

Supplementary Preliminary Environmental Information Report: Section 5 New Weston Marsh Substations A and B

Volume 3 Part B Section Specific Assessment

Sections 1 to 7

Chapter 9 Traffic and Movement

Appendices

November 2025

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Grimsby to Walpole

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9A. Traffic and Movement Baseline

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9A. Traffic and Movement Baseline

9A.1 Introduction

- 9A.1.1 This appendix presents the baseline Traffic and Movement data utilised for the purposes of the Supplementary Preliminary Environmental Information (PEI) Report. Baseline traffic data is presented for all Sections of the Grimsby to Walpole Project (the Project), given that a number of identified construction traffic routes will be shared by traffic generated within multiple Sections of the Project. As such, highway links used by construction traffic are not Section specific.
- 9A.1.2 The information within this Appendix is unchanged from that included within the June 2025 PEI Report (Ref 1), published in support of the Stage 2 Consultation completed between 11 June and 6 August 2025. Traffic data is again presented at a route wide scale, given that traffic generated in each section of the route will utilise common road links. There are many construction traffic routes which provide access to multiple sections of the Project and assessment of impacts and effects requires consideration of the cumulative traffic across all sections.
- 9A.1.3 Further design development has been completed since the launch of the Stage 2 Consultation, to confirm the preferred location of Weston Marsh Substations A and B, the associated overhead line and underground cable connections and the draft Order Limits for Section 5. However, due to the conservative assumptions adopted within the June 2025 PEI Report, there are no changes to the preliminary Traffic and Movement Baseline, which is again reported within this supplementary PEI Report to provide stakeholders with a complete suite of information to inform their consultation responses. This is given that the preliminary effects assessed at this stage are primarily informed by the assumed construction traffic volumes and routing, rather than the extents of the draft Order Limits and the details of the substation and connection designs. Given that the June 2025 PEI Report construction and operational traffic projections and assumed routes were based upon reasonable worst case assumptions, including the presence of up to two substations within Section 5, the projected volumes and distribution of construction and operational traffic have not been updated as a result of the further design development.
- 9A.1.4 The Traffic and Movement baseline will however be reviewed and updated as required based upon the Development Consent Order (DCO) scheme design. This updated data will inform the complete assessment to be reported within the Environmental Statement (ES).

9A.2 Baseline Data

- 9A.2.1 **Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline** presents baseline traffic information for key highway links including type of link, traffic flows, congestion rating, collision clusters and sensitive receptors.
- 9A.2.2 **Table 9A.1** summarises each of the column headings and the corresponding information presented.

Table 9A.1 Column headings and corresponding data for 'Appendix 9A: Baseline' data sheet

Column Heading	Corresponding Data
S.No	This is a unique project specific link reference to differentiate between different sections of a route. The relevant link is shown on Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes (PAR) and Workers Access Routes that accompanies the Supplementary PEI Report.
Road Name	Identifiable road name/number.
Local Highway Authority	Local Highway Authority area the road is located within. This is also the Local Highway Authority responsible for maintaining the road except where the road is identified as part of the Strategic Road Network (SRN) in which case the road is maintained by National Highways.
Department for Transport (DfT) Annual Average Daily Traffic (AADT) Ref	The DfT traffic count site number.
2023 DfT AADT	The Annual Average Daily Traffic count (all vehicles) appearing on the DfT database in 2023. A value of '0' indicates that no data is available and not a value of zero.
2023 DfTHGVs	The Annual Average Daily Traffic Heavy Goods Vehicles (HGV) count appearing on the DfT database in 2023. A value of '0' indicates that no data is available and not a value of zero.
Tempro Factor 2023-2024	The growth factor applied to the DfT's 2023 count to align to a 2024 baseline value.
2024 DfT AADT Calculated	The calculated 2024 baseline traffic count (all vehicles). A value of '0' indicates that data has not been obtained and not a value of zero.
2024 DfT HGV Calculated	The calculated 2024 baseline traffic count of HGVs only. A value of '0' indicates that data has not yet been obtained and not a value of zero.
Surveyed Oct 2024 AADT	The surveyed traffic count (all vehicles) recorded in October 2024. A value of '0' indicates that data has not yet been obtained and not a value of zero.
Surveyed Oct 2024 HGV	The surveyed traffic count of HGVs recorded in October 2024. A value of '0' indicates that data has not yet been obtained and not a value of zero.
Congestion	A congestion rating based on Google traffic flow categories where a value of 0 is typically free-flowing traffic and a value of 3 is stop-start or stationary traffic. Congestion along the whole link has been considered and where congestion varies along the link or over different time periods a judgement has been made for the overall link rating.
Collision Cluster	A 'yes' denotes that a collision cluster has been identified along the relevant section of road, i.e. a location where there are nine or more injury collisions occurring within a junction or a 100 m stretch; and/or a location

Column Heading	Corresponding Data
	with four or more fatal and/or serious collisions happening either within a junction or within a 100 m stretch.
Collision Cluster Location	Identifies where a collision cluster has been identified (if applicable).
Sensitive Receptors	<p>Receptors identified in accordance with the Institute for Environmental Management and Assessment (IEMA) guidance.</p> <p>Sensitive receptors include users of highway links including drivers, walkers, cyclists, horse riders and public transport passengers.</p> <p>Sensitive areas comprise urban areas where there are likely to be more people including vulnerable users (younger, older, socially disadvantaged people) and include residential properties, retail areas, schools and hospitals.</p>
Sensitivity Rating	The assigned rating based on the IEMA guidance. The sensitivity of a link has been determined based on the identified receptors, an assessment of each highway link's congestion rating and any associated collision clusters. The ratings are classified as Negligible, Low, Medium, High and Very High.
Impact	The applicable IEMA impact criteria to be applied for assessment, i.e. Rule 1 which applies a threshold of 30 per cent increase in traffic above the baseline count or Rule 2 which includes highway links of high or very high sensitivity and applies a threshold of 10 per cent increase in traffic above the baseline count.

S.NO	Road Name	Local Highway Authority	DfTAADTRef	2023 DfTAADT	2023 DftHGVs	Tempro Factor 2023-2024	2024 DfT AADT Calculated	2024 DfT HGV Calculated	Surveyed Oct 2024 AADT	Surveyed Oct 2024 HGV	Congestion	Collision Cluster	Collision Cluster Location	Sensitive Receptors	Sensitivity Rating	Impact
CR1	A180	North East Lincolnshire	38357	26084	3184	1.0042	26194	3197	0	0	0	No		None	Neg	Rule 1
CR2	A180	North East Lincolnshire	28007	34739	2774	1.0042	34885	2786	0	0	0	No		None	Neg	Rule 1
CR3-1	A180	North East Lincolnshire	74904	32475	1220	1.0042	32611	1225	0	0	2	Yes	1 - A180/ Moody Lane/ Birchin Way/Pyewipe Rd	Urban area with a range of commercial premises although limited direct local accesses or frontages, segregated shared pedestrian / cycle route along Westgate. Some peak hour congestion	Med	Rule 1
CR3-2	A180	North East Lincolnshire	28057	29395	2132	1.0042	29518	2141	0	0	2	Yes	1- A180/Estate Rd 1/ Estate Rd 2/ Gilbey Rd	Urban area with a range of commercial premises although limited direct local accesses or frontages, segregated shared pedestrian / cycle route along Westgate. Some peak hour congestion	Med	Rule 1
CR4-1	A16	North East Lincolnshire	36230	15629	582	1.0042	15695	584	0	0	1	Yes	1 - A180/Lockhill/A16, 2 - A16/A1136	Urban area through central Grimsby. Multiple commercial properties with local accesses and direct frontages, busy pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route	High	Rule 2
CR4-2	A16	North East Lincolnshire	8389	14953	570	1.0042	15016	572	0	0	1	No		Urban area through central Grimsby. Multiple commercial properties with local accesses and direct frontages, busy pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route	High	Rule 2
CR5-1	A16	North East Lincolnshire	56197	16290	494	1.0042	16358	496	0	0	1	No		A few residential and commercial properties with some frontages / direct accesses. Sections of footway and limited off road cycle infrastructure, bus route	Med	Rule 1
CR5-2	A16	North East Lincolnshire	99301	22715	584	1.0042	22810	586	0	0	1	No		A few residential and commercial properties with some frontages / direct accesses. Sections of footway and limited off road cycle infrastructure, bus route	Med	Rule 1
CR5-3	A16	North East Lincolnshire	76030	21142	756	1.0042	21231	759	0	0	1	Yes	1 - A16/B1219	A few residential and commercial properties with some frontages / direct accesses. Sections of footway and limited off road cycle infrastructure, bus route	Med	Rule 1
CR5-4	A16	East Lindsey	46230	11457	437	1.0057	11522	439	10537	1125	1	No		A few residential and commercial properties with some frontages / direct accesses. Sections of footway and limited off road cycle infrastructure, bus route	Med	Rule 1
CR5-5	A16	East Lindsey	-	0	0	1.0057	0	0	11017	1273	1	No		A few residential and commercial properties with some frontages / direct accesses. Sections of footway and limited off road cycle infrastructure, bus route	Med	Rule 1
CR6-1	A16	East Lindsey	16214	17410	999	1.0057	17509	1005	0	0	0	Yes	1 - Btw A16/Cordeaux Corner and A16/Bolingbroke Rd	A few residential and commercial properties, occasional footways near properties	Med	Rule 1
CR6-2	A16	East Lindsey	48732	11997	881	1.0057	12065	886	0	0	0	No		A few residential and commercial properties, occasional footways near properties	Med	Rule 1
CR6-3	A16	East Lindsey	99188	13074	885	1.0057	13149	890	0	0	0	No		A few residential and commercial properties, occasional footways near properties	Med	Rule 1
CR6-4	A16	East Lindsey	58356	8949	825	1.0057	9000	830	0	0	0	No		A few residential and commercial properties, occasional footways near properties	Med	Rule 1
CR7	A16	East Lindsey	6227	7623	544	1.0057	7666	547	0	0	0	Yes	1 - A16 / Greenfield Rd / Bluestone Heath Rd	A few residential properties	Low	Rule 1
CR8	A16	East Lindsey	81150	5107	465	1.0057	5136	468	0	0	0	No		A few residential properties	Low	Rule 1
CR9-1	A16	East Lindsey	16213	8614	703	1.0057	8663	707	0	0	0	No		Route passes through some small settlements - residential and commercial properties with some frontages / direct accesses. Hospital at southern end of route and school in Stickney. Sections of footway, bus route	High	Rule 2
CR9-2	A16	East Lindsey	6226	11242	634	1.0057	11306	638	0	0	0	No		Route passes through some small settlements - residential and commercial properties with some frontages / direct accesses. Hospital at southern end of route and school in Stickney. Sections of footway, bus route	High	Rule 2
CR9-3	A16	East Lindsey	28863	5560	423	1.0057	5592	425	0	0	0	No		Route passes through some small settlements - residential and commercial properties with some frontages / direct accesses. Hospital at southern end of route and school in Stickney. Sections of footway, bus route	High	Rule 2
CR9-4	A16	East Lindsey	-	0	0	1.0057	0	0	8323	1126	0	No		Route passes through some small settlements - residential and commercial properties with some frontages / direct accesses. Hospital at southern end of route and school in Stickney. Sections of footway, bus route	High	Rule 2
CR9-5	A16	Boston	46228	22171	1578	1.0066	22317	1588	0	0	0	No		Route passes through central Boston - residential and commercial properties with some frontages / direct accesses. Sections of footway, bus route	High	Rule 2
CR9-6	A16	Boston	16212	21196	1020	1.0066	21336	1027	0	0	0	No		Route passes through central Boston - residential and commercial properties with some frontages / direct accesses. Sections of footway, bus route	High	Rule 2
CR9-7	A16	Boston	7996	41367	1467	1.0066	41640	1477	0	0	0	Yes	1 - A16/ South Square/South End, 2 - A16/High Street, 3 - A16/A52 Rbt	Route passes through central Boston - residential and commercial properties with some frontages / direct accesses. Sections of footway, bus route	High	Rule 2
CR10	A16	Boston	92256	20070	1298	1.0066	20202	1307	0	0	2	Yes	1- A16/A52 Rbt, 2 - A16/B1397 Rbt, 3 - A16/B1192 Rbt, 4 - A16/A17 Rbt	Some residential and commercial properties in Boston though generally not with direct frontages / accesses, pedestrian crossings	Med	Rule 1
CR11-1	A16	South Holland	-	0	0	1.0055	0	0	18830	3207	1	Yes	1 - A16/A17 Rbt	A few commercial properties	Low	Rule 1
CR11-2	A16	South Holland	99186	16570	1755	1.0055	16661	1765	0	0	1	No		A few commercial properties	Low	Rule 1
CR11-3	A16	South Holland	-	0	0	1.0055	0	0	20116	3088	1	No		A few commercial properties	Low	Rule 1
CR11-4	A16	South Holland	99187	23678	3147	1.0055	23808	3164	0	0	1	No		A few commercial properties	Low	Rule 1
CR12-1	A16	South Holland	81537	16037	2367	1.0055	16125	2380	0	0	1	No		Very occasional commercial properties	Neg	Rule 1
CR12-2	A16	South Holland	81584	17340	1927	1.0055	17435	1938	0	0	1	No		Very occasional commercial properties	Neg	Rule 1
CR12-3	A16	South Holland	81587	17466	2223	1.0055	17562	2235	0	0	1	No		Very occasional commercial properties	Neg	Rule 1
CR13-1	A47	Peterborough	81585	38126	3504	1.0067	38381	3527	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-2	A47	Peterborough	85001	15971	1523	1.0067	16078	1533	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-3	A47	Peterborough + Fenland	94204	16910	2078	1.00625	17016	2091	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-4	A47	Fenland	74047	20123	2297	1.0058	20240	2310	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-5	A47	Fenland	17962	24923	2642	1.0058	25068	2657	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-6	A47	King's Lynn and West Norfolk	57125	17556	1984	1.0014	17581	1987	0	0	1	Yes	1 - A47/ A1101 Rbt	A few residential and commercial properties	Low	Rule 1
CR13-7	A47	King's Lynn and West Norfolk	81047	17645	1512	1.0014	17670	1514	0	0	1	No		A few residential and commercial properties	Low	Rule 1

