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## **Grimsby to Walpole Document control**

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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 <b>Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes (PAR) and Workers Access Routes</b> 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	Receptors identified in accordance with the Institute for Environmental Management and Assessment (IEMA) guidance.  Sensitive receptors include users of highway links including drivers, walkers, cyclists, horse riders and public transport passengers.  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.
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 CR11-2	A16 A16	South Holland South Holland	99186	0 16570	0 1755	1.0055 1.0055	0 16661	0 1765	18830 0	3207 0	1	Yes No	1 - A16/A17 Rbt	A few commercial properties A few commercial properties	Low	Rule 1 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 No		A few commercial properties	Low	Rule 1
CR12-1 CR12-2	A16 A16	South Holland South Holland	81537 81584	16037 17340	2367 1927	1.0055 1.0055	16125 17435	2380 1938	0	0	1	No No		Very occasional commercial properties Very occasional commercial properties	Neg Neg	Rule 1 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 No		A few residential and commercial properties	Low	Rule 1
CR13-2 CR13-3	A47 A47	Peterborough +	85001 94204	15971 16910	1523 2078	1.0067 1.00625	16078 17016	1533 2091	0	0	1	No No		A few residential and commercial properties  A few residential and commercial properties	Low	Rule 1 Rule 1
CR13-4	A47	Fenland 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 King's Lynn and Wes	17962	24923	2642	1.0058	25068	2657	0	0	1	No		A few residential and commercial properties	Low	Rule 1
CR13-6	A47	Norfolk King's Lynn and Wes	5/125 t	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	Norfolk	81047	17645	1512	1.0014	17670	1514	0	0	1	No		A few residential and commercial properties	Low	Rule 1

Appendix 9A: Baseline Grimsby to Walpole

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
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 CR14-3	A17 A17	Boston Boston	26232	0 12465	0 2238	1.0066 1.0066	0 12547	0 2253	19632 0	3988 0	1	No No		A few commercial and residential properties with  A few commercial and residential properties with	Low	Rule 1 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 North East	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	Lincolnshire  North East	-	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	Lincolnshire North East	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	Lincolnshire North East	26237	14893	644	1.0042	14956	647	0		1	No No		A few residential and commercial properties at southern end of link	Low	Rule 1
CR21-1 CR21-2	A1173 A1173	Lincolnshire North East	73756 27933	4762 3349	420 353	1.0042	4782 3363	422 354	0	0	1	No No		Very few residential properties and pedestrian infrastructure, rail level crossing	Low	Rule 1 Rule 1
CR21-2 CR21-3	A1173	Lincolnshire  South Holland	89081	8101	400	1.0042	8146	402	0	0	1	No		Very few residential properties and pedestrian infrastructure, rail level crossing  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		1 A1C/A17 Db+			Rule 1
CR22-1 CR22-2	A17	South Holland	56232	24108	1783	1.0055	24241	1793	0	0	1	Yes No	1 - A16/A17 Rbt	Occasioanl properties 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	4.45/447.01	A few residential and commercial properties	Low	Rule 1
CR27	A47	Peterborough King's Lynn and West	16480	37987	2365	1.0067	38242	2381	0	0	1	Yes	1 - A15/A47 Rbt	None	Neg	Rule 1
CR28-1	A17	Norfolk King's Lynn and West	27964	18769	2142	1.0014	18795	2145	0	0	1	No		None 	Neg	Rule 1
CR28-2	A17 ————————————————————————————————————	Norfolk King's Lynn and West	26509 81048	47489	3462	1.0014	47555	3467 1786	0	0	1	Yes No	1 - A17/A47 Rbt	None	Neg	Rule 1
CR29-1 CR29-2	A47	Norfolk King's Lynn and West	81048	17269 21310	1784 1568	1.0014	17293 21340	1570	0	0	1	Yes	1 - A17/A47 Rbt	None	Neg Neg	Rule 1
LK1	A1136	Norfolk North East	77625	8471	223	1.0042	8507	224	0	0	1	No	-	None	Neg	Rule 1
LK2	A1136 Great Coates Rd	Lincolnshire North East	-	0	0	1.0042	0	0	0	0	1	No	-	Pedestrian/cyclists - segregated shared route	Low	Rule 1
LK3	Aylesby Rd - C149	Lincolnshire  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 LK8	A1104 A1104	East Lindsey  East Lindsey	7516	9386	358	1.0057	9440	360	6804 0	0	1	No No	-	A few residential properties  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	Low Very High	Rule 1
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	Med	Rule 1
LK9-2	A1104	East Lindsey	-	0	0	1.0057	0	0	4566	533	1	No		footway 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 LK13	B1166 B1168	South Holland South Holland	-	0	0	1.0055	0	0	4782 0	0	1	No No	-	A few residential and commercial properties  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.	Low High	Rule 1
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	-	0	0	1.0042	0	0	0	0	1	No		some residneital properties, part of NCN110	Med	Rule 1
