5 minute walking diversion.	Medium	**Small**
BeckinghamFP12	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	The PRoW alignment passes through the NGED works area. A temporary closure of approximately 350 m is proposed, with a short diversion route provided to the south of the track lane to maintain a safe separation between PRoW users and the NGED works before rejoining the existing alignment. The increase in journey length is only 17 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
SaundbyFP3	SaundbyFP3	Footpath in Nottinghamshire running east to west, connecting to BeckinghamFP3	PRoW alignment passes through stringing position. Temporary closure of approximately 180 m is proposed, with a	Medium	**Small**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		to the west and SaundbyFP4 to the east. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	minor diversion route to the south, around the perimeter of the stringing position before reconnecting with the existing PRoW alignment. The increase in journey length is only 123 m which is a minimal increase when considering impacts on journey time.		
West BurtonFP8	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	PRoW alignment passes through the bridge working area. Temporary closure of approximately 160 m is proposed, with a minor diversion route to the south, around the perimeter of the working area before reconnecting with the existing PRoW alignment. The increase in journey length is only 27 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Sturton Le SteepleFP20	Sturton Le SteepleFP20	Footpath in Nottinghamshire running on a southeast-to-northwestern alignment, connecting at its southeastern end to Sturton Le SteepleFP19, and terminates at Station Road. Runs through agricultural fields, partly non-trafficked and partly along agricultural access tracks	PRoW alignment passes through the pylon working area. Temporary closure of approximately 150 m is proposed, with a minor diversion route to the east, around the perimeter of the working area before reconnecting with the existing PRoW alignment. The increase in journey length is only 90 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
Sturton Le SteepleBW25	Sturton Le SteepleBW25	Footpath in Nottinghamshire running north to south, connecting to Sturton Le	PRoW alignment passes through stringing position. Temporary closure of approximately 175 m is proposed, with a	Medium	**Small**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		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	minor diversion route to the west, around the perimeter of the stringing position before reconnecting with the existing PRoW alignment. The increase in journey length is only 68 m which is a minimal increase when considering impacts on journey time.		
South LevertonFP8	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	PRoW alignment passes through the stringing area. Temporary closure of approximately 350 m proposed. Diversion route runs south to connect to Cowsland Road and South LevertonBW9. The increase in journey length is approximately 926 m.	Large	**Medium**
South LevertonFP21	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	PRoW alignment passes through the stringing area. Temporary closures of approximately 420 m are proposed. A temporary diversion route would be provided to the west of the field, maintaining connectivity between South Leverton FP21 and South Leverton FP8. The increase in journey length is only 53 m which is a minimal increase when considering impacts on journey time.	Medium	**Small**
South LevertonFP11 / TreswellBW11	South LevertonFP11 / TreswellBW11	Footpath and bridleway in Nottinghamshire connecting to South LevertonFP26 to the	PRoW alignments pass through stringing position and interact with construction access swathe. Temporary closures of	Medium	**Small**

PRoW name	PRoW code	Description	Magnitude description	Initial magnitude of impact	Final magnitude of impact
		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	approximately 300 m on TreswellBW11 and 175 m on South Leverton FP21 are proposed. A temporary diversion route would be provided to the east of the field, maintaining connectivity between the two PRoWs. The increase in journey length is only 67 m which is a minimal increase when considering impacts on journey time.		
East DraytonFP3	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 Southheck 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.	PRoW alignment passes through bridge working area. Temporary closure of approximately 100 m is proposed, with a minor diversion route to the north, around the perimeter of the working area before reconnecting with the existing PRoW alignment. There is no increase in journey length.	Medium	**Small**
FledboroughFP7	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	PRoW alignment passes through pylon working area. Temporary closure of approximately 160 m is proposed, with a minor diversion route to the north, around the perimeter of the working area before reconnecting with the existing PRoW alignment. There is no increase in journey length.	Medium	**Small**

References

IEMA. (2023, July). *Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement.* Retrieved from https://www.iema.net/media/5mrmquib/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com