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CR14-1	A17	Boston	29050	15099	3112	1.0066	15199	3133	0	0	1	Yes	1 - A16/A17 Rbt	A few commercial and residential properties with	Low	Rule 1
CR14-2	A17	Boston	-	0	0	1.0066	0	0	19632	3988	1	No		A few commercial and residential properties with	Low	Rule 1
CR14-3	A17	Boston	26232	12465	2238	1.0066	12547	2253	0	0	1	No		A few commercial and residential properties with	Low	Rule 1
CR15	A17	Boston	16215	19508	2788	1.0066	19637	2806	0	0	1	No		None	Neg	Rule 1
CR16	A1121	Boston	94188	6966	659	1.0066	7012	663	0	0	1	Yes	1 - A52/A1121 Rbt, 2 - A1121/Station Rd/ Langrick Rd	A few residential and commercial properties and narrow footway at Hubbert's Bridge	Low	Rule 1
CR17-1	A52	Boston	47946	16819	621	1.0066	16930	625	0	0	1	Yes	1 - A52/A1121 Rbt	Route through urban area of Boston, multiple commercial properties with local accesses and direct frontages, busy pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route, some peak hour congestion	High	Rule 2
CR17-2	A52	North East Lincolnshire	36567	13522	608	1.0042	13579	611	0	0	1	Yes	1 - A52/A1121 Rbt	Route through urban area of Boston, multiple commercial properties with local accesses and direct frontages, busy pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route, some peak hour congestion	High	Rule 2
CR18-1	A18	North East Lincolnshire	48403	3606	464	1.0042	3621	466	0	0	1	No		A few residential properties at southern end of link	Low	Rule 1
CR18-2	A18	North East Lincolnshire	60061	5658	564	1.0042	5682	566	0	0	1	No		A few residential properties at southern end of link	Low	Rule 1
CR19	A46	North East Lincolnshire	-	0	0	1.0042	0	0	17736	1097	1	No		Occasional residential and commercial properties, segregated shared pedestrian / cycle route on part of the route	Low	Rule 1
CR20-1	A18	North East Lincolnshire	73755	13888	661	1.0042	13946	664	0	0	1	No		A few residential and commercial properties at southern end of link	Low	Rule 1
CR20-2	A18	North East Lincolnshire	26237	14893	644	1.0042	14956	647	0		1	No		A few residential and commercial properties at southern end of link	Low	Rule 1
CR21-1	A1173	North East Lincolnshire	73756	4762	420	1.0042	4782	422	0	0	1	No		Very few residential properties and pedestrian infrastructure, rail level crossing	Low	Rule 1
CR21-2	A1173	North East Lincolnshire	27933	3349	353	1.0042	3363	354	0	0	1	No		Very few residential properties and pedestrian infrastructure, rail level crossing	Low	Rule 1
CR21-3	A1173	South Holland	89081	8101	400	1.0055	8146	402	0	0	1	No		Very few residential properties and pedestrian infrastructure, rail level crossing	Low	Rule 1
CR22-1	A17	South Holland	56232	17856	2404	1.0055	17954	2417	0	0	1	Yes	1 - A16/A17 Rbt	Occasioanl properties	Low	Rule 1
CR22-2	A17	South Holland	56216	24108	1783	1.0055	24241	1793	0	0	1	No		Occasioanl properties	Low	Rule 1
CR23	A1101	South Holland	37587	6175	702	1.0055	6209	706	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR24	A46	North East Lincolnshire	16459	7792	199	1.0042	7825	200	0	0	1	No		A few residntial properties, short section of footway	Low	Rule 1
CR25	A158	East Lindsey	6705	7077	363	1.0057	7117	365	0	0	1	No		A few residential and commercial properties, som efrontages, footways and on street parking	Med	Rule 1
CR26	A52	East Lindsey	56543	6810	577	1.0057	6849	580	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR27	A47	Peterborough	16480	37987	2365	1.0067	38242	2381	0	0	1	Yes	1 - A15/A47 Rbt	None	Neg	Rule 1
CR28-1	A17	King's Lynn and West Norfolk	27964	18769	2142	1.0014	18795	2145	0	0	1	No		None	Neg	Rule 1
CR28-2	A17	King's Lynn and West Norfolk	26509	47489	3462	1.0014	47555	3467	0	0	1	Yes	1 - A17/A47 Rbt	None	Neg	Rule 1
CR29-1	A47	King's Lynn and West Norfolk	81048	17269	1784	1.0014	17293	1786	0	0	1	No		None	Neg	Rule 1
CR29-2	A47	King's Lynn and West Norfolk	81049	21310	1568	1.0014	21340	1570	0	0	1	Yes	1 - A17/A47 Rbt	None	Neg	Rule 1
LK1	A1136	North East Lincolnshire	77625	8471	223	1.0042	8507	224	0	0	1	No	-	None	Neg	Rule 1
LK2	A1136 Great Coates Rd	North East Lincolnshire	-	0	0	1.0042	0	0	0	0	1	No	-	Pedestrian/cyclists - segregated shared route	Low	Rule 1
LK3	Aylesby Rd - C149	North East Lincolnshire	-	0	0	1.0042	0	0	2337	192	1	No	-	Pedestrian/cyclists, narrow footway, edge of urban area but no direct frontages	Med	Rule 1
LK4-1	Ashby Hill	North East Lincolnshire	-	0	0	1.0042	0	0	2665	495	1	No	-	A few residential properties	Low	Rule 1
LK4-2	Ashby Hill	North East Lincolnshire	-	0	0	1.0042	0	0	1909	191	1	No		A few residential properties	Low	Rule 1
LK5	A157	East Lindsey	16689	6707	338	1.0057	6745	340	0	0	1	No	-	A few residential properties	Low	Rule 1
LK6	B1200	East Lindsey	-	0	0	1.0057	0	0	5845	664	1	No	-	A few residential properties	Low	Rule 1
LK7	A1104	East Lindsey	-	0	0	1.0057	0	0	6804	888	1	No	-	A few residential properties	Low	Rule 1
LK8	A1104	East Lindsey	7516	9386	358	1.0057	9440	360	0	0	1	No	-	Urban area through Alford. Multiple residential, retail and commercial properties with local accesses and direct frontages, busy pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route, on street parking. Multiple sensitive receptors including residential/care homes, school, church	Very High	Rule 2
LK9-1	A1104	East Lindsey	-	0	0	1.0057	0	0	4624	481	1	No	-	A few residential properties with some frontages / direct accesses, narrow footway	Med	Rule 1
LK9-2	A1104	East Lindsey	-	0	0	1.0057	0	0	4566	533	1	No		A few residential properties	Low	Rule 1
LK10	A1111	East Lindsey	-	0	0	1.0057	0	0	0	0	1	No	-	Many residential properties with frontages / direct accesses, narrow footways	Med	Rule 1
LK11	A158	East Lindsey	81151	10529	356	1.0057	10589	358	0	0	1	No	-	A few residential properties	Low	Rule 1
LK12	B1166	South Holland	-	0	0	1.0055	0	0	4782	530	1	No	-	A few residential and commercial properties	Low	Rule 1
LK13	B1168	South Holland	-	0	0	1.0055	0	0	0	0	1	No	-	A few residential properties. Urban area through Holbeach St John, multiple residential access with local accesses and direct frontages, pedestrian area with varying width/quality of footways and crossings, on road cycling, bus route.	High	Rule 2
LK14	Lynn Road	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	2416	253	1	No	-	A few residential properties, som efootways, part of NCN1	Med	Rule 1
LK15	West Drove North	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	42	3	1	No	-	A few residential and commercial properties	Low	Rule 1
LK16	Waltham Road	North East Lincolnshire	-	0	0	1.0042	0	0	0	0	1	No		some residenital properties, part of NCN110	Med	Rule 1
LK17	Station Road	East Lindsey	-	0	0	1.0057	0	0	257	38	1	No		Occasional residential driveways, crossed historic rail line	Low	Rule 1

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LK18	Pear Tree Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	1	No		occasional residential properties	Low	Rule 1
LK19	Bolingbroke Road	East Lindsey	-	0	0	1.0057	0	0	0	0	1	No		Industrial buildings and accesses, some on street parking	Low	Rule 1
LK20	Brackenborough Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK21	Westfield Road	East Lindsey	-	0	0	1.0057	0	0	689	63	0	No		A few residential properties	Low	Rule 1
LK22	A157	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, multiple properties in Legbourne with some direct frontages, retail and commercial properties	Med	Rule 1
LK23	A157	East Lindsey	-	0	0	1.0057	0	0	3376	381	0	No		A few residential properties	Low	Rule 1
LK24	B1373	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK25	Unnamed Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, low bridge	Low	Rule 1
LK26	Rye Lane	East Lindsey	-	0	0	1.0057	0	0	206	46	0	No		Few receptors, but stop, walkers/cyclists in road	Med	Rule 1
LK27	B1449 Thurlby Road	East Lindsey	-	0	0	1.0057	0	0	2470	296	0	No		Residential properties, narrow footways in village	Med	Rule 1
LK28	A1028	East Lindsey	7480	5509	253	1.0057	5540	254	0	0	0	No		A few residential properties	Low	Rule 1
LK29	Gunby Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential properties, narrow footways in village	Med	Rule 1
LK30	Marsh Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK31	Marsh Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK32	Gunby Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK33	Mill Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK34	B1195	East Lindsey	800097	1161	15	1.0057	1168	15	0	0	0	No		A few residential properties	Low	Rule 1
LK35	Ingoldmells Road	East Lindsey	-	0	0	1.0057	0	0	1157	114	0	No		A few residential properties	Low	Rule 1
LK36	A158	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Some residential properties, bus stops in laybys	Low	Rule 1
LK37	Middlemarsh Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
LK38	Low Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK39	Lymn Bank	East Lindsey	-	0	0	1.0057	0	0	1140	192	0	No		Occasional residential properties	Low	Rule 1
LK40	Station Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Occasional residential properties	Low	Rule 1
LK41	Thorpe Bank	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Occasional residential properties	Low	Rule 1
LK42	Spilsby Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK43	Spilsby Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few properties, some on street parking	Low	Rule 1
LK44	Fodderdyke Bank	East Lindsey	800874	1445	164	1.0057	1453	165	0	0	0	No		A few residential properties and priamry school	Med	Rule 1
LK45	Midville Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, caravan park	Low	Rule 1
LK46	Unnamed Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		None	Neg	Rule 1
LK47	Midville Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
LK48	B1184 Hale Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential properties, some on street parking, village Hall	Med	Rule 1
LK49	B1183 Carrington Road	East Lindsey	-	0	0	1.0057	0	0	1257	186	0	No		A few residential properties	Low	Rule 1
LK50	B1184 Westville Road	East Lindsey	-	0	0	1.0057	0	0	1538	207	0	No		A few residential properties	Low	Rule 1
LK51	B1184 Canister Lane	East Lindsey	-	0	0	1.0057	0	0	1382	261	0	No		A few residential properties	Low	Rule 1
LK52	Armtree Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, bus route	Low	Rule 1
LK53	B1184 Leagate Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential properties, primary school, bus route at Gipsey Bridge	High	Rule 2
LK54	Mere Booth Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, bus route	Low	Rule 1
LK55	B1192 Main Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK56	B1192 Langrick Road	Boston	-	0	0	1.0066	0	0	0	0	1	Yes	1 - A1121/Station Rd/ Langrick Rd	A few residential properties	Low	Rule 1
LK57	Punchbowl Lane	Boston	-	0	0	1.0066	0	0	2055	186	0	No		A few residential properties	Low	Rule 1
LK58	B1192 Hubberts Bridge Road	Boston	-	0	0	1.0066	0	0	0	0	1	Yes	1 - A1121/Station Rd/ Langrick Rd	Residential properties, direct accesses, pub in village	Med	Rule 1
LK59	B1192 Frampton Fen Ln Hollmes Road	Boston	-	0	0	1.0066	0	0	1291	162	0	No		A few residential and commercial properties	Low	Rule 1
LK60	B1391	Boston	-	0	0	1.0066	0	0	4589	479	0	No		A few residential properties	Low	Rule 1
LK61	Asperton Road	Boston	-	0	0	1.0066	0	0	0	0	0	No		Residential and commercial properties, playground	Med	Rule 1
LK62	Main Road	Boston	-	0	0	1.0066	0	0	0	0	1	No		A few residential properties	Low	Rule 1
LK63	Hipper Lane	Boston	-	0	0	1.0066	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK64	B1397	Boston	-	0	0	1.0066	0	0	4180	736	0	No		A few residential properties	Low	Rule 1
LK65	Marsh Road	South Holland	-	0	0	1.0055	0	0	145	20	0	No		A few residential and commercial properties	Low	Rule 1
LK66	Stone Gate	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
LK67	Long Lane	South Holland	-	0	0	1.0055	0	0	0	0	0	No		None	Neg	Rule 1
LK68	B1165	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential and commercial properties, bus route	Low	Rule 1
LK69	B1357 Hall Gate	South Holland	-	0	0	1.0055	0	0	1322	149	0	No		A few residential properties	Low	Rule 1
LK70	B1165 Hurdletree Bank	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK71	B1165 Raven's Bank	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Very occasional properties	Low	Rule 1
LK72	Jingle's Gate	South Holland	-	0	0	1.0055	0	0	0	0	0	No			Low	Rule 1
LK73	Broad Gate	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK74	Joy's Bank	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Residential properties, church and village Hall in Holbeach St John	High	Rule 2
LK75	Middle Broad Drove	Fenland	-	0	0	1.0058	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK76	Broad Drove E	Fenland	-	0	0	1.0058	0	0	0	0	0	No		Residential properties, community centre and play area	Med	Rule 1
LK77	Newgate Road	Fenland	-	0	0	1.0058	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK78	Church Lane	Fenland	-	0	0	1.0058	0	0	639	63	0	No		Edge of village, traffic calming, primary school, Part of NCN1	High	Rule 2
LK79	A151	South Holland	-	0	0	1.0055	0	0	16435	1620	1	No		A few properties, bus stops, segregated ped/cycleway	Med	Rule 1
LK80	A1111	East Lindsey	-	0	0	1.0057	0	0	2336	285	0	No		Few residential properties, narrow footways	Med	Rule 1
LK81-1	A158	East Lindsey	8715	20566	485	1.0057	20683	488	0	0	0	No		A few residential properties	Low	Rule 1
LK81-2	A158	East Lindsey	-	0	0	1.0057	0	0	13783	1416	0	No	-	A few residential properties	Low	Rule 1
LK82	B1184 Canister Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK83	B1192 Langrick Road	Boston	-	0	0	1.0066	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK84	B1192 Frampton Fen Ln Hollmes Road	Boston	-	0	0	1.0066	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK85	B1192 Frampton Fen Ln Hollmes Road	Boston	-	0	0	1.0066	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK86	A151	South Holland	-	0	0	1.0055	0	0	12544	1593	0	No		None	Neg	Rule 1
LK87	A151	South Holland	-	0	0	1.0055	0	0	0	0	0	No		None	Neg	Rule 1
LK88	B1165	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Occasional residential properties	Low	Rule 1
LK89	B1165	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Occasional residential properties	Low	Rule 1
LK90	B1165 Raven's Bank	South Holland	-	0	0	1.0055	0	0	2227	275	0	No		A few residential properties	Low	Rule 1
LK91	B1168	South Holland	-	0	0	1.0055	0	0	3694	466	0	No		Occasional residential properties	Low	Rule 1
LK92	Unnamed Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		None	Neg	Rule 1
LK93	B1165	Fenland	-	0	0	1.0058	0	0	0	0	1	No		Residential properties, primary school, some on street parking, bus route in Newton	High	Rule 2
LK94	Mill Lane	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK95	Marsh Road	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	0	No		None	Low	Rule 1

S.NO	Road Name	Local Highway Authority	DfTAAADTRef	2023 DfTAAADT	2023 DfTHGVs	Tempro Factor 2023-2024	2024 DfT AADT Calculated	2024 DfT HGV Calculated	Surveyed Oct 2024 AADT	Surveyed Oct 2024 HGV	Congestion	Collision Cluster	Collision Cluster Location	Sensitive Receptors	Sensitivity Rating	Impact
LK96	Staunt Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
LK97	King John Bank	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	1	No		A few residential properties	Low	Rule 1
W1	Main Road / Aylesby Lane	North East Lincolnshire	-	0	0	1.0042	0	0	2363	224	0	No		Residential properties in Aylesby	Med	Rule 1
W2	A1136 Great Coates Rd	North East Lincolnshire	8028	15700	160	1.0042	15766	161	0	0	1	No		Residential area although limited direct accesses, bus route, cycles and pedestrians in the edge of Grimsby, Great Coates	High	Rule 2
W3	A1136 Yarborough Road	North East Lincolnshire	-	0	0	1.0042	0	0	0	0	1	No		Residential and commercial properties with direct accesses, bus route in the edge of Grimsby, Yarborough, West Marsh	High	Rule 2
W4	Cambridge Road	North East Lincolnshire	809627	8490	11	1.0042	8526	11	0	0	1	No		Residential and commercial properties with some direct accesses, passes two schools, some on street parking in the edge of Grimsby, Cambridge Park and Ormiston Marine Academy Area.	High	Rule 2
W5	A46 Grimsby Road	North East Lincolnshire	77624	14166	280	1.0042	14225	281	0	0	1	No	1 - A46 / Bradley Road rbt	Some residential and commercial accesses	Med	Rule 1
W6	A46 Laceby Road	North East Lincolnshire	56201	15205	199	1.0042	15269	200	0	0	1	Yes	1 - A46 / Bradley Road rbt, 2- A46/A1243 Scartho Road rbt	Residential properties, further education college, direct accesses, bus route, cycle route in the edge of Grimsby, Laceby Road Area.	High	Rule 2
W7	A46 Weelsby Road	North East Lincolnshire	99602	21392	149	1.0042	21482	150	0	0	1	Yes	1 - Weelsby Rd btwn Legbsy Av and Farebrother St	Residential properties and some commercial properties, bus route, cycle route in the edge of Grimsby, People's Park Area	High	Rule 2
W8	Scartho Road	North East Lincolnshire	76027	23353	215	1.0042	23451	216	0	0	2	Yes	1- A46/A1243 Scartho Road rbt, 2 - Scartho Road btwn Sutcliffe Ave and Frusher Ave	Residential and commercial properties, bus route in the edge of Grimsby, north of Scartho	High	Rule 2
W9	Louth Road	North East Lincolnshire	80637	13497	56	1.0042	13554	56	0	0	1	No		Residential and commercial properties, bus and cycle route in the edge of Grimsby, south of Scartho	High	Rule 2
W10	Bradley Road	North East Lincolnshire	-	0	0	1.0042	0	0	0	0	1	Yes	1 - A46 / Bradley Road rbt	Residential properties to north, care home	Med	Rule 1
W11	Cheapside	North East Lincolnshire + East Lindsey	-	0	0	1.00495	0	0	5053	455	1	No		A few residential and commercial properties	Low	Rule 1
W12	A153 Horncastle Road	East Lindsey	26718	3464	159	1.0057	3484	160	0	0	0	No		A few residential properties	Low	Rule 1
W31	B1373	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W32	A1104	East Lindsey	37590	3778	92	1.0057	3800	93	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W33	A1104 Beesby Road	East Lindsey	17471	4979	182	1.0057	5007	183	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W34	Beesby Walk / Beesby Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential properties	Med	Rule 1
W35	A1111 Sutton Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W36	Claythorpe Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties -	Low	Rule 1
W37	Greenfield Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	Yes	1 - A16 / Greenfield Rd / Bluestone Heath Rd	Residential properties along route and in Aby	Med	Rule 1
W38	Bluestone Heath Road	East Lindsey	800861	903	29	1.0057	908	29	0	0	0	Yes	1 - A16 / Greenfield Rd / Bluestone Heath Rd	A few residential properties	Low	Rule 1
W39	A155	East Lindsey	46729	2944	184	1.0057	2961	185	0	0	0	No		Residential and commercial properties	Med	Rule 1
W40	Marsh Road	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential properties	Low	Rule 2
W41-1	A151	South Holland	-	0	0	1.0055	0	0	13495	1393	0	No		Residential and commercial properties, bus route	Med	Rule 1
W41-2	A151	South Holland	36737	12110	790	1.0055	12177	794	0	0	0	No		Residential and commercial properties, bus route	Med	Rule 1
W42	A151	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential and commercial properties, bus route	Low	Rule 1
W43	East Gate	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential properties	Low	Rule 2
W44	A1175 Littleworth Drove	South Holland	81536	7499	405	1.0055	7540	407	0	0	0	No		A few residential properties	Low	Rule 2
W45	Eaugate Road /Randall Bank	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Occasional residential properties	Low	Rule 2
W46	A52	South Holland	46559	6206	559	1.0055	6240	562	0	0	0	No		Occasional residential properties	Low	Rule 2
W47	Quadring Road	South Holland	6699	4929	265	1.0055	4956	266	0	0	0	No		Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington	High	Rule 2
W48	A151 Bourne Road / Dozens Bank	South Holland	92257	5572	331	1.0055	5603	333	0	0	0	No		A few residential properties	Low	Rule 2
W49	A151 Bourne Road	South Holland	-	0	0	1.0055	0	0	0	0	1	No		Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route	High	Rule 2
W50	A17	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Commercial properties in Sutton Bridge	Low	Rule 1
W51	A17	South Holland	46233	19246	2085	1.0055	19352	2096	0	0	0	No		None	Neg	Rule 1
W52	East Bank	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few commercial properties	Low	Rule 1
W53	Gunthorpe Road	South Holland	-	0	0	1.0055	0	0	0	0	0	No		Occasional residential properties	Low	Rule 1
W54	West Drove North	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	0	No		A few residential properties	Low	Rule 1
W55	Market Lane	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	0	No		Residential properties with accesses in Walpole St Andrew	Med	Rule 1
W56	Lynn Road	King's Lynn and West Norfolk	-	0	0	1.0014	0	0	0	0	0	No		Residential and commercial properties in Walton Highway, part of NCN1, bus routes	High	Rule 2
W60	Fulney Drove	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W61	Eye Road	Peterborough	36519	14874	977	1.0067	14974	984	0	0	2	Yes	1 - Frank Perkins Pky / Eye Rd / A15 rbt	Some commercial properties l	Low	Rule 2
W62	A1139 Frank Perkins Parkway	Peterborough	57821	37781	3947	1.0067	38034	3973	0	0	1	Yes	1 - Frank Perkins Pky / Eye Rd / A15 rbt	None -	Neg	Rule 1
W63-1	A1101 Sutton Road	Fenland	-	0	0	1.0058	0	0	8502	1248	0	No		Some commercial properties	Low	Rule 2
W63-2	A1101 Sutton Road	Fenland	73752	8295	758	1.0058	8343	762	0	0	0	No		Some commercial properties	Low	Rule 2
W64	A1101 Churchill Road	Fenland	47551	15016	722	1.0058	15103	726	0	0	2	Yes	1 - A47/A1101 Rbt	Busy urban area, residential and commercial properties, bus route in Wisbech.	High	Rule 2
W80	Rye Lane	East Lindsey	-	0	0	1.0057	0	0	163	28	0	No		Few receptors, but stop, walkers/cyclists in road	Med	Rule 1
W81	A52 Wainfleet Road	Boston	16524	7805	490	1.0066	7857	493	0	0	1	No		Residential and commercial properties	Med	Rule 1
W82	B1183	East Lindsey + Boston	56090	7011	205	1.00615	7054	206	0	0	0	No		multiple residential and commercial properties with some direct frontages, on street parking at the north edge of Boston.	High	Rule 2
W83	A1031	East Lindsey	27508	2897	57	1.0057	2914	57	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W84	B1184 Station Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential and commercial properties	Med	Rule 1
W85	Hobhole Bank	Boston	-	0	0	1.0066	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
W86	A52	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential and commercial properties	Med	Rule 1
W87	Warth Lane	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Residential properties in west edge of Skegness	Med	Rule 1
W88	A158 Burgh Rd W	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Some residential properties, bus routes	Low	Rule 1