LK17	Station Road	Lincolnshire East Lindsey	-	0	0	1.0057	0	0	257	38	1	No		Occasional residential driveways, crossed historic rail line	Low	Rule 1

LK93 B1165 Feniand - 0 0 1.0058 0 0 0 1 No Newton  LK94 Mill lane King's Lynn and West - 0 0 1.0014 0 0 0 0 No A few residential properties	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
	LK18	Pear Tree Lane	East Lindsey	-	0	0	1.0057	0		0	0	1	No		occasional residential properties	Low	Rule 1
Proceedings		Ü		-	0	0	_	0	0	0	0	1	No		Industrial buildings and accesses, some on street parking	Low	Rule 1
1.52		•		-		· ·										Low	Rule 1
1.15	LK21	Westrield Road	East Lindsey	-	0	0	1.0057	0	0	689	63	0	No			Low	Rule 1
1272	LK22	A157	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No			Med	Rule 1
March   Marc	LK23	A157	East Lindsey	-	0	0	1.0057	0	0	3376	381	0	No			Low	Rule 1
Proceedings	LK24	B1373	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
April   State   Stat	LK25	Unnamed Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential properties, low bridge	Low	Rule 1
SAPPL   SAPP		,		-											1 1 1 1	Med	Rule 1
1772   Testin Testin Center   Test Company   Test Company   Test Company   Testin Center   T		,	-	-			_								, ,	Med	Rule 1
1979   March Post   Feet London   Co.			-	1			_									Low	Rule 1
March Name		,		_												Med Low	Rule 1 Rule 1
Column				_												Low	Rule 1
Column			-													Low	Rule 1
			-	-	0		_	0		0						Low	Rule 1
100   100	LK34	B1195		800097	1161	15	1.0057	1168	15	0	0	0	No			Low	Rule 1
1517   Manufacenet hand	LK35	Ingoldmells Road	East Lindsey	-	0	0	1.0057	0	0	1157	114	0	No		A few residential properties	Low	Rule 1
1.15	LK36		East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		Some residential properties, bus stops in laybys	Low	Rule 1
1470   1.4 mm band   1.4 mm				-											·	Low	Rule 1
1503			-	-						, ,						Low	Rule 1
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1.00		' '	-													Med	Rule 1
More   Description   Descrip		,					_									Low	Rule 1
DESS   1918   Table Lare   Les Lurdery   0 0 1,0057   0 0 0 1,00	LK46	Unnamed Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		None	Neg	Rule 1
Licid   Dala   Comment   Less Lurdery	LK47	Midville Road	East Lindsey	-	0	0	1.0057	0	0	0	0	0	No		A few residential and commercial properties	Low	Rule 1
150	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
List		ÿ	-	-	0	0	_	0							A few residential properties	Low	Rule 1
List			-	-		_ <u> </u>	_									Low	Rule 1
1.153				-				· ·	, ,						·	Low	Rule 1
LESS   BLIST   Main Road   East Under   0				-												Low	Rule 1
LISS   Dis2 Man Road			-													High Low	Rule 2 Rule 1
LEG			-				_		_ <u> </u>							Low	Rule 1
1537														1 - A1121/Station Rd/ Langrick Rd		Low	Rule 1
Inches		-		-										1 /12121/otation hay cangner ha		Low	Rule 1
Mode   Major   Major	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
USS   Asperton food	LK59 E	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
Most Road				-												Low	Rule 1
LIS3				-			_								71 75	Med	Rule 1
LK65				-		0		0								Low	Rule 1
LKSS				-	–	0	_	0	, ,	,						Low	Rule 1 Rule 1
LKGG   Stone Gate   South Holland   O   O   1,0055   O   O   O   O   O   No   A few residential and commercial properties				-	0	0	_		0							Low	Rule 1
LK67				_	0	0			0							Low	Rule 1
LK68				-	0	0	_	0	0	0	0					Neg	Rule 1
LK70   B1165 Hurdetree Bank   South Holland   - 0   0   1,0055   0   0   0   0   0   0   0   No   A few residential properties	LK68		South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential and commercial properties, bus route	Low	Rule 1
LK71	LK69	B1357 Hall Gate	South Holland	-	0	0	1.0055	0	0	1322	149	0	No		A few residential properties	Low	Rule 1
M772   Ingle's Gate   South Holland   -   0   0   1.0055   0   0   0   0   0   0   0   No   A few residential properties				-	0	0	_					0	No		A few residential properties	Low	Rule 1
LY73				-	_										Very occasional properties	Low	Rule 1
LK74		-		-			_								let it is a	Low	Rule 1
LK75   Middle Broad Drove   Fenland   -     0   0   1.0058   0   0   0   0   0   0   0   0   0				_			_		1							Low	Rule 1
LK76   Broad Drove E   Fenland   -     0   0   1.0058   0   0   0   0   0   0   0   No   Residential properties, community centre and play area   LK77   Newgate Road   Fenland   -   0   0   1.0058   0   0   0   0   0   No   A few residential properties   LK78   Church Lane   Fenland   -   0   0   1.0058   0   0   639   63   0   No   Edge of village, traffic calming, primary school, Part of NCN1   LK79   A151   South Holland   -   0   0   1.0055   0   0   16435   1620   1   No   A few properties, bus stops, segregated ped/cycleway   LK81-1   A158   East Lindsey   -   0   0   1.0057   0   0   2336   285   0   No   Few residential properties, bus stops, segregated ped/cycleway   LK81-1   A158   East Lindsey   8715   20566   485   1.0057   20683   488   0   0   0   No   A few residential properties   LK82   