References

- Ref 1 National Grid Electricity Transmission (2025). Grimsby to Walpole Preliminary Environmental Information Report [online]. Available at: <https://www.nationalgrid.com/the-great-grid-upgrade/grimsby-to-walpole/document-library#4257225834-3023854277> [Accessed 12 September 2025].

9B. Preliminary Construction Information

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9B. Preliminary Construction Information

9B.1 Introduction

- 9B.1.1 This appendix provides preliminary construction traffic information for the substations, construction compounds and bellmouths that will provide access to the on-site construction haul roads. This information comprises projected construction Heavy Goods Vehicles (HGVs) and construction staff/worker traffic flows which have informed the preliminary assessments included within the **Supplementary PEI Report Volume 2 Part B Chapter 9 Traffic and Movement**.
- 9B.1.2 Traffic data is presented for all Sections of the Grimsby to Walpole Project (the Project), given that a number of identified construction traffic routes will be shared by traffic generated within all Sections of the Project. As such, highway links used by construction traffic are not Section specific.
- 9B.1.3 The information within this Appendix is unchanged from that included within the June 2025 PEI Report (Ref 1, published in support of the Stage 2 Consultation completed between 11 June and 6 August 2025). Traffic data is again presented at a route wide scale, given that traffic generated in each section of the route will utilise common road links. There are many construction traffic routes which provide access to multiple sections of the Project and assessment of impacts and effects requires consideration of the cumulative traffic across all sections.
- 9B.1.4 Further design development has been completed since the launch of the Stage 2 Consultation, to confirm the preferred location of Weston Marsh Substations A and B, the associated overhead line and underground cable connections and the draft Order Limits for Section 5. However due to the conservative assumptions adopted within the June 2025 PEI Report (Ref), there are no changes to the preliminary Traffic and Movement Baseline, which is again reported within this supplementary PEI Report to provide stakeholders with a complete suite of information to inform their consultation responses. This is given that the preliminary effects assessed at this stage are primarily informed by the assumed construction traffic volumes and routing, rather than the extents of the draft Order Limits and the details of the substation and connection designs. Given that the June 2025 PEI Report construction traffic projections and assumed routes were based upon reasonable worst case assumptions, including the presence of up to two substations within Section 5, the projected volumes and distribution of construction traffic have not been updated as a result of the further design development.
- 9B.1.5 The construction traffic projections will however be reviewed and updated as required based upon the Development Consent Order (DCO) scheme design. This updated data will inform the complete assessment to be reported within the Environmental Statement (ES).
- 9B.1.6 The data presented in **Supplementary PEI Report Volume 3 Appendix 9B Preliminary Construction Information** can be broadly separated into two groups:
- i. (1) trip generation and assignment of trips via the Primary Access Routes (PAR), generally relating to trips that can be feasibly managed and monitored; and

- ii. (2) trip generation and assignment of trips, typically cars and Light Goods Vehicles (LGVs) via the wider road network, such as for construction workers when commuting to site.

9B.2 Construction Trip Generation

- 9B.2.1 Construction traffic forecasts are based on initial high-level estimates (of two-way trips) for each bellmouth (to be used to access the overhead line corridor) or substation site. These are shown on 'Appendix 9B1: Applied Construction Traffic Trip Generation' data sheets.
- 9B.2.2 **Table 9B.1** summarises each of the row headings and the corresponding information on the 'Appendix 9B1: Applied Construction Traffic Trip Generation' data sheets for bellmouths.

Table 9B.1 Row headings and corresponding data for bellmouths on 'Appendix 9B1: Applied Construction Traffic Trip Generation' data sheets

Row Heading	Corresponding Data
Bellmouth	Access points for all vehicular types to enter and egress overhead line haul road.
Staff Install	High level estimate of annual average daily vehicle traffic movements for staff during the installation activities, such as construction of haul road, temporary works and pylons.
Staff Reinstall	High level estimate of annual average daily vehicle traffic movements for staff during the reinstatement activities, such as removal of haul road and temporary works.
Heavy Goods Vehicle (HGV) Install	High level estimate of annual average daily HGV traffic movements for staff during the installation activities, such as construction of haul road, temporary works and pylons.
HGV Reinstall	High level estimate of annual average daily HGV traffic movements for staff during the installation activities, such as construction of haul road, temporary works and pylons.
Total Annual Average Daily Traffic (AADT)	High level estimate of average daily all vehicle traffic movements over the construction programme.
Peak Daily Traffic (DT)	Estimated average daily movements for the most active month over the construction programme. This provides an indication of the difference of flows between the peak value (over the most active month) and average annual daily traffic flow over the most active 12 month period.

- 9B.2.3 Similarly initial high-level construction traffic forecasts are provided for substations.

9B.2.4 **Table** 9B.2 summarises each of the row headings and the corresponding information on the 'Appendix 9B1: Applied Construction Traffic Trip Generation' data sheets for substations.

Table 9B.2 Row headings and corresponding data for substations on 'Appendix 9B1: Applied Construction Traffic Trip Generation ' data sheets

Row Heading	Corresponding Data
Bellmouth	The substation that the access/traffic values relate to.
HGV	High level estimate of annual average daily HGV construction traffic movements over most active 12 month period (for total movements).
Cars/LGVs	High level estimate of annual average daily car or Light Goods Vehicles (LGV) construction traffic movements over most active 12 month period (for total movements).
Total AADT	High level estimate of annual average daily all vehicle traffic movements over the construction programme over the most active 12 month period.
Peak DT	Estimated average daily movements for the most active month over the construction programme. This provides an indication of the difference of flows between the peak value (over the most active month) and average annual daily traffic flow over the most active 12 month period.
Annual Average HGV Traffic (AAHGV T)	High level estimate of average daily HGV traffic movements based upon the most active month over the construction programme.

9B.3 Assignment of Construction Traffic onto the Primary Route Network

- 9B.3.1 Forecast traffic flows from the 'Appendix 9B1: Applied Construction Traffic Trip Generation' data sheets have been assigned to Primary Access Routes forming the Study Area and shown on **Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes and Workers Access Routes** included in the Supplementary PEI Report.
- 9B.3.2 The assignment of traffic flows to the Primary Access Routes is summarised on 'Appendix 9B2: HGV Primary Access Route Assignment' data sheets. **Table 9B.3** summarises each of the column headings and the corresponding information on the 'Appendix 9B2: HGV Primary Access Route Assignment' data sheets.

Table 9B.3 Column headings and corresponding data for 'Appendix 9B2: HGV Primary Access Route Assignment' data sheets

Column Heading	Corresponding Data
Bellmouth ID	Bellmouth reference or substation location as shown on Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes and Workers Access Routes .
Type	An Access allows turning movements for all vehicles to enter and egress the haul road from the highway.

	A Crossover allows for crossing of the highway only as a straight ahead movement between two sections of haul road.
Note	Any pertinent notes such as if the Access serves a compound.
Working Assumptions	Any pertinent notes for the assignment of traffic, i.e. whether the traffic passing at the Crossover enters the haul route.
Route Assignment	The proportion of trips generated by the Bellmouth that is assigned to Primary Access Route.
PAR ID	Primary Access Route links onto which traffic from the Bellmouth is assigned. These correspond with links shown on Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes and Workers Access Routes .

9B.4 Assignment of Construction Worker Traffic

- 9B.4.1 The forecast traffic flows from the ‘Appendix 9B1: Applied Construction Traffic Trip Generation’ data sheets for construction workers/staff (i.e. cars and Light Goods Vehicles) have been distributed using a gravity model – the methodology of which is set out in the **Supplementary PEI Report Part A Appendix 4B Technical Assessment Methodologies and Scope Traffic and Movement**. Construction worker traffic has been considered to be able to utilise both the Primary Access Route (PAR) and Worker Access Routes as shown on **Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes and Workers Access Routes**.
- 9B.4.2 The data sheets showing the assignment of construction worker traffic by substation is summarised in **Table 9B.4**, and is unchanged from that published in the June 2025 PEI Report.

Table 9B.4 Traffic assignment data sheets by substation

Substation	Data Sheet showing Route Assignment
New Grimsby West Substation	Appendix 9B3: Grimsby Substation Construction Worker Access Route Assignment
New Lincolnshire Connection Substation (LCS) A	Appendix 9B5: LCS A & B Substation Construction Worker Access Route Assignment
New LCS B	Appendix 9B5: LCS A & B Substation Construction Worker Access Route Assignment
New Weston Marsh Substations A and B	Appendix 9B6: New Weston Marsh Substations A and B Construction Worker Access Route Assignment
New Walpole B Substation	Appendix 9B4: Walpole Substation Construction Worker Access Route Assignment

- 9B.4.3 **Table 9B.5** summarises each of the column headings and the corresponding information relating to the above data sheets for substations.

Table 9B.5 Column headings and corresponding data for substation traffic assignment data sheets

Column Heading	Corresponding Data
Census Area	Census output area within the catchment of the traffic distribution model.
Route Assignment	The proportion of trips relating to the Census Area that is assigned to the Primary Access Route and/or Worker Access Route.
PAR ID	Primary Access Route or Worker Access Route links onto which traffic from the Census Area is assigned to access the relevant substation.

These correspond with links shown on **Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes and Workers Access Routes**.

Construction Traffic AADT

Revision Date: 13/01/2025

Bellm. uplift:	100%
Subst. uplift	50%

GL Accesses

Bellmouth	GL - B001	GL - B002	GL - B003	GL - B004	GL - B005	GL - B006	GL - B007	GL - B008	GL - B009	GL - B010	GL - B011	GL - B012	GL - B013	GL - B014	GL - B015	GL - B016	GL - B017	GL - B018	GL - B019	GL - B020	GL - B021	GL - B022
Staff Install	60	10	6	24	22	12	10	6	8	8	6	4	10	2	6	6	8	12	10	6	8	20
Staff Reinstale	10	2	2	6	4	4	2	2	4	4	2	2	2	4	2	2	2	4	2	2	2	4
HGV Install	38	6	4	24	16	8	8	4	6	4	2	2	6	10	4	4	6	8	6	4	6	12
HGV Reinstale	24	6	2	14	12	6	6	4	4	4	2	2	4	4	4	4	4	6	6	4	4	10
Total AADT	98	18	10	48	38	20	16	10	14	12	8	6	16	12	10	10	12	20	16	10	14	32
Peak DT	110	20	10	54	42	24	18	12	16	14	8	6	18	14	12	12	14	24	18	12	16	38

Bellmouth	GL - B023	GL - B024	GL - B025	GL - B026	GL - B027	GL - B028	GL - B029	GL - B030	GL - B031	GL - B032	GL - B033	GL - B034	GL - B035	GL - B036	GL - B037	GL - B038	GL - B039	GL - B040	GL - B041	GL - B042	GL - B043	GL - B044
Staff Install	20	10	8	4	12	6	4	10	10	12	10	8	8	8	6	2	2	14	12	8	10	12
Staff Reinstale	6	2	2	2	2	2	2	2	2	4	2	4	2	2	2	4	2	4	4	2	2	2
HGV Install	12	8	6	2	8	4	2	6	6	8	8	6	6	6	4	10	2	10	8	6	8	8
HGV Reinstale	8	6	6	2	6	4	2	6	6	6	6	4	4	4	4	4	2	6	6	6	6	4
Total AADT	32	18	14	6	22	10	6	16	14	20	18	14	12	14	10	12	2	24	18	14	16	20
Peak DT	38	20	16	6	24	12	8	18	16	24	20	16	14	14	12	14	2	28	20	16	18	24

AADT = Staff Install + HGV Install

LB Accesses

Bellmouth	LB - B001	LB - B002	LB - B003	LB - B004	LB - B005	LB - B006	LB - B007	LB - B008
Staff Install	18	6	4	6	4	10	6	14
Staff Reinstale	4	2	2	2	2	2	4	2
HGV Install	12	4	2	4	2	6	4	8
HGV Reinstale	8	2	2	4	2	4	4	4
Total AADT	30	8	6	10	6	18	12	22
Peak DT	34	10	8	12	8	20	14	26

AADT = Staff Install + HGV Install

LW 1-82 Accesses

Bellmouth	LW - B001	LW - B002	LW - B003	LW - B004	LW - B005	LW - B006	LW - B007	LW - B008	LW - B009	LW - B010	LW - B011	LW - B012	LW - B013	LW - B014	LW - B015	LW - B016	LW - B017	LW - B018	LW - B019	LW - B020	LW - B021	LW - B022
Staff Install	18	16	14	10	6	18	14	8	6	6	6	10	6	2	4	6	6	6	2	6	18	10
Staff Reinstale	4	4	6	2	4	4	4	2	2	2	2	2	4	4	2	2	2	2	2	2	4	2
HGV Install	12	12	10	6	4	12	10	6	4	4	4	6	4	8	4	4	4	4	2	4	12	6
HGV Reinstale	8	10	10	6	6	10	10	4	4	2	2	6	4	4	2	4	4	2	2	4	10	6
Total AADT	30	28	22	16	12	30	24	12	10	8	8	16	10	12	8	10	10	10	4	10	30	16
Peak DT	32	30	24	18	12	32	26	14	12	10	10	16	10	12	10	10	12	10	4	12	32	18

Bellmouth	LW - B023	LW - B024	LW - B025	LW - B026	LW - B027	LW - B028	LW - B029	LW - B030	LW - B031	LW - B032	LW - B033	LW - B034	LW - B035	LW - B036	LW - B037	LW - B038	LW - B039	LW - B040	LW - B041	LW - B042	LW - B043	LW - B044
Staff Install	6	4	4	2	4	2	6	8	16	18	16	16	10	12	10	12	6	8	12	8	8	6
Staff Reinstale	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	2	4	2	4	2
HGV Install	4	4	2	2	4	2	4	4	12	12	10	10	6	8	8	8	10	6	8	4	6	4
HGV Reinstale	4	2	2	2	2	2	4	4	10	10	10	8	6	8	8	8	4	4	8	4	6	4
Total AADT	10	8	6	2	8	2	10	12	28	28	26	24	16	20	18	20	16	14	22	12	14	12
Peak DT	10	8	6	4	8	4	10	14	30	32	28	26	18	22	20	22	16	14	22	14	16	12

Bellmouth	LW - B045	LW - B046	LW - B047	LW - B048	LW - B049	LW - B050	LW - B051	LW - B052	LW - B053	LW - B054	LW - B055	LW - B056	LW - B057	LW - B058	LW - B059	LW - B060	LW - B061	LW - B062	LW - B063	LW - B064	LW - B065	LW - B066
Staff Install	4	6	8	18	8	10	10	14	8	10	6	4	6	8	12	6	4	10	8	2	2	4
Staff Reinstale	2	2	2	4	2	4	4	4	4	4	2	2	2	4	4	2	4	2	2	2	2	2
HGV Install	2	4	6	12	6	6	6	10	6	8	4	2	4	6	8	4	2	6	4	2	0	4
HGV Reinstale	2	4	4	10	4	6	6	8	6	6	4	2	2	6	8	4	4	6	4	2	2	2
Total AADT	6	10	12	28	12	16	14	22	14	18	10	6	10	14	22	12	8	16	12	4	2	8
Peak DT	6	12	14	30	14	18	16	24	16	20	10	6	10	14	24	12	8	16	12	4	2	8

Bellmouth	LW - B067	LW - B068	LW - B069	LW - B070	LW - B071	LW - B072	LW - B073	LW - B074	LW - B075	LW - B076	LW - B077	LW - B078	LW - B079	LW - B080	LW - B081	LW - B082
Staff Install	4	4	2	4	4	4	4	10	8	4	4	8	4	6	4	4
Staff Reinstale	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
HGV Install	2	2	2	4	2	2	2	6	6	2	2	4	2	4	2	4
HGV Reinstale	2	2	2	2	2	2	2	6	4	2	2	4	2	4	2	4
Total AADT	6	6	2	8	6	6	6	16	14	6	6	12	6	12	6	8
Peak DT	6	6	4	10	6	8	6	18	14	6	6	14	6	12	8	8

AADT = Staff Install + HGV Install

LW 83-92 Accesses

Bellmouth	LW - B083	LW - B084	LW - B085	LW - B086	LW - B087	LW - B088	LW - B089	LW - B090	LW - B091
Staff Install	6	8	4	4	14	10	6	8	34
Staff Reinstale	2	4	2	2	4	2	2	2	8
HGV Install	4	12	2	2	8	6	4	4	24
HGV Reinstale	4	6	4	4	6	4	4	2	18
Total AADT	10	20	6	8	22	16	10	12	58
Peak DT	10	20	6	8	22	16	10	12	60

AADT = Staff Install + HGV Install

RJ Accesses

Bellmouth	RJ - B001	RJ - B002	RJ - B003	RJ - B004	RJ - B005	RJ - B006	RJ - B007	RJ - B008	RJ - B009	RJ - B010	RJ - B011	RJ - B012	RJ - B013	RJ - B014	RJ - B015	RJ - B016	RJ - B017	RJ - B018	RJ - B019	RJ - B020	RJ - B021	RJ - B022
Staff Install	72	12	10	6	8	6	6	4	4	10	4	10	6	4	6	4	6	4	4	8	4	4
Staff Reinstale	30	4	4	2	2	2	2	2	2	4	2	4	2	2	2	2	2	2	2	2	4	2
HGV Install	112	8	8	4	6	4	4	2	2	6	2	6	4	2	4	2	4	2	2	4	10	2
HGV Reinstale	124	6	6	4	4	4	2	2	2	6	2	6	4	2	4	2	2	2	2	4	6	2
Total AADT	186	20	18	10	14	10	8	6	6	16	6	16	10	6	12	6	8	6	6	12	16	6
Peak DT	210	22	20	10	14	12	10	8	6	18	8	20	10	6	14	8	10	8	8	14	18	6

Bellmouth	RJ - B023	RJ - B024	RJ - B025	RJ - B026	RJ - B027	RJ - B028	RJ - B029	RJ - B030	RJ - B031	RJ - B032	RJ - B033	RJ - B034	RJ - B035	RJ - B036	RJ - B037	RJ - B038	RJ - B039	RJ - B040	RJ - B041	RJ - B042	RJ - B043	RJ - B044
Staff Install	6	6	4	6	0	0	0	0	4	2	4	4	4	4	2	4	2	4	2	6	4	4
Staff Reinstale	2	2	2	2	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
HGV Install	4	4	2	4	0	0	0	0	2	2	4	2	2	4	2	2	2	2	2	4	2	4
HGV Reinstale	2	4	2	2	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	4	2	2
Total AADT	8	10	6	8	0	0	0	6	6	2	8	6	6	8	2	6	2	6	2	10	6	8
Peak DT	10	10	6	10	14	6	6	6	6	4	8	6	8	8	4	6	4	6	4	10	6	8

Bellmouth	RJ - B045	RJ - B046	RJ - B047	RJ - B048	RJ - B049	RJ - B050	RJ - B051	RJ - B052	RJ - B053	RJ - B054	RJ - B055	RJ - B056	RJ - B057	RJ - B058
Staff Install	2	6	4	8	6	4	6	12	8	2	12	14	16	16
Staff Reinstale	2	2	2	2	2	2	2	4	2	4	4	4	4	4
HGV Install	2	4	2	6	4	2	4	8	6	8	8	8	12	10
HGV Reinstale	2	4	2	4	4	2	2	6	6	4	6	6	10	10
Total AADT	2	8	6	12	10	6	8	20	14	12	20	22	28	26
Peak DT	4	10	6	14	10	6	10	22	14	12	22	26	32	30

AADT = Staff Install + HGV Install

Substations

Bellmouth	Grimsby	LCS A	LCS B	Walpole	West'n M
HGV	170	83	129	114	119
Cars/LGVs	279	395	363	348	348
Total AADT	448	478	492	462	466
Peak DT	530	760	748	692	709
AAHGVt	186	211	213	215	226

On/Off	On	On	On	On	On
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Glossary:

Peak DT

Peak single occurrence of daily traffic

AAHGVt

Peak average annual daily HGV flow over a 12 month period.

Grimsby to Walpole

Grimsby to Walpole

Bellmouth ID	Type	Note	Working Assumptions	Route Assignment	PAR ID																			
LW - B079	Crossover		via LW B083	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B079	Crossover		via LW B083	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B080	Crossover		via LW B083	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B080	Crossover		via LW B083	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B081	Crossover		via LW B083	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B081	Crossover		via LW B083	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B082	Crossover		via LW B083	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B082	Crossover		via LW B083	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B083	Access			50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B083	Access			50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B084	Access	Compound		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B084	Access	Compound		50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B085	Access			50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B085	Access			50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B086	Crossover		via LW B085	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B086	Crossover		via LW B085	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B087	Crossover		via LW B085	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1															
LW - B087	Crossover		via LW B085	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1											
LW - B088	Access			50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86	LK87	LK66	LK65											
LW - B088	Access			50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86	LK87	LK66	LK65							
LW - B089	Access			50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86	LK87	LK66	LK65											
LW - B089	Access			50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86	LK87	LK66	LK65							
LW - B090	Access			50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86	LK87	LK66	LK65											
LW - B090	Access			50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86	LK87	LK66	LK65							
LW - B091	Access	Substation and Compound		50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86	LK87	LK66	LK65											
LW - B091	Access	Substation and Compound		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86	LK87	LK66	LK65							
RJ - B001	Crossover		via RJ B003	50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86														
RJ - B001	Crossover		via RJ B003	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86										
RJ - B002	Crossover		via RJ B003	50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86														
RJ - B002	Crossover		via RJ B003	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86										
RJ - B003	Access	SW-B001		50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86														
RJ - B003	Access	SW-B001		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86										
RJ - B004	Access	SW-B002		50%	CR27	CR12-1	CR12-2	CR12-3	LK79															
RJ - B004	Access	SW-B002		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79											
RJ - B005	Crossover	SW-B003	via RJ B004	50%	CR27	CR12-1	CR12-2	CR12-3	LK79															
RJ - B005	Crossover	SW-B003	via RJ B004	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79											
RJ - B006	Crossover	SW-B004	via RJ B004	50%	CR27	CR12-1	CR12-2	CR12-3	LK79															
RJ - B006	Crossover	SW-B004	via RJ B004	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-4	CR11-3	CR11-1	CR11-2	LK79											
RJ - B007	Crossover	SW-B005	via RJ B009	50%	CR27	CR12-1	CR12-2	LK68	LK67															
RJ - B007	Crossover	SW-B005	via RJ B009	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK67										
RJ - B008	Crossover	SW-B006	via RJ B009	50%	CR27	CR12-1	CR12-2	LK68	LK67															
RJ - B008	Crossover	SW-B006	via RJ B009	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK67										
RJ - B009	Access	SW-B007		50%	CR27	CR12-1	CR12-2	LK68	LK67															
RJ - B009	Access	SW-B007		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK67										
RJ - B010	Access	SW-B008		50%	CR27	CR12-1	CR12-2	LK68	LK67															
RJ - B010	Access	SW-B008		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK67										
RJ - B011	Access	SW-B009		50%	CR27	CR12-1	CR12-2	LK68	LK88	LK69														
RJ - B011	Access	SW-B009		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88										
RJ - B012	Crossover	SW-B010	via RJ B014	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89														
RJ - B012	Crossover	SW-B010	via RJ B014	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89									
RJ - B013	Crossover	SW-B011	via RJ B014	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89														
RJ - B013	Crossover	SW-B011	via RJ B014	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89									
RJ - B014	Access	SW-B012		50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89														
RJ - B014	Access	SW-B012		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89									
RJ - B015	Access	SW-B013		50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89														
RJ - B015	Access	SW-B013		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89									
RJ - B016	Access	SW-B014		50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70													
RJ - B016	Access	SW-B014		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89	LK70								
RJ - B017	Crossover	SW-B015	via RJ B016	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70													
RJ - B017	Crossover	SW-B015	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89	LK70								
RJ - B018	Crossover	SW-B016	via RJ B016	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70													
RJ - B018	Crossover	SW-B016	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89	LK70								
RJ - B019	Crossover	SW-B017	via RJ B016	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70													
RJ - B019	Crossover	SW-B017	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89	LK70								
RJ - B020	Crossover	SW-B018	via RJ B016	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70													
RJ - B020	Crossover	SW-B018	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK68	LK88	LK89	LK70								
RJ - B021	Access	SW-B019/ Compound		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91														
RJ - B022	Access	SW-B020		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91														
RJ - B023	Crossover	SW-B021	via RJ B022	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91														
RJ - B024	Crossover	SW-B022	via RJ B022	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91														
RJ - B025	Crossover		Access cannot be found	100%																				
RJ - B026	Access	SW-B023		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74														
RJ - B027	Access	SW-B024		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74														
RJ - B028	Access	SW-B025	Crossover/ via RJ B027	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74														
RJ - B029	Access	SW-B026	Crossover/ via RJ B027	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74														
RJ - B030	Crossover	SW-B027	via RJ B034	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91	LK90													

Bellmouth ID	Type	Note	Working Assumptions	Route Assignment	PAR ID																				
RJ - B033	Crossover	SW-B030	via RJ B034	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91	LK90	LK71	LK73												
RJ - B034	Access	SW-B031		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91	LK90	LK71	LK73												
RJ - B035	Access	SW-B032		100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91	LK90	LK71	LK73												
RJ - B036	Access	SW-B033	Crossover/ via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B037	Crossover	SW-B034	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B038	Crossover	SW-B035	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B039	Crossover	SW-B036	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B040	Crossover	SW-B037	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B041	Crossover	SW-B038	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B042	Crossover	SW-B039	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B043	Crossover	SW-B040	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B044	Crossover	SW-B041	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B045	Access	SW-B042	Crossover/ via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B046	Access	SW-B043	Crossover/ via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B047	Access	SW-B044		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B048	Access	SW-B045		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B049	Access	SW-B046	Crossover/ via RJ B048	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B050	Access	SW-B047	Crossover/ via RJ B048	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93	LK78	LK77	LK76	LK75									
RJ - B051	Access	SW-B048		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93													
RJ - B052	Access	SW-B049		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23	LK93													
RJ - B053	Access	SW-B050		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23														
RJ - B054	Access	SW-B051/ Compound		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23														
RJ - B055	Access	SW-B052		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23														
RJ - B056	Access	SW-B053		50%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	W50	W51	LK97	LK95	LK94										
RJ - B056	Access	SW-B053		50%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	CR29-1	CR29-2	CR28-1	LK97	LK95	LK94							
RJ - B057	Access	SW-B054		50%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	W50	W51	LK97	LK95	LK94										
RJ - B057	Access	SW-B054		50%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	CR29-1	CR29-2	CR28-1	LK97	LK95	LK94							
RJ - B058	Access	SW-B055 /Substation and Compound		100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	LK14	LK15											
Grimsby				100%	CR1	CR2	LK1	LK2	LK3																
LCS A				50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26			
LCS A				50%	CR25	CR8	LK7	LK8	LK9-1	LK9-2	LK26														
LCS B				50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK80				
LCS B				50%	CR25	CR8	LK7	LK8	LK10	LK80															
West'n M				50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	LK79	LK86	LK87	LK66	LK65											
West'n M				50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	LK79	LK86	LK87	LK66	LK65								
Walpole				100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	LK14	LK15											

Census Area	Route Assignment	PAR ID															
Barnsley	100%	CR1	CR2	LK1	LK2	LK3											
Doncaster	100%	CR1	CR2	LK1	LK2	LK3											
Rotherham	100%	CR1	CR2	LK1	LK2	LK3											
Sheffield	100%	CR1	CR2	LK1	LK2	LK3											
Leeds	100%	CR1	CR2	LK1	LK2	LK3											
Wakefield	100%	CR1	CR2	LK1	LK2	LK3											
Kingston upon Hull	100%	CR1	CR2	LK1	LK2	LK3											
East Riding of Yorkshire	100%	CR1	CR2	LK1	LK2	LK3											
North Lincolnshire	100%	CR1	CR2	LK1	LK2	LK3											
York	100%	CR1	CR2	LK1	LK2	LK3											
Bolsover	100%	CR1	CR2	LK1	LK2	LK3											
North East Derbyshire	100%	CR1	CR2	LK1	LK2	LK3											
Boston	100%	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1
Boston	100%	CR24	CR20-2	W1													
Lincoln	100%	CR24	CR20-2	W1													
North Kesteven	100%	CR24	CR20-2	W1													
South Kesteven	100%	CR24	CR20-2	W1													
West Lindsey	100%	CR24	CR20-2	W1													
Selby	100%	CR1	CR2	LK1	LK2	LK3											
Bassetlaw	100%	CR1	CR2	LK1	LK2	LK3											
Bassetlaw	100%	CR24	CR20-2	W1													
Newark and Sherwood	100%	CR24	CR20-2	W1													
Rushcliffe	100%	CR24	CR20-2	W1													
North East Lincolnshire	100%																
North East Lincolnshire 001	100%	CR1	CR2	LK1	LK2	LK3											
North East Lincolnshire 002	100%	CR3-1	CR3-2	LK1	LK2	LK3											
North East Lincolnshire 003	100%	CR3-1	CR3-2	LK1	LK2	LK3											
North East Lincolnshire 004	100%	W2	LK3														
North East Lincolnshire 005	100%	CR3-1	CR3-2	LK1	LK2	LK3											
North East Lincolnshire 005	100%	CR3-1	W3	W2	LK3												
North East Lincolnshire 005	100%	W4	W2	LK3													
North East Lincolnshire 006	100%	CR3-1	CR3-2	LK1	LK2	LK3											
North East Lincolnshire 006	100%	CR3-1	W3	W2	LK3												
North East Lincolnshire 006	100%	W4	W2	LK3													
North East Lincolnshire 007	100%	LK2	LK3														
North East Lincolnshire 008	100%	W2	LK3														
North East Lincolnshire 009	100%	W2	LK3														
North East Lincolnshire 011	100%	W7	W4	W2	LK3												
North East Lincolnshire 012	100%	CR5-1	W7	W4	W2	LK3											
North East Lincolnshire 012	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3								
North East Lincolnshire 013	100%	W2	LK3														
North East Lincolnshire 014	100%	CR5-1	W7	W4	W2	LK3											
North East Lincolnshire 014	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3								
North East Lincolnshire 015	100%	W4	W2	LK3													
North East Lincolnshire 016	100%	W4	W2	LK3													
North East Lincolnshire 018	100%	CR5-1	W7	W4	W2	LK3											
North East Lincolnshire 018	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3								