B1184 Canister Lane   East Lindsey   -   0   0   1.0057   0   0   13783   1415   0   No   A few residential properties   LK82   B1184 Canister Lane   East Lindsey   -   0   0   1.0056   0   0   0   0   No   A few residential properties   LK84   B1192 Frampton Fen Lin Hollmes Road   Boston   -   0   0   1.0066   0   0   0   0   0   No   A few residential properties   LK83   B1192 Frampton Fen Lin Hollmes Road   Boston   -   0   0   1.0066   0   0   0   0   No   A few residential properties   LK87   A151   South Holland   -   0   0   1.0055   0   0   0   0   No   A few residential properties   LK88   B1192 Frampton Fen Lin Hollmes Road   Boston   -   0   0   1.0066   0   0   0   0   No   No   A few residential properties   LK88   B1192 Frampton Fen Lin Hollmes Road   Boston   -   0   0   1.0066   0   0   0   0   No   No   A few residential properties   LK88   B1192 Frampton Fen Lin Hollmes Road   Boston   -   0   0   1.0066   0   0   0   No   No   A few residential properties   LK89   B1165   South Holland   -   0   0   1.0055   0   0   0   0   No   No   No   A few residential properties   LK89   B1165   South Holland   -   0   0   1.0055   0   0   0   0   No   No   A few residential properties   LK91   B1168		·		_			_									High Low	Rule 2 Rule 1
LK77   Newgate Road   Fenland   - 0 0 1,0058 0 0 0 0 0 0 0 No   A few residential properties							_									Med	Rule 1
LK78				_			_									Low	Rule 1
LK79				-			_									High	Rule 2
LK80				-	_		_									Med	Rule 1
LK81-2																Med	Rule 1
LK82   B1184 Canister Lane   East Lindsey   - 0 0 0 1.0057   0 0 0 0 0 0 0 0 No   A few residential properties	LK81-1	A158	East Lindsey	8715	20566	485	1.0057	20683	488	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   0   0   No   A few residential properties				-	0	0								-	A few residential properties	Low	Rule 1
LK84   B1192 Frampton Fen Ln Hollmes Road   Boston   -   0   0   1.0066   0   0   0   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         No         A few residential properties           LK86         A151         South Holland         -         0         0         1.0055         0         0         0         No         None           LK87         A151         South Holland         -         0         0         1.0055         0         0         0         No         None           LK88         B1165         South Holland         -         0         0         1.0055         0         0         0         No         No         None           LK89         B1165         South Holland         -         0         0         1.0055         0         0         0         No         Occasional residential properties           LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         No         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         No         No		·		-			_									Low	Rule 1
LK86         A151         South Holland         -         0         0         1.0055         0         0         12544         1593         0         No         None           LK87         A151         South Holland         -         0         0         1.0055         0         0         0         No         No         None           LK88         B1165         South Holland         -         0         0         1.0055         0         0         0         No         O         Occasional residential properties           LK89         B1165         South Holland         -         0         0         1.0055         0         0         0         No         Occasional residential properties           LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         0         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0 </td <td></td> <td>·</td> <td></td> <td>-</td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Low</td> <td>Rule 1</td>		·		-			_									Low	Rule 1
LK87         A151         South Holland         -         0         0         1.0055         0         0         0         0         No         None           LK88         B1165         South Holland         -         0         0         1.0055         0         0         0         No         Occasional residential properties           LK89         B1165         South Holland         -         0         0         1.0055         0         0         0         No         Occasional residential properties           LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         2227         275         0         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         No		· · · · · · · · · · · · · · · · · · ·														Low	Rule 1
LK88         B1165         South Holland         -         0         0         1.0055         0         0         0         0         No         Occasional residential properties           LK89         B1165         South Holland         -         0         0         1.0055         0         0         0         No         Occasional residential properties           LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         2227         275         0         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         No							_			1						Neg Neg	Rule 1 Rule 1