Census Area	Route Assignment	PAR ID														
North East Lincolnshire 019	100%	W2	LK3													
North East Lincolnshire 020	100%	W9	W8	W4	W2	LK3										
North East Lincolnshire 020	100%	CR5-2	CR5-1	W7	W4	W2	LK3									
North East Lincolnshire 020	100%	CR5-2	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3						
North East Lincolnshire 021	100%	W9	W8	W4	W2	LK3										
North East Lincolnshire 022	100%	W9	W8	W4	W2	LK3										
North East Lincolnshire 022	100%	CR5-2	CR5-1	W7	W4	W2	LK3									
North East Lincolnshire 022	100%	CR5-2	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3						
North East Lincolnshire 023	100%	W10	W2	LK3												
North East Lincolnshire 023	100%	CR18-2	CR20-2	W1												
North East Lincolnshire 024	100%	CR5-1	W7	W4	W2	LK3										
North East Lincolnshire 024	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3							
East Lindsey	100%															
East Lindsey 001	100%	CR5-3	CR5-2	CR5-1	W7	W4	W2	LK3								
East Lindsey 001	100%	CR5-3	W9	W8	W4	W2	LK3									
East Lindsey 001	100%	CR18-2	CR20-2	W1												
East Lindsey 001	100%	CR24	CR20-2	W1												
East Lindsey 001	100%	CR5-5	CR5-4	W11	W10	W2	LK3									
East Lindsey 002	100%	LK18	CR18-1	CR18-2	CR20-2	W1										
East Lindsey 003	100%	CR6-1	CR18-1	CR18-2	CR20-2	W1										
East Lindsey 004	100%	CR6-1	CR18-1	CR18-2	CR20-2	W1										
East Lindsey 005	100%	LK18	CR18-1	CR18-2	CR20-2	W1										
East Lindsey 005	100%	LK6	LK5	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1					
East Lindsey 006	100%	LK18	CR18-1	CR18-2	CR20-2	W1										
East Lindsey 006	100%	LK6	LK5	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1					
East Lindsey 007	100%	CR24	CR20-2	W1												
East Lindsey 007	100%	CR18-1	CR18-2	CR20-2	W1											
East Lindsey 008	100%	LK7	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1					
East Lindsey 009	100%	W12	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1							
East Lindsey 009	100%	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1						
East Lindsey 010	100%	LK31	LK30	LK29	LK81-1	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1	
East Lindsey 011	100%	W12	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1							
East Lindsey 012	100%	LK36	LK81-2	LK81-1	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1		
East Lindsey 013	100%	CR9-1	CR8	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1				
East Lindsey 013	100%	LK33	LK32	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1			
East Lindsey 014	100%	LK36	LK81-2	LK81-1	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1		
East Lindsey 015	100%	LK36	LK81-2	LK81-1	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1		
East Lindsey 016	100%	W12	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1							
East Lindsey 017	100%	LK39	LK34	LK33	LK32	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1	
East Lindsey 017	100%	LK36	LK81-2	LK81-1	LK28	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1		
East Lindsey 018	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	CR7	CR6-4	CR6-3	CR6-2	CR6-1	CR18-1	CR18-2	CR20-2	W1	

Census Area	Route Assignment	PAR ID														
Rutland	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
Peterborough	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15							
Central Bedfordshire	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
Central Bedfordshire	100%	CR13-5	CR13-6	W56	LK15											
Bedford	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15							
Bedford	100%	CR13-5	CR13-6	W56	LK15											
Cambridge	100%	CR13-5	CR13-6	W56	LK15											
Cambridge	100%	W56	LK15													
East Cambridgeshire	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
East Cambridgeshire	100%	CR13-5	CR13-6	W56	LK15											
East Cambridgeshire	100%	W56	LK15													
South Norfolk	100%	LK14	LK15													
South Norfolk	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
Huntingdonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15							
Huntingdonshire	100%	CR13-5	CR13-6	CR13-7	LK14	LK15										
South Cambridgeshire	100%	CR13-5	CR13-6	CR13-7	LK14	LK15										
South Cambridgeshire	100%	W56	LK15													
Uttlesford	100%	CR13-5	CR13-6	W56	LK15											
Uttlesford	100%	W56	LK15													
Harborough	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
Harborough	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
Melton	100%	CR15	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54					
Melton	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
Boston	100%	CR10	CR22-1	CR22-2	W50	W52	W53	LK95	W54							
Boston	100%	CR10	CR22-1	CR22-2	W50	W51	W55	W54								
East Lindsey	100%	LK55	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54	
East Lindsey	100%	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR22-1	CR22-2	W50	W52	W53	LK95	W54			
Lincoln	100%	CR15	CR14-3	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54				
Lincoln	100%	CR15	CR14-3	CR14-2	CR14-1	CR22-1	CR22-2	W50	W51	W55	W54					
North Kesteven	100%	CR15	CR14-3	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54				
North Kesteven	100%	CR15	CR14-3	CR14-2	CR14-1	CR22-1	CR22-2	W50	W51	W55	W54					
North Kesteven	100%	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54							
North Kesteven	100%	CR14-1	CR22-1	CR22-2	W50	W51	W55	W54								
South Kesteven	100%	CR15	CR14-3	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54				
South Kesteven	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
West Lindsey	100%	CR15	CR22-1	CR22-2	W50	W52	W53	LK95	W54							
West Lindsey	100%	CR15	CR22-1	CR22-2	W50	W51	W55	W54								
Breckland	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
Breckland	100%	LK14	LK15													
Broadland	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
Broadland	100%	LK14	LK15													
North Norfolk	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
Norwich	100%	CR28-2	CR29-2	CR29-1	LK14	LK15										
Norwich	100%	LK14	LK15													
North Northamptonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15							
North Northamptonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	LK14	LK15						
Newark and Sherwood	100%	CR15	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54					

Census Area	Route Assignment	PAR ID														
Newark and Sherwood	100%	CR15	CR14-2	CR14-1	CR22-1	CR22-2	W50	W51	W55	W54						
West Suffolk	100%	LK14	LK15													
Mid Suffolk	100%	LK14	LK15													
Mid Suffolk	100%	W56	LK15													
King's Lynn and West Norfolk	100%	CR28-2	CR28-1	W54	W55											
King's Lynn and West Norfolk	100%	CR28-2	CR29-2	CR29-1	CR13-7	W56	LK15									
King's Lynn and West Norfolk	100%	LK14	LK15													
Fenland	100%															
Fenland 001	100%	W56	LK15													
Fenland 002	100%	W56	LK15													
Fenland 003	100%	W56	LK15													
Fenland 004	100%	W56	LK15													
Fenland 004	100%	CR13-5	CR13-6	W56	LK15											
Fenland 005	100%	CR13-5	CR13-6	W56	LK15											
Fenland 006	100%	CR13-5	CR13-6	W56	LK15											
Fenland 006	100%	W56	LK15													
Fenland 007	100%	CR13-5	CR13-6	W56	LK15											
Fenland 007	100%	W56	LK15													
Fenland 008	100%	CR13-5	CR13-6	W56	LK15											
Fenland 009	100%	CR13-5	CR13-6	W56	LK15											
Fenland 010	100%	CR13-5	CR13-6	W56	LK15											
Fenland 011	100%	CR13-5	CR13-6	W56	LK15											
Fenland 011	100%	W56	LK15													
South Holland	100%															
South Holland 001	100%	LK64	CR22-1	CR22-2	W50	W52	W53	LK95	W54							
South Holland 001	100%	LK64	CR22-1	CR22-2	W50	W51	W55	W54								
South Holland 001	100%	CR11-4	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W52	W53	LK95	W54		
South Holland 001	100%	CR11-4	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W51	W55	W54			
South Holland 002	100%	CR22-2	W50	W52	W53	LK95	W54									
South Holland 002	100%	CR22-2	W50	W51	W55	W54										
South Holland 002	100%	CR22-2	CR23	W63-1	W63-2	W56	LK15									
South Holland 003	100%	CR22-2	W50	W52	W53	LK95	W54									
South Holland 003	100%	CR22-2	W50	W51	W55	W54										
South Holland 003	100%	CR22-2	CR23	W63-1	W63-2	W56	LK15									
South Holland 004	100%	CR22-2	W50	W52	W53	LK95	W54									
South Holland 004	100%	CR22-2	W50	W51	W55	W54										
South Holland 004	100%	CR22-2	CR23	W63-1	W63-2	W56	LK15									
South Holland 005	100%	CR11-4	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W52	W53	LK95	W54		
South Holland 005	100%	CR11-4	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W51	W55	W54			
South Holland 005	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						
South Holland 006	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W52	W53	LK95	W54			
South Holland 006	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W51	W55	W54				
South Holland 007	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W52	W53	LK95	W54			
South Holland 007	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W51	W55	W54				
South Holland 007	100%	LK68	LK88	LK89	LK70	LK90	LK71	W52	W53	LK95	W54					
South Holland 008	100%	W50	W52	W53	LK95	W54										
South Holland 008	100%	W50	W51	W55	W54											

Census Area	Route Assignment	PAR ID														
South Holland 008	100%	W52	W53	LK95	W54											
South Holland 009	100%	CR12-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15								
South Holland 009	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W52	W53	LK95	W54			
South Holland 009	100%	LK79	LK86	LK87	W41-1	W41-2	W42	CR22-2	W50	W51	W55	W54				
South Holland 010	100%	CR22-2	W50	W52	W53	LK95	W54									
South Holland 010	100%	W56	LK15													
South Holland 011	100%	LK12	LK13	LK91	LK90	W50	W52	W53	LK95	W54						
South Holland 011	100%	W56	LK15													
South Holland 011	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						

Census Area	Route Assignment	PAR ID																											
East Riding of Yorkshire	100%	CR1	CR2	CR3-2	CR3-1	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4		LK5	LK22	LK23	LK24	W31	LK26						
East Riding of Yorkshire	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4		LK5	LK22	LK23	LK24	W31	LK26									
East Riding of Yorkshire	100%	CR6-3	CR6-4		LK5	LK22	LK23	LK24	W31	LK26																			
North Lincolnshire	100%	CR1	CR2	CR3-2	CR3-1	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4		LK5	LK22	LK23	LK24	W31	LK26						
North Lincolnshire	100%	CR6-3	CR6-4		LK5	LK22	LK23	LK24	W31	LK26																			
Peterborough	100%	CR27	CR13-1	CR12-3	CR12-2	CR12-1	CR11-4	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80						
Peterborough	100%	CR27	CR13-1	CR12-3	CR12-2	CR12-1	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1	CR14-2	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80
Fenland	100%	CR23	CR22-2	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80												
Lincoln	100%	W38	LK7	LK8	LK10	LK80																							
Lincoln	100%	LK7	LK8	LK10	LK80																								
Lincoln	100%	W38	W37	W80																									
Lincoln	100%	CR6-3	CR6-4	CR7	LK5	LK22	LK23	LK24	W31	LK26																			
North Kesteven	100%	CR6-3	CR6-4	CR7	LK5	LK22	LK23	LK24	W31	LK26																			
North Kesteven	100%	W38	W37	W80																									
North Kesteven	100%	W38	LK7	LK8	LK10	LK80																							
North Kesteven	100%	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK80																					
South Kesteven	100%	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26														
South Kesteven	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26										
South Kesteven	100%	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																				
South Kesteven	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80											
West Lindsey	100%	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																				
West Lindsey	100%	CR25	CR8	LK7	LK8	LK10	LK80																						
King's Lynn and West Norfolk	100%	CR28-2	CR28-1	W51	W50	CR22-2	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80									
Bassetlaw	100%	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																				
Bassetlaw	100%	W38	LK7	LK8	LK10	LK80																							
Newark and Sherwood	100%	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																				
Newark and Sherwood	100%	W38	W37	W80																									
Newark and Sherwood	100%	W38	LK7	LK8	LK10	LK80																							
Newark and Sherwood	100%	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																				
North East Lincolnshire	100%																												
North East Lincolnshire 001	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26										
North East Lincolnshire 001	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26										
North East Lincolnshire 007	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26										
North East Lincolnshire 007	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26										
North East Lincolnshire 023	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																	
North East Lincolnshire 023	100%	CR18-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																			
North East Lincolnshire 002	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 002	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 003	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 003	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 004	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 004	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 005	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 005	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 006	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 006	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 008	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 008	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 009	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 009	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 011	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 011	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 012	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 012	100%	W83	W33	W32	LK26																								
North East Lincolnshire 013	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 013	100%	CR4-1	CR4-2	CR5-1	W33	W32	LK26																						
North East Lincolnshire 014	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 014	100%	W83	W33	W32	LK26																								
North East Lincolnshire 015	100%	CR4-1	CR4-2	CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26											
North East Lincolnshire 015	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26																					
North East Lincolnshire 016	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 016	100%	W83	W33	W32	LK26																								

Census Area	Route Assignment	PAR ID																											
North East Lincolnshire 018	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 018	100%	W33	W32	LK26																									
North East Lincolnshire 019	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 019	100%	W83	W33	W32	LK26																								
North East Lincolnshire 020	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 020	100%	W83	W33	W32	LK26																								
North East Lincolnshire 021	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 021	100%	W83	W33	W32	LK26																								
North East Lincolnshire 022	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 022	100%	W83	W33	W32	LK26																								
North East Lincolnshire 024	100%	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26															
North East Lincolnshire 024	100%	W83	W33	W32	LK26																								
Boston	100%																												
Boston 001	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																			
Boston 001	100%	W81	W86	W87	W88	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK10	LK80																
Boston 002	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																			
Boston 002	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
Boston 003	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																			
Boston 003	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
Boston 004	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																			
Boston 004	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
Boston 006	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK82	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80										
Boston 006	100%	CR26	LK58	LK56	LK83	LK55	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80															
Boston 007	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK82	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80										
Boston 007	100%	CR26	LK58	LK56	LK83	LK55	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80															
Boston 008	100%	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
Boston 008	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
Boston 009	100%	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																
Boston 009	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																		
East Lindsey	100%																												
East Lindsey 001	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																	
East Lindsey 001	100%	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK80																			
East Lindsey 002	100%	W83	W33	W32	LK26																								
East Lindsey 002	100%	W83	W33	W32	LK26																								
East Lindsey 002	100%	W83	W35																										
East Lindsey 003	100%	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26																					
East Lindsey 003	100%	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																					
East Lindsey 003	100%	CR6-4	CR7	LK7	LK8	LK10	LK80																						
East Lindsey 003	100%	CR6-4	LK5	LK22	LK23	LK24	W31	LK9-2	LK9-1	LK10	LK80																		
East Lindsey 004	100%	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26																					
East Lindsey 004	100%	CR6-4	LK5	LK22	LK23	LK24	W31	LK26																					
East Lindsey 004	100%	CR6-4	CR7	LK7	LK8	LK10	LK80																						
East Lindsey 004	100%	CR6-4	LK5	LK22	LK23	LK24	W31	LK9-2	LK9-1	LK10	LK80																		
East Lindsey 005	100%	W33	W32	LK26																									
East Lindsey 005	100%	LK24	W31	LK26																									
East Lindsey 005	100%	W33	W32	LK9-2	LK9-1	LK10	LK80																						
East Lindsey 006	100%	W33	W32	LK26																									
East Lindsey 006	100%	W35																											
East Lindsey 007	100%	LK7	LK8	LK10	LK80																								
East Lindsey 007	100%	LK7	LK8	LK9-1	LK9-2	LK26																							
East Lindsey 008	100%	W32	LK26																										
East Lindsey 008	100%	W33	W32	LK26																									
East Lindsey 008	100%	LK8	LK9-1	LK9-2	LK26																								
East Lindsey 008	100%	LK8	LK10	LK80																									
East Lindsey 008	100%	W35																											
East Lindsey 008	100%	LK27	LK80																										
East Lindsey 009	100%	LK7	LK8	LK10	LK80																								
East Lindsey 009	100%	LK7	LK8	LK9-1	LK9-2	LK26																							
East Lindsey 010	100%	LK27	LK80																										
East Lindsey 010	100%	W35																											
East Lindsey 011	100%	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																				
East Lindsey 011	100%	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26																			

Census Area	Route Assignment	PAR ID																											
East Lindsey 012	100%	LK10	LK80																										
East Lindsey 012	100%	LK27	LK80																										
East Lindsey 012	100%	LK27	LK10	LK9-1	LK9-2	LK26																							
East Lindsey 012	100%	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK9-1	LK9-2	LK26																			
East Lindsey 013	100%	CR9-1	CR8	LK7	LK8	LK10	LK80																						
East Lindsey 013	100%	LK10	LK80																										
East Lindsey 013	100%	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26																					
East Lindsey 013	100%	LK9-1	LK9-2	LK26																									
East Lindsey 014	100%	LK10	LK80																										
East Lindsey 014	100%	LK27	LK80																										
East Lindsey 014	100%	LK27	LK10	LK9-1	LK9-2	LK26																							
East Lindsey 014	100%	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK9-1	LK9-2	LK26																			
East Lindsey 015	100%	LK10	LK80																										
East Lindsey 015	100%	LK27	LK80																										
East Lindsey 015	100%	LK27	LK10	LK9-1	LK9-2	LK26																							
East Lindsey 015	100%	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK9-1	LK9-2	LK26																			
East Lindsey 016	100%	LK7	LK8	LK10	LK80																								
East Lindsey 016	100%	LK7	LK8	LK9-1	LK9-2	LK26																							
East Lindsey 017	100%	LK39	LK34	LK33	LK32	LK8	LK10	LK80																					
East Lindsey 017	100%	LK39	LK34	LK33	LK32	LK8	LK9-1	LK9-2	LK26																				
East Lindsey 017	100%	LK81-1	LK28	W37	W80																								
East Lindsey 018	100%	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80																			
East Lindsey 018	100%	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26																		
South Holland	100%																												
South Holland 001	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK82	LK53	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80										
South Holland 001	100%	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80														
South Holland 002	100%	CR22-1	CR22-2	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80													
South Holland 003	100%	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80														
South Holland 004	100%	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80														
South Holland 005	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK51	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80											
South Holland 005	100%	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80												
South Holland 006	100%	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80												
South Holland 007	100%	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80												
South Holland 008	100%	CR22-1	CR22-2	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80													
South Holland 009	100%	CR11-4	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80											
South Holland 010	100%	CR22-1	CR22-2	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80													
South Holland 011	100%	CR12-2	CR12-1	CR11-4	CR11-3	CR11-2	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80									

Census Area	Route Assignment	PAR ID																			
Rutland	100%	W44	CR12-1	W40	LK65																
Rutland	100%	CR27	CR13-1	CR12-3	CR12-2	CR12-1	W40	LK65													
Peterborough	100%	CR27	CR13-1	CR12-2	W60	CR12-1	W40	LK65													
Peterborough	100%	W44	CR12-1	W40	LK65																
Peterborough	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65												
Central Bedfordshire	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65												
Bedford	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65												
East Cambridgeshire	100%	CR13-4	CR13-3	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65												
East Cambridgeshire	100%	W64	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65										
Fenland	100%	CR13-4	CR13-3	CR12-3	CR12-2	CR12-1	W40	LK65													
Fenland	100%	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65											
Fenland	100%	W63-2	W63-1	LK71	LK90	W43	W41-2	W41-1	LK66	LK65											
Fenland	100%	W64	W63-2	LK93	LK78	LK71	LK90	W43	W41-2	W41-1	LK66	LK65									
Huntingdonshire	100%	CR27	CR13-1	CR12-3	CR12-2	W60	CR12-1	W40	LK65												
Huntingdonshire	100%	W44	CR12-1	W40	LK65																
Huntingdonshire	100%	CR12-2	CR12-1	W40	LK65																
South Cambridgeshire	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65												
South Cambridgeshire	100%	CR12-2	CR12-1	W40	LK65																
Harborough	100%	CR27	CR13-1	CR12-3	CR12-2	CR12-1	W40	LK65													
Harborough	100%	W44	CR12-1	W40	LK65																
Melton	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
Melton	100%	W48	W49	W40	LK65																
Melton	100%	W44	CR12-1	W40	LK65																
Lincoln	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
Lincoln	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
North Kesteven	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
North Kesteven	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
North Kesteven	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
South Kesteven	100%	W48	W49	W40	LK65																
South Kesteven	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
West Lindsey	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
West Lindsey	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
Breckland	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65										
Breckland	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65										
North Norfolk	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65										
North Northamptonshire	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	CR11-2	W40	LK65											
North Northamptonshire	100%	W44	CR12-1	CR11-4	W40	LK65															
North Northamptonshire	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	CR11-2	W40	LK65											
Newark and Sherwood	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
Newark and Sherwood	100%	W46	W47	CR11-3	CR11-4	W40	LK65														
Rushcliffe	100%	CR15	CR14-1	CR14-2	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65											
Rushcliffe	100%	W46	W47	CR11-3	W40	LK65															
Boston	100%																				
Boston 001	100%	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
Boston 002	100%	CR17-2	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65												
Boston 003	100%	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65													
Boston 004	100%	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65											
Boston 006	100%	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65												
Boston 007	100%	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65														
Boston 008	100%	CR9-6	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65												
Boston 009	100%	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65													
East Lindsey	100%																				
East Lindsey 001	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK55	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65		
East Lindsey 001	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK49	W82	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			

East Lindsey 001	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65
East Lindsey 003	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK55	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 003	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK49	W82	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65				
East Lindsey 003	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65
East Lindsey 004	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK55	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 004	100%	CR5-5	CR6-1	CR6-2	CR6-3	W12	LK49	W65	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65				
East Lindsey 004	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65
East Lindsey 006	100%	LK10	LK8	LK7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 007	100%	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 007	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65											
East Lindsey 008	100%	LK8	LK7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65				
East Lindsey 008	100%	LK8	LK7	CR8	CR9-1	CR9-2	W39	LK49	LK48	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 009	100%	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 009	100%	LK49	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 009	100%	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 010	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 010	100%	LK31	LK30	LK29	LK81-1	LK11	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65		
East Lindsey 011	100%	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 011	100%	LK49	LK48	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 012	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 012	100%	LK36	LK81-2	LK81-1	LK11	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 013	100%	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65								
East Lindsey 013	100%	CR9-2	W39	LK49	LK48	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65							
East Lindsey 013	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 013	100%	LK81-1	LK11	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65					
East Lindsey 014	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 014	100%	LK36	LK81-2	LK81-1	LK11	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 015	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 015	100%	LK36	LK81-2	LK81-1	LK11	CR9-1	CR9-2	CR9-3	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
East Lindsey 016	100%	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 016	100%	LK50	LK48	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									
East Lindsey 017	100%	W81	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 017	100%	LK44	W85	W84	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65								
East Lindsey 018	100%	CR9-4	CR9-5	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65										
East Lindsey 018	100%	LK49	LK51	LK82	LK53	LK52	LK55	LK83	LK56	LK58	CR26	CR14-2	CR14-1	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65			
King's Lynn and West Norfolk	100%																					
King's Lynn and West Norfolk 001	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 002	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 003	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 004	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 005	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 006	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 007	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 008	100%	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65													
King's Lynn and West Norfolk 009	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 010	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 011	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 012	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 013	100%	W55	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65												
King's Lynn and West Norfolk 013	100%	W53	W52	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65												
King's Lynn and West Norfolk 013	100%	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65													
King's Lynn and West Norfolk 013	100%	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65												
King's Lynn and West Norfolk 014	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 015	100%	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65													
King's Lynn and West Norfolk 015	100%	CR13-7	W64	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65										

King's Lynn and West Norfolk 016	100%	W64	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 016	100%	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65													
King's Lynn and West Norfolk 017	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 017	100%	W64	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 018	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 019	100%	CR28-2	CR28-1	W51	W50	CR22-2	W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 019	100%	W64	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65											
South Holland	100%																					
South Holland 001	100%	CR11-2	CR11-3	CR11-4	W40	LK65																
South Holland 002	100%	CR22-2	W42	W41-2	W41-1	LK66	LK65															
South Holland 002	100%	W41-2	W41-1	LK66	LK65																	
South Holland 003	100%	W42	W41-2	W41-1	LK66	LK65																
South Holland 004	100%	W41-2	W41-1	LK66	LK65																	
South Holland 005	100%	W48	W49	W40	LK65																	
South Holland 005	100%	W40	LK65																			
South Holland 006	100%	W40	LK65																			
South Holland 007	100%	CR11-2	CR11-3	CR11-4	W40	LK65																
South Holland 008	100%	CR22-2	W42	W41-2	W41-1	LK66	LK65															
South Holland 009	100%	W49	W40	LK65																		
South Holland 010	100%	LK13	W45	LK89	LK69	W41-2	W41-1	LK66	LK65													
South Holland 011	100%	CR12-2	CR12-1	W40	LK65																	
South Holland 011	100%	CR12-2	CR12-1	LK79	LK86	LK87	LK66	LK65														

References

- Ref 1 National Grid Electricity Transmission (2025). Grimsby to Walpole Preliminary Environmental Information Report [online]. Available at: <https://www.nationalgrid.com/the-great-grid-upgrade/grimsby-to-walpole/document-library#4257225834-3023854277> [Accessed 12 September 2025].

9C. Future Baseline and Impact Analysis

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9C. Traffic and Movement Future Baseline and Impact Analysis

9C.1 Introduction

- 9C.1.1 This appendix presents the future baseline Traffic and Movement data for key highway links which are relevant to the preliminary assessment reported within the Supplementary Preliminary Environmental Information (PEI) Report.
- 9C.1.2 The assessment findings are presented for all Sections of the Grimsby to Walpole Project (the Project), given that a number of identified construction traffic routes will be shared by traffic generated within all Sections of the Project. As such, highway links used by construction traffic are not Section specific.
- 9C.1.3 The information within this Appendix is unchanged from that included within the June 2025 PEI Report (Ref 1), published in support of the Stage 2 Consultation completed between 11 June and 6 August 2025. Traffic data is again presented at a route wide scale, given that traffic generated in each section of the route will utilise common road links. There are many construction traffic routes which provide access to multiple sections of the Project and assessment of impacts and effects requires consideration of the cumulative traffic across all sections.
- 9C.1.4 Further design development has been completed since the launch of the Stage 2 Consultation, to confirm the preferred location of Weston Marsh Substations A and B, the associated overhead line and underground cable connections and the draft Order Limits for Section 5. However due to the conservative assumptions adopted within the June 2025 PEI Report, there are no changes to the preliminary Traffic and Movement Baseline, which is again reported within this supplementary PEI Report to provide stakeholders with a complete suite of information to inform their consultation responses. This is given that the preliminary effects assessed at this stage are primarily informed by the assumed construction traffic volumes and routing, rather than the extents of the draft Order Limits and the details of the substation and connection designs. Given that the June 2025 PEI Report construction and operational traffic projections and assumed routes were based upon reasonable worst case assumptions, including the presence of up to two substations within Section 5, the projected baseline traffic flows, volumes and distribution of construction and operational traffic and predicted impacts, have not been updated as a result of the further design development.
- 9C.1.5 The Future Baseline and construction and operational traffic projections will however be reviewed and updated as required based upon the Development Consent Order (DCO) scheme design. This updated data will inform the complete assessment to be reported within the Environmental Statement (ES).

9C.2 Future Baseline and Impact Analysis Data

- 9C.2.1 **Supplementary PEI Report Volume 3 Appendix 9C Traffic and Movement Future Baseline and Impact Analysis** presents the findings of the traffic analysis, including

calculated future baseline and forecast construction traffic flows, to determine the likely percentage change in traffic flows on key highway links as a result of the Project. This is used to determine whether the impact (change) meets the threshold for more detailed assessment based on the sensitivity of the links.

- 9C.2.2 The information presented in **Supplementary PEI Report Volume 3 Appendix 9C Traffic and Movement Future Baseline and Impact Analysis** builds on the baseline information presented in **Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline**, considering the traffic distribution and assessment from **Supplementary PEI Report Volume 3 Appendix 9B Preliminary Construction Information**, with some replication of columns to provide continuity and ease of following calculations.
- 9C.2.3 **Table 9C.1** summarises each of the column headings and the corresponding information presented.

Table 9C.1 Column headings and corresponding data for 'Appendix 9C: Appraisal' data sheet

Column Heading	Corresponding Data
S.No	This is a unique project specific link reference to differentiate between different sections of a route. The relevant link is shown on Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes (PAR) and Workers Access Routes that accompanies the PEI Report. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
Road Name	Identifiable road name/number. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
Local Highway Authority	Local Highway Authority area the road is located within. This is also the Local Highway Authority responsible for maintaining the road except where the road is identified as part of the Strategic Road Network (SRN) in which case the road is maintained by National Highways. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
2024 Department for Transport (DfT) Annual Average Daily Traffic (AADT) Calculated	The calculated 2024 baseline traffic count (all vehicles). A value of '0' indicates that no data is available and not a value of zero. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
2024 DfT Heavy Goods Vehicle (HGV) Calculated	The calculated 2024 baseline traffic count of Heavy Goods Vehicles (HGVs) only. A value of '0' indicates that no data is available and not a value of zero. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
Surveyed Oct 2024 AADT	The surveyed traffic count (all vehicles) recorded in October 2024. A value of '0' indicates that no data is available and not a value of zero.

Column Heading	Corresponding Data
	This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
Surveyed Oct 2024 HGV	The surveyed traffic count of HGVs recorded in October 2024. A value of '0' indicates that no data is available and not a value of zero. This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline .
Applied AADT	The traffic count (for all movements) taken forward for assessment from either the 2024 DfT count baseline or the October 2024 survey.
Applied HGV	The traffic count (for HGV movements) taken forward for assessment from either the 2024 DfT count baseline or the October 2024 survey.
TEMPRO 2024 - 2031	The growth factor applied to the 'Applied' count to forecast a 2031 baseline value.
2031 Future Baseline All Veh	The calculated 2031 baseline traffic count (all vehicles). A value of '0' indicates that data has not been obtained and not a value of zero.
2031 Future Baseline HGV	The calculated 2031 baseline traffic count of HGVs only. A value of '0' indicates that data has not been obtained and not a value of zero.
Construction Traffic All Vehicles	Forecast annual average daily construction traffic movements generated by the Project for the most active 12 month period.
Construction Traffic HGV	Forecast annual average daily HGV construction traffic movements generated by the Project as a proportion of the 'Construction Traffic All Vehicles' flows.
Construction Traffic AAHGVT	Forecast annual average daily construction HGV traffic movements generated by the Project for the most active 12 month period. This value may not be for the same 12 month period as 'Construction Traffic All Vehicles' flows. In some instances, this value is greater than the 'Construction Traffic All Vehicles' value.
Total All (Future traffic + Construction traffic)	Addition of the 'Construction Traffic All Vehicles' value to the '2031 Future Baseline All Veh' value to provide the combined number of trips on the road in 2031.
Total HGV (Future traffic + Construction traffic)	Addition of the 'Construction Traffic AAHGVT' value to the '2031 Future Baseline HGV' value to provide the combined number of HGV trips on the road in 2031.
Per cent difference in traffic flow All Veh	The percentage increase in traffic flows from the 2031 baseline with the additional Project related construction traffic.
Per cent difference in traffic flow HGV	The percentage increase in HGV traffic flows from the 2031 baseline (for HGVs) with the additional Project related HGV construction traffic.

Column Heading	Corresponding Data
Impact – Rule 1 or Rule 2	<p>The applicable Institute for Environmental Management and Assessment (IEMA) impact criteria to be applied for assessment, i.e. Rule 1 which applies a threshold of 30 per cent increase in traffic above the baseline count or Rule 2 which includes highway links of high or very high sensitivity and applies a threshold of 10 per cent increase in traffic above the baseline count.</p> <p>This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline.</p>
Meets/Exceeds Criteria	Identifies whether the addition of either construction (all vehicle) flows or construction HGV flows exceeds the applicable impact (i.e. Rule 1 or Rule 2). A 'yes' denotes that the applicable threshold has been exceeded.
Further Assessment Required	Identifies whether further assessment should be considered for the identified increase in Project related construction traffic. The requirement for further assessment is to be discussed and agreed with the relevant Highway Authority.

S.NO	Road Name	Local Authority	2024 DfT AADT Calculated	2024 DfT HGV Calculated	Surveyed Oct 2024 Avg Day	Surveyed Oct 2024 Avg Day HGV	Applied AADT	Applied HGV	TEMPRO 2024 - 2031	2031 Future Baseline All veh	2031 Future Baseline HGV	Construction Traffic All Vehicles	Construction Traffic HGV	Construction Traffic AAHGV	Total All (Future traffic + Construction traffic)	Total HGV (Future traffic + Construction traffic)	% difference in traffic flow All Veh	% difference in traffic flow HGV	Impact - Rule 1 or Rule 2	Meets / Exceeds criteria	Further Assessment Required
CR1	A180	North East Lincolnshire	26194	3197	0	0	26194	3197	1.0642	27875	3403	823	734	856	28699	4259	2.95%	25.17%	Rule 1	No	No
CR2	A180	North East Lincolnshire	34885	2786	0	0	34885	2786	1.0642	37125	2964	311	222	238	37436	3203	0.84%	8.04%	Rule 1	No	No
CR3-1	A180	North East Lincolnshire	32611	1225	0	0	32611	1225	1.0642	34705	1304	24	0	0	34729	1304	0.07%	0.00%	Rule 1	No	No
CR3-2	A180	North East Lincolnshire	29518	2141	0	0	29518	2141	1.0642	31414	2278	22	0	0	31435	2278	0.07%	0.00%	Rule 1	No	No
CR4-1	A16	North East Lincolnshire	15695	584	0	0	15695	584	1.0642	16702	622	9	0	0	16711	622	0.05%	0.00%	Rule 2	No	No
CR4-2	A16	North East Lincolnshire	15016	572	0	0	15016	572	1.0642	15980	609	9	0	0	15988	609	0.05%	0.00%	Rule 2	No	No
CR5-1	A16	North East Lincolnshire	16358	496	0	0	16358	496	1.0642	17409	528	18	0	0	17426	528	0.10%	0.00%	Rule 1	No	No
CR5-2	A16	North East Lincolnshire	22810	586	0	0	22810	586	1.0642	24275	624	5	0	0	24280	624	0.02%	0.00%	Rule 1	No	No
CR5-3	A16	North East Lincolnshire	21231	759	0	0	21231	759	1.0642	22594	808	1	0	0	22595	808	0.00%	0.00%	Rule 1	No	No
CR5-4	A16	East Lindsey	11522	439	10537	1125	11522	439	1.0745	12381	472	0	0	0	12381	472	0.00%	0.00%	Rule 1	No	No
CR5-5	A16	East Lindsey	0	0	11017	1273	11017	1273	1.0745	11838	1368	53	50	50	11891	1418	0.44%	3.65%	Rule 1	No	No
CR6-1	A16	East Lindsey	17509	1005	0	0	17509	1005	1.0745	18814	1080	350	340	446	19164	1526	1.86%	41.33%	Rule 1	Yes	Yes
CR6-2	A16	East Lindsey	12065	886	0	0	12065	886	1.0745	12964	952	348	340	446	13312	1398	2.68%	46.86%	Rule 1	Yes	Yes
CR6-3	A16	East Lindsey	13149	890	0	0	13149	890	1.0745	14128	956	348	340	446	14476	1402	2.46%	46.65%	Rule 1	Yes	Yes
CR6-4	A16	East Lindsey	9000	830	0	0	9000	830	1.0745	9671	892	345	340	446	10016	1338	3.57%	50.04%	Rule 1	Yes	Yes
CR7	A16	East Lindsey	7666	547	0	0	7666	547	1.0745	8238	588	361	356	462	8598	1050	4.38%	78.61%	Rule 1	Yes	Yes
CR8	A16	East Lindsey	5136	468	0	0	5136	468	1.0745	5519	502	344	340	446	5862	949	6.23%	88.78%	Rule 1	Yes	Yes
CR9-1	A16	East Lindsey	8663	707	0	0	8663	707	1.0745	9309	760	170	164	164	9478	924	1.82%	21.59%	Rule 2	Yes	Yes
CR9-2	A16	East Lindsey	11306	638	0	0	11306	638	1.0745	12148	685	170	164	164	12319	849	1.40%	23.94%	Rule 2	Yes	Yes
CR9-3	A16	East Lindsey	5592	425	0	0	5592	425	1.0745	6008	457	170	164	164	6178	621	2.83%	35.88%	Rule 2	Yes	Yes
CR9-4	A16	East Lindsey	0	0	8323	1126	8323	1126	1.0745	8943	1210	81	68	68	9024	1278	0.91%	5.62%	Rule 2	No	No
CR9-5	A16	Boston	22317	1588	0	0	22317	1588	1.0846	24205	1723	16	0	0	24222	1723	0.07%	0.00%	Rule 2	No	No
CR9-6	A16	Boston	21336	1027	0	0	21336	1027	1.0846	23141	1114	27	0	0	23168	1114	0.12%	0.00%	Rule 2	No	No
CR9-7	A16	Boston	41640	1477	0	0	41640	1477	1.0846	45163	1602	22	0	0	45184	1602	0.05%	0.00%	Rule 2	No	No
CR10	A16	Boston	20202	1307	0	0	20202	1307	1.0846	21912	1417	49	0	0	21960	1417	0.22%	0.00%	Rule 1	No	No
CR11-1	A16	South Holland	0	0	18830	3207	18830	3207	1.0777	20293	3456	320	245	299	20613	3755	1.58%	8.66%	Rule 1	No	No
CR11-2	A16	South Holland	16661	1765	0	0	16661	1765	1.0777	17956	1902	334	229	283	18289	2185	1.86%	14.89%	Rule 1	No	No
CR11-3	A16	South Holland	0	0	20116	3088	20116	3088	1.0777	21679	3327	349	229	283	22028	3611	1.61%	8.51%	Rule 1	No	No
CR11-4	A16	South Holland	23808	3164	0	0	23808	3164	1.0777	25658	3410	356	229	283	26014	3693	1.39%	8.30%	Rule 1	No	No
CR12-1	A16	South Holland	16125	2380	0	0	16125	2380	1.0777	17378	2565	330	235	289	17708	2854	1.90%	11.27%	Rule 1	No	No
CR12-2	A16	South Holland	17435	1938	0	0	17435	1938	1.0777	18790	2088	300	235	289	19090	2377	1.60%	13.85%	Rule 1	No	No
CR12-3	A16	South Holland	17562	2235	0	0	17562	2235	1.0777	18927	2409	289	248	302	19216	2711	1.53%	12.54%	Rule 1	No	No
CR13-1	A47	Peterborough	38381	3527	0	0	38381	3527	1.0832	41575	3821	322	287	441	41896	4262	0.77%	11.55%	Rule 1	No	No
CR13-2	A47	Peterborough	16078	1533	0	0	16078	1533	1.0832	17416	1661	176	134	235	17591	1896	1.01%	14.16%	Rule 1	No	No
CR13-3	A47	Peterborough + Fenland	17016	2091	0	0	17016	2091	1.00625	17122	2104	203	134	235	17325	2339	1.19%	11.17%	Rule 1	No	No
CR13-4	A47	Fenland	20240	2310	0	0	20240	2310	1.0798	21855	2495	203	134	235	22058	2730	0.93%	9.42%	Rule 1	No	No
CR13-5	A47	Fenland	25068	2657	0	0	25068	2657	1.0798	27068	2869	233	134	235	27300	3104	0.86%	8.19%	Rule 1	No	No
CR13-6	A47	King's Lynn and West Norfolk	17581	1987	0	0	17581	1987	1.05	18460	2086	233	134	235	18692	2321	1.26%	11.27%	Rule 1	No	No
CR13-7	A47	King's Lynn and West Norfolk	17670	1514	0	0	17670	1514	1.05	18553	1590	183	134	235	18736	1825	0.98%	14.79%	Rule 1	No	No
CR14-1	A17	Boston	15199	3133	0	0	15199	3133	1.0846	16484	3398	366	320	374	16850	3772	2.22%	11.01%	Rule 1	No	No
CR14-2	A17	Boston	0	0	19632	3988	19632	3988	1.0846	21293	4326	360	317	371	21653	4697	1.69%	8.58%	Rule 1	No	No
CR14-3	A17	Boston	12547	2253	0	0	12547	2253	1.0846	13609	2443	340	309	363	13949	2807	2.50%	14.86%	Rule 1	No	No
CR15	A17	Boston	19637	2806	0	0	19637	2806	1.0846	21298	3044	396	362	416	21694	3460	1.86%	13.67%	Rule 1	No	No
CR16	A1121	Boston	7012	663	0	0	7012	663	1.0846	7605	719	53	53	53	7658	772	0.70%	7.37%	Rule 1	No	No
CR17-1	A52	Boston	16930	625	0	0	16930	625	1.0846	18362	678	0	0	0	18362	678	0.00%	0.00%	Rule 2	No	No
CR17-2	A52	North East Lincolnshire	13579	611	0	0	13579	611	1.0642	14451	650	5	0	0	14456	650	0.03%	0.00%	Rule 2	No	No
CR18-1	A18	North East Lincolnshire	3621	466	0	0	3621	466	1.0642	3854	496	493	484	590	4347	1086	12.80%	119.01%	Rule 1	Yes	Yes
CR18-2	A18	North East Lincolnshire	5682	566	0	0	5682	566	1.0642	6047	603	496	484	590	6542	1193	8.20%	97.91%	Rule 1	Yes	Yes
CR19	A46	North East Lincolnshire	0	0	17736	1097	17736	1097	1.0642	18874	1168	28	28	28	18902	1196	0.15%	2.40%	Rule 1	No	No
CR20-1	A18	North East Lincolnshire	13946	664	0	0	13946	664	1.0642	14842	706	512	512	618	15354	1325	3.45%	87.50%	Rule 1	Yes	Yes
CR20-2	A18	North East Lincolnshire	14956	647	0	0	14956	647	1.0642	15916	688	548	512	618	16464	1306	3.44%	89.81%	Rule 1	Yes	Yes
CR21-1	A1173	North East Lincolnshire	4782	422	0	0	4782	422	1.0642	5089	449	512	512	618	5601	1067	10.06%	137.72%	Rule 1	Yes	Yes
CR21-2	A1173	North East Lincolnshire	3363	354	0	0	3363	354	1.0642	3579	377	512	512	618	4091	995	14.30%	163.85%	Rule 1	Yes	Yes
CR21-3	A1173	South Holland	8146	402	0	0	8146	402	1.0777	8778	433	512	512	618	9290	1052	5.83%	142.61%	Rule 1	Yes	Yes
CR22-1	A17	South Holland	17954	2417	0	0	17954	2417	1.0777	19349	2605	120	88	88	19469	2693	0.62%	3.38%	Rule 1	No	No
CR22-2	A17	South Holland	24241	1793	0	0	24241	1793	1.0777	26124	1932	179	88	88	26303	2020	0.69%	4.55%	Rule 1	No	No
CR23	A1101	South Holland	6209	706	0	0	6209	706	1.0777	6691	761	91	78	78	6782	839	1.35%	10.25%	Rule 1	No	No
CR24	A46	North East Lincolnshire	7825	200	0	0	7825	200	1.0642	8327	213	24	0	0	8351	213	0.29%	0.00%	Rule 1	No	No
CR25	A158	East Lindsey	7117	365	0	0	7117	365	1.0745	7648	392	340	340	446	7987	838	4.44%	113.73%	Rule 1	Yes	Yes
CR26	A52	East Lindsey	6849	580	0	0	6849	580	1.0745	7359	624	24	18	18	7384	642	0.33%	2.89%	Rule 1	No	No
CR27	A47	Peterborough	38242	2381	0	0	38242	2381	1.0832	41423	2579	441	406	560	41864	3139	1.06%	21.72%	Rule 1	No	No
CR28-1	A17	King's Lynn and West Norfolk	18795	2145	0	0	18795	2145	1.05	19735	2252	63	10	10	19798	2262	0.32%	0.44%	Rule 1	No	No
CR28-2	A17	King's Lynn and West Norfolk	47555	3467	0	0	47555	3467	1.05	49933	3640	110	0	0	50044	3640	0.22%	0.00%	Rule 1	No	No
CR29-1	A47	King's Lynn and West Norfolk	17293	1786	0	0	17293	1786	1.05	18158	1876	68	10	10	18226	1886	0.37%	0.53%	Rule 1	No	No
CR29-2	A47	King's Lynn and West Norfolk	21340	1570	0	0	21340	1570	1.05	22407	1649	68	10	10	22475	1659	0.30%	0.61%	Rule 1	No	No
LK1	A1136	North East Lincolnshire	8507	224	0	0															

S.NO	Road Name	Local Authority	2024 DfT AADT Calculated	2024 DfT HGV Calculated	Surveyed Oct 2024 Avg Day	Surveyed Oct 2024 Avg Day HGV	Applied AADT	Applied HGV	TEMPRO 2024 - 2031	2031 Future Baseline All veh	2031 Future Baseline HGV	Construction Traffic All Vehicles	Construction Traffic HGV	Construction Traffic AAHGV	Total All (Future traffic + Construction traffic)	Total HGV (Future traffic + Construction traffic)	% difference in traffic flow All Veh	% difference in traffic flow HGV	Impact - Rule 1 or Rule 2	Meets / Exceeds criteria	Further Assessment Required
LK7	A1104	East Lindsey	0	0	6804	888	6804	888	1.0745	7311	955	280	278	490	7591	1445	3.83%	51.36%	Rule 1	Yes	Yes
LK8	A1104	East Lindsey	9440	360	0	0	9440	360	1.0745	10143	387	279	278	490	10422	877	2.75%	126.72%	Rule 2	Yes	Yes
LK9-1	A1104	East Lindsey	0	0	4624	481	4624	481	1.0745	4969	517	113	113	241	5082	758	2.27%	46.71%	Rule 1	Yes	Yes
LK9-2	A1104	East Lindsey	0	0	4566	533	4566	533	1.0745	4906	573	99	99	227	5005	800	2.01%	39.69%	Rule 1	Yes	Yes
LK10	A1111	East Lindsey	0	0	0	0	0	0	1.0745	0	0	166	165	249	166	249	0.00%	0.00%	Rule 1	Unknown	Yes
LK11	A158	East Lindsey	10589	358	0	0	10589	358	1.0745	11378	385	124	122	122	11502	507	1.09%	31.71%	Rule 1	Yes	Yes
LK12	B1166	South Holland	0	0	4782	530	4782	530	1.0777	5154	572	36	36	36	5190	608	0.71%	6.30%	Rule 1	No	No
LK13	B1168	South Holland	0	0	0	0	0	0	1.0777	0	0	40	36	36	40	36	0.00%	0.00%	Rule 2	Unknown	Yes
LK14	Lynn Road	King's Lynn and West Norfolk	0	0	2416	253	2416	253	1.05	2537	266	225	124	225	2762	491	8.88%	84.78%	Rule 1	Yes	Yes
LK15	West Drove North	King's Lynn and West Norfolk	0	0	42	3	42	3	1.05	44	3	392	124	225	437	228	883.16%	7503.13%	Rule 1	Yes	Yes
LK16	Waltham Road	North East Lincolnshire	0	0	0	0	0	0	1.0642	0	0	24	24	24	24	24	0.00%	0.00%	Rule 1	Unknown	Yes
LK17	Station Road	East Lindsey	0	0	257	38	257	38	1.0745	276	40	24	24	24	300	64	8.69%	59.34%	Rule 1	Yes	Yes
LK18	Pear Tree Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	19	18	18	19	18	0.00%	0.00%	Rule 1	Unknown	No
LK19	Bolingbroke Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	28	28	28	28	28	0.00%	0.00%	Rule 1	Unknown	Yes
LK20	Brackenborough Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	28	28	28	28	28	0.00%	0.00%	Rule 1	Unknown	Yes
LK21	Westfield Road	East Lindsey	0	0	689	63	689	63	1.0745	740	68	28	28	28	768	96	3.78%	41.27%	Rule 1	Yes	Yes
LK22	A157	East Lindsey	0	0	0	0	0	0	1.0745	0	0	56	56	56	56	56	0.00%	0.00%	Rule 1	Unknown	Yes
LK23	A157	East Lindsey	0	0	3376	381	3376	381	1.0745	3627	409	0	0	0	3627	409	0.00%	0.00%	Rule 1	No	No
LK24	B1373	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
LK25	Unnamed Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
LK26	Rye Lane	East Lindsey	0	0	206	46	206	46	1.0745	221	50	99	99	227	320	277	44.63%	456.97%	Rule 1	Yes	Yes
LK27	B1449 Thurlby Road	East Lindsey	0	0	2470	296	2470	296	1.0745	2654	318	24	24	24	2678	342	0.90%	7.56%	Rule 1	No	No
LK28	A1028	East Lindsey	5540	254	0	0	5540	254	1.0745	5953	273	2	0	0	5955	273	0.03%	0.00%	Rule 1	No	No
LK29	Gunby Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	49	48	48	49	48	0.00%	0.00%	Rule 1	Unknown	Yes
LK30	Marsh Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	49	48	48	49	48	0.00%	0.00%	Rule 1	Unknown	Yes
LK31	Marsh Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	49	48	48	49	48	0.00%	0.00%	Rule 1	Unknown	Yes
LK32	Gunby Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	22	22	22	22	22	0.00%	0.00%	Rule 1	Unknown	Yes
LK33	Mill Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	22	22	22	22	22	0.00%	0.00%	Rule 1	Unknown	Yes
LK34	B1195	East Lindsey	1168	15	0	0	1168	15	1.0745	1255	16	22	22	22	1277	38	1.76%	135.72%	Rule 1	Yes	Yes
LK35	Ingoldmells Road	East Lindsey	0	0	1157	114	1157	114	1.0745	1244	122	12	12	12	1256	134	0.97%	9.80%	Rule 1	No	No
LK36	A158	East Lindsey	0	0	0	0	0	0	1.0745	0	0	16	14	14	16	14	0.00%	0.00%	Rule 1	Unknown	No
LK37	Middlemarsh Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	14	14	14	14	14	0.00%	0.00%	Rule 1	Unknown	No
LK38	Low Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	14	14	14	14	14	0.00%	0.00%	Rule 1	Unknown	No
LK39	Lymn Bank	East Lindsey	0	0	1140	192	1140	192	1.0745	1225	206	4	4	4	1229	210	0.33%	1.94%	Rule 1	No	No
LK40	Station Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	34	34	34	34	34	0.00%	0.00%	Rule 1	Unknown	Yes
LK41	Thorpe Bank	East Lindsey	0	0	0	0	0	0	1.0745	0	0	34	34	34	34	34	0.00%	0.00%	Rule 1	Unknown	Yes
LK42	Spilsby Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	34	34	34	34	34	0.00%	0.00%	Rule 1	Unknown	Yes
LK43	Spilsby Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	61	61	61	61	61	0.00%	0.00%	Rule 1	Unknown	Yes
LK44	Fodderdyke Bank	East Lindsey	1453	165	0	0	1453	165	1.0745	1562	177	61	61	61	1623	238	3.93%	34.42%	Rule 1	Yes	Yes
LK45	Midville Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	5	5	5	5	5	0.00%	0.00%	Rule 1	Unknown	No
LK46	Unnamed Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	5	5	5	5	5	0.00%	0.00%	Rule 1	Unknown	No
LK47	Midville Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	96	96	96	96	96	0.00%	0.00%	Rule 1	Unknown	Yes
LK48	B1184 Hale Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	54	52	52	54	52	0.00%	0.00%	Rule 1	Unknown	Yes
LK49	B1183 Carrington Road	East Lindsey	0	0	1257	186	1257	186	1.0745	1351	200	19	16	16	1370	216	1.40%	8.00%	Rule 1	No	No
LK50	B1184 Westville Road	East Lindsey	0	0	1538	207	1538	207	1.0745	1653	223	7	6	6	1660	229	0.40%	2.69%	Rule 1	No	No
LK51	B1184 Canister Lane	East Lindsey	0	0	1382	261	1382	261	1.0745	1485	281	19	18	18	1504	299	1.27%	6.41%	Rule 1	No	No
LK52	Armtree Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	22	21	21	22	21	0.00%	0.00%	Rule 1	Unknown	Yes
LK53	B1184 Leagate Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	10	9	9	10	9	0.00%	0.00%	Rule 2	Unknown	No
LK54	Mere Booth Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	12	12	12	12	12	0.00%	0.00%	Rule 1	Unknown	No
LK55	B1192 Main Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	24	21	21	24	21	0.00%	0.00%	Rule 1	Unknown	Yes
LK56	B1192 Langrick Road	Boston	0	0	0	0	0	0	1.0846	0	0	51	45	45	51	45	0.00%	0.00%	Rule 1	Unknown	Yes
LK57	Punchbowl Lane	Boston	0	0	2055	186	2055	186	1.0846	2229	202	16	16	16	2245	218	0.72%	7.92%	Rule 1	No	No
LK58	B1192 Hubberts Bridge Road	Boston	0	0	0	0	0	0	1.0846	0	0	17	11	11	17	11	0.00%	0.00%	Rule 1	Unknown	No
LK59	192 Frampton Fen Ln Hollmes Rd	Boston	0	0	1291	162	1291	162	1.0846	1400	176	11	11	11	1411	187	0.79%	6.26%	Rule 1	No	No
LK60	B1391	Boston	0	0	4589	479	4589	479	1.0846	4977	519	20	20	20	4997	539	0.40%	3.85%	Rule 1	No	No
LK61	Asperton Road	Boston	0	0	0	0	0	0	1.0846	0	0	6	6	6	6	6	0.00%	0.00%	Rule 1	Unknown	No
LK62	Main Road	Boston	0	0	0	0	0	0	1.0846	0	0	6	6	6	6	6	0.00%	0.00%	Rule 1	Unknown	No
LK63	Hipper Lane	Boston	0	0	0	0	0	0	1.0846	0	0	11	11	11	11	11	0.00%	0.00%	Rule 1	Unknown	No
LK64	B1397	Boston	0	0	4180	736	4180	736	1.0846	4533	798	12	11	11	4545	809	0.26%	1.38%	Rule 1	No	No
LK65	Marsh Road	South Holland	0	0	145	20	145	20	1.0777	156	22	502	155	262	659	284	321.53%	1199.96%	Rule 1	Yes	Yes
LK66	Stone Gate	South Holland	0	0	0	0	0	0	1.0777	0	0	239	157	264	239	264	0.00%	0.00%	Rule 1	Unknown	Yes
LK67	Long Lane	South Holland	0	0	0	0	0	0	1.0777	0	0	14	14	14	14	14	0.00%	0.00%	Rule 1	Unknown	No
LK68	B1165	South Holland	0	0	0	0	0	0	1.0777	0	0	47	46	46	47	46	0.00%	0.00%	Rule 1	Unknown	Yes
LK69	B1357 Hall Gate	South Holland	0	0	1322	149	1322	149	1.0777	1425	160	5	1	1	1429	161	0.32%	0.62%	Rule 1	No	No
LK70	B1165 Hurdletree Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	15	14	14	15	14	0.00%	0.00%	Rule 1	Unknown	No
LK71	B1165 Raven's Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	23	12	12	23	12	0.00%	0.00%	Rule 1	Unknown	No
LK72	Jingle's Gate	South Holland	0	0	0	0	0	0	1.0777	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
LK73	Broad Gate	South Holland	0	0	0	0	0	0	1.0777	0	0	12	12	12	12	12	0.00%	0.00%	Rule 1	Unknown	No
LK74	Joy's Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	4	4	4	4	4	0.00%	0.00%	Rule 2	Unknown	No
LK75	Middle Broad Drove	Fenland	0	0	0	0	0	0	1.0798	0	0	44	44	44	44	44	0.00%	0.00%	Rule 1	Unknown	Yes
LK76	Broad Drove E	Fenland	0	0	0	0	0	0	1.0798	0	0	44	44	44	44	44	0.00%	0.00%	Rule 1	Unknown	Yes
LK77	Newgate Road	Fenland	0	0	0	0	0	0	1.0798	0	0	44	44	44	44	44	0.00%	0.00%	Rule 1	Unknown	Yes

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LK78	Church Lane	Fenland	0	0	639	63	639	63	1.0798	690	68	49	44	44	739	112	7.09%	65.12%	Rule 2	Yes	Yes
LK79	A151	South Holland	0	0	16435	1620	16435	1620	1.0777	17712	1746	312	305	412	18025	2158	1.76%	23.62%	Rule 1	No	No
LK80	A1111	East Lindsey	0	0	2336	285	2336	285	1.0745	2510	306	141	141	225	2651	531	5.62%	73.50%	Rule 1	Yes	Yes
LK81-1	A158	East Lindsey	20683	488	0	0	20683	488	1.0745	22224	524	103	100	100	22327	624	0.46%	19.08%	Rule 1	No	No
LK81-2	A158	East Lindsey	0	0	13783	1416	13783	1416	1.0745	14809	1521	16	14	14	14826	1535	0.11%	0.92%	Rule 1	No	No
LK82	B1184 Canister Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	10	9	9	10	9	0.00%	0.00%	Rule 1	Unknown	No
LK83	B1192 Langrick Road	Boston	0	0	0	0	0	0	1.0846	0	0	27	21	21	27	21	0.00%	0.00%	Rule 1	Unknown	Yes
LK84	192 Frampton Fen Ln Hollmes Rd	Boston	0	0	0	0	0	0	1.0846	0	0	5	5	5	5	5	0.00%	0.00%	Rule 1	Unknown	No
LK85	192 Frampton Fen Ln Hollmes Rd	Boston	0	0	0	0	0	0	1.0846	0	0	6	6	6	6	6	0.00%	0.00%	Rule 1	Unknown	No
LK86	A151	South Holland	0	0	12544	1593	12544	1593	1.0777	13519	1717	298	291	398	13818	2115	2.21%	23.20%	Rule 1	No	No
LK87	A151	South Holland	0	0	0	0	0	0	1.0777	0	0	164	157	264	164	264	0.00%	0.00%	Rule 1	Unknown	Yes
LK88	B1165	South Holland	0	0	0	0	0	0	1.0777	0	0	33	32	32	33	32	0.00%	0.00%	Rule 1	Unknown	Yes
LK89	B1165	South Holland	0	0	0	0	0	0	1.0777	0	0	34	30	30	34	30	0.00%	0.00%	Rule 1	Unknown	Yes
LK90	B1165 Raven's Bank	South Holland	0	0	2227	275	2227	275	1.0777	2400	297	24	12	12	2424	309	1.00%	4.05%	Rule 1	No	No
LK91	B1168	South Holland	0	0	3694	466	3694	466	1.0777	3981	502	32	32	32	4014	534	0.82%	6.37%	Rule 1	No	No
LK92	Unnamed Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	6	6	6	6	6	0.00%	0.00%	Rule 1	Unknown	No
LK93	B1165	Fenland	0	0	0	0	0	0	1.0798	0	0	61	56	56	61	56	0.00%	0.00%	Rule 2	Unknown	Yes
LK94	Mill Lane	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	20	20	20	20	20	0.00%	0.00%	Rule 1	Unknown	No
LK95	Marsh Road	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	54	20	20	54	20	0.00%	0.00%	Rule 1	Unknown	Yes
LK96	Staunt Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	12	12	12	12	12	0.00%	0.00%	Rule 1	Unknown	No
LK97	King John Bank	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	20	20	20	20	20	0.00%	0.00%	Rule 1	Unknown	No
W1	Main Road / Aylesby Lane	North East Lincolnshire	0	0	2363	224	2363	224	1.0642	2515	239	36	0	0	2551	239	1.43%	0.00%	Rule 1	No	No
W2	A1136 Great Coates Rd	North East Lincolnshire	15766	161	0	0	15766	161	1.0642	16778	171	102	0	0	16880	171	0.61%	0.00%	Rule 2	No	No
W3	A1136 Yarborough Road	North East Lincolnshire	0	0	0	0	0	0	1.0642	0	0	2	0	0	2	0	0.00%	0.00%	Rule 2	Unknown	No
W4	Cambridge Road	North East Lincolnshire	8526	11	0	0	8526	11	1.0642	9073	12	42	0	0	9115	12	0.47%	0.00%	Rule 2	No	No
W5	A46 Grimsby Road	North East Lincolnshire	14225	281	0	0	14225	281	1.0642	15139	299	0	0	0	15139	299	0.00%	0.00%	Rule 1	No	No
W6	A46 Laceby Road	North East Lincolnshire	15269	200	0	0	15269	200	1.0642	16249	213	0	0	0	16249	213	0.00%	0.00%	Rule 2	No	No
W7	A46 Weelsby Road	North East Lincolnshire	21482	150	0	0	21482	150	1.0642	22861	159	13	0	0	22874	159	0.06%	0.00%	Rule 2	No	No
W8	Scartho Road	North East Lincolnshire	23451	216	0	0	23451	216	1.0642	24957	230	11	0	0	24968	230	0.04%	0.00%	Rule 2	No	No
W9	Louth Road	North East Lincolnshire	13554	56	0	0	13554	56	1.0642	14424	60	11	0	0	14435	60	0.08%	0.00%	Rule 2	No	No
W10	Bradley Road	North East Lincolnshire	0	0	0	0	0	0	1.0642	0	0	2	0	0	2	0	0.00%	0.00%	Rule 1	Unknown	No
W11	Cheapside	North East Lincolnshire + East Linds	0	0	5053	455	5053	455	1.06935	5403	486	0	0	0	5404	486	0.01%	0.00%	Rule 1	No	No
W12	A153 Horncastle Road	East Lindsey	3484	160	0	0	3484	160	1.0745	3743	172	3	0	0	3746	172	0.08%	0.00%	Rule 1	No	No
W31	B1373	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W32	A1104	East Lindsey	3800	93	0	0	3800	93	1.0745	4083	99	0	0	0	4083	99	0.00%	0.00%	Rule 1	No	No
W33	A1104 Beesby Road	East Lindsey	5007	183	0	0	5007	183	1.0745	5380	197	0	0	0	5380	197	0.00%	0.00%	Rule 1	No	No
W34	Beesby Walk / Beesby Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W35	A1111 Sutton Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W36	Claythorpe Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W37	Greenfield Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W38	Bluestone Heath Road	East Lindsey	908	29	0	0	908	29	1.0745	976	31	0	0	0	976	31	0.00%	0.00%	Rule 1	No	No
W39	A155	East Lindsey	2961	185	0	0	2961	185	1.0745	3181	199	1	0	0	3182	199	0.03%	0.00%	Rule 1	No	No
W40	Marsh Road	South Holland	0	0	0	0	0	0	1.0777	0	0	265	0	0	265	0	0.00%	0.00%	Rule 2	Unknown	Yes
W41-1	A151	South Holland	0	0	13495	1393	13495	1393	1.0777	14543	1501	87	0	0	14630	1501	0.60%	0.00%	Rule 1	No	No
W41-2	A151	South Holland	12177	794	0	0	12177	794	1.0777	13123	856	87	0	0	13210	856	0.66%	0.00%	Rule 1	No	No
W42	A151	South Holland	0	0	0	0	0	0	1.0777	0	0	60	0	0	60	0	0.00%	0.00%	Rule 1	Unknown	Yes
W43	East Gate	South Holland	0	0	0	0	0	0	1.0777	0	0	11	0	0	11	0	0.00%	0.00%	Rule 2	Unknown	No
W44	A1175 Littleworth Drove	South Holland	7540	407	0	0	7540	407	1.0777	8126	439	30	0	0	8157	439	0.37%	0.00%	Rule 2	No	No
W45	Eaugate Road /Randall Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	4	0	0	4	0	0.00%	0.00%	Rule 2	Unknown	No
W46	A52	South Holland	6240	562	0	0	6240	562	1.0777	6725	606	26	0	0	6751	606	0.39%	0.00%	Rule 2	No	No
W47	Quadring Road	South Holland	4956	266	0	0	4956	266	1.0777	5341	287	26	0	0	5368	287	0.49%	0.00%	Rule 2	No	No
W48	A151 Bourne Road / Dozens Bank	South Holland	5603	333	0	0	5603	333	1.0777	6038	359	26	0	0	6064	359	0.43%	0.00%	Rule 2	No	No
W49	A151 Bourne Road	South Holland	0	0	0	0	0	0	1.0777	0	0	33	0	0	33	0	0.00%	0.00%	Rule 2	Unknown	No
W50	A17	South Holland	0	0	0	0	0	0	1.0777	0	0	87	10	10	87	10	0.00%	0.00%	Rule 1	Unknown	Yes
W51	A17	South Holland	19352	2096	0	0	19352	2096	1.0777	20855	2259	55	10	10	20911	2269	0.26%	0.44%	Rule 1	No	No
W52	East Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	35	0	0	35	0	0.00%	0.00%	Rule 1	Unknown	No
W53	Gunthorpe Road	South Holland	0	0	0	0	0	0	1.0777	0	0	35	0	0	35	0	0.00%	0.00%	Rule 1	Unknown	No
W54	West Drove North	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	80	0	0	80	0	0.00%	0.00%	Rule 1	Unknown	Yes
W55	Market Lane	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	46	0	0	46	0	0.00%	0.00%	Rule 1	Unknown	No
W56	Lynn Road	King's Lynn and West Norfolk	0	0	0	0	0	0	1.05	0	0	167	0	0	167	0	0.00%	0.00%	Rule 2	Unknown	Yes
W60	Fulney Drove	South Holland	0	0	0	0	0	0	1.0777	0	0	21	0	0	21	0	0.00%	0.00%	Rule 1	Unknown	No
W61	Eye Road	Peterborough	14974	984	0	0	14974	984	1.0832	16219	1065	78	0	0	16297	1065	0.48%	0.00%	Rule 2	No	No
W62	A1139 Frank Perkins Parkway	Peterborough	38034	3973	0	0	38034	3973	1.0832	41199	4304	78	0	0	41276	4304	0.19%	0.00%	Rule 1	No	No
W63-1	A1101 Sutton Road	Fenland	0	0	8502	1248	8502	1248	1.0798	9180	1348	18	0	0	9199	1348	0.20%	0.00%	Rule 2	No	No
W63-2	A1101 Sutton Road	Fenland	8343	762	0	0	8343	762	1.0798	9009	823	23	0	0	9032	823	0.26%	0.00%	Rule 2	No	No
W64	A1101 Churchill Road	Fenland	15103	726	0	0	15103	726	1.0798	16308	784	9	0	0	16318	784	0.06%	0.00%	Rule 2	No	No
W80	Rye Lane	East Lindsey	0	0	163	28	163	28	1.0745	175	30	0	0	0	175	30	0.00%	0.00%	Rule 1	No	No
W81	A52 Wainfleet Road	Boston	7857	493	0	0	7857	493	1.0846	8521	535	2	0	0	8524	535	0.03%	0.00%	Rule 1	No	No
W82	B1183	East Lindsey + Boston	7054	206	0	0	7054	206	1.07955	7615	223	3	0	0	7618	223	0.03%	0.00%	Rule 2	No	No
W83	A1031	East Lindsey	2914	57	0	0	2914	57	1.0745	3131	62	0	0	0	3131	62	0.00%	0.00%	Rule 1	No	No
W84	B1184 Station Road	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No

S.NO	Road Name	Local Authority	2024 DfT AADT Calculated	2024 DfT HGV Calculated	Surveyed Oct 2024 Avg Day	Surveyed Oct 2024 Avg Day HGV	Applied AADT	Applied HGV	TEMPRO 2024 - 2031	2031 Future Baseline All veh	2031 Future Baseline HGV	Construction Traffic All Vehicles	Construction Traffic HGV	Construction Traffic AAHGV	Total All (Future traffic + Construction traffic)	Total HGV (Future traffic + Construction traffic)	% difference in traffic flow All Veh	% difference in traffic flow HGV	Impact - Rule 1 or Rule 2	Meets / Exceeds criteria	Further Assessment Required
W86	A52	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W87	Warth Lane	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No
W88	A158 Burgh Rd W	East Lindsey	0	0	0	0	0	0	1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1	Unknown	No

Input:

Construction Traffic AADT

Revision Date: 13/01/2025

Bellm. uplift:

Subst. uplift

+ 100%

+ 50%

References

- Ref 1 National Grid Electricity Transmission (2025). Grimsby to Walpole Preliminary Environmental Information Report [online]. Available at: <https://www.nationalgrid.com/the-great-grid-upgrade/grimsby-to-walpole/document-library#4257225834-3023854277> [Accessed 12 September 2025].

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