LK89         B1165         South Holland         -         0         0         1.0055         0         0         0         0         No         Occasional residential properties           LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         2227         275         0         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         No         No <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Low</td><td>Rule 1</td></t<>							_									Low	Rule 1
LK90         B1165 Raven's Bank         South Holland         -         0         0         1.0055         0         0         2227         275         0         No         A few residential properties           LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         No         No         None           LK93         B1165         Fenland         -         0         0         1.0058         0         0         0         1         No         Residential properties, primary school, some on street parking, bus rown on the parking, bus rown				-	, ,		_									Low	Rule 1
LK91         B1168         South Holland         -         0         0         1.0055         0         0         3694         466         0         No         Occasional residential properties           LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         No         None           LK93         B1165         Fenland         -         0         0         1.0058         0         0         0         1         No         Residential properties, primary school, some on street parking, bus rown on the parking, bus rown				-			_									Low	Rule 1
LK92         Unnamed Road         East Lindsey         -         0         0         1.0057         0         0         0         0         No         None           LK93         B1165         Fenland         -         0         0         1.0058         0         0         0         1         No         Residential properties, primary school, some on street parking, bus rown newsork           LK94         Mill Lane         King's Lynn and West         -         0         0         1.0014         0         0         0         No         A few residential properties				_	1											Low	Rule 1
LK93 B1165 Fenland - 0 0 1.0058 0 0 0 1 No Residential properties, primary school, some on street parking, bus roundly large King's Lynn and West - 0 0 1.0014 0 0 0 0 0 No A few residential properties				-			_									Neg	Rule 1
LK94 Mill Lane King's Lynn and West - 0 0 1 0014 0 0 0 0 0 No A few residential properties				-		†				0	1				Residential properties, primary school, some on street parking, bus route in	High	Rule 2
	LK94	Mill Lane		t -	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 No No None	-	Marsh Road	King's Lynn and Wes	t _	0	0	+	0	0	0	0	0	No			Low	Rule 1

Appendix 9A: Baseline 3 of 4 Grimsby to Walpole

Marchen   Marc	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
Angle	LK96	Staunt Road		-	0	0	1.0057	0	0	0	0	0	No		A few residential properties	Low	Rule 1
March   Marc	LK97	King John Bank	- '	-	0	0	1.0014	0	0	0	0	1	No		A few residential properties	Low	Rule 1
Authors	W1	Main Road / Aylesby Lane	1	-	0	0	1.0042	0	0	2363	224	0	No		Residential properties in Aylesby	Med	Rule 1
Authority   Company   Co	W2	A1136 Great Coates Rd	1	8028	15700	160	1.0042	15766	161	0	0	1	No			High	Rule 2
Part   Committed	W3	A1136 Yarborough Road	1	-	0	0	1.0042	0	0	0	0	1	No		of Grimsby, Yarborough, West Marsh	High	Rule 2
Minimum	W4	Cambridge Road	I	809627	8490	11	1.0042	8526	11	0	0	1	No		schools, some on street parking in the edge of Grimsby, Cambridge Park and	High	Rule 2
March   Marc	W5	A46 Grimsby Road	1	77624	14166	280	1.0042	14225	281	0	0	1	No		Some residential and commercial accesses	Med	Rule 1
	W6	A46 Laceby Road	Lincolnshire	56201	15205	199	1.0042	15269	200	0	0	1	Yes	Scartho Road rbt	route in the edge of Grimsby, Laceby Road Area.	High	Rule 2
September   March	W7	A46 Weelsby Road	1	99602	21392	149	1.0042	21482	150	0	0	1	Yes			High	Rule 2
March   Control   Contro	W8	Scartho Road	Lincolnshire	76027	23353	215	1.0042	23451	216	0	0	2	Yes		Scartho	High	Rule 2
Fig.	W9	Louth Road	1	80637	13497	56	1.0042	13554	56	0	0	1	No			High	Rule 2
No.	W10	Bradley Road	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
## 2325   \$2.5	W11	Cheapside	Lincolnshire + East	-	0	0	1.00495	0	0	5053	455	1	No		A few residential and commercial properties	Low	Rule 1
Aligned   Part																_	Rule 1
ANN   Anti-levery part   Feet rooms   1277   4975   130   1,2672   5030   1815   0   0   0   0   0   0   0   0   0			· · · · · ·														
Miles   Mile																	
Wilson   Controlled No.   Controlled N			,	-							<u> </u>						
March   Confession   Confessi			· · · · · ·	-													
Wilson   Control Read   Facilitation   Control Read   Control Read   Facilitation   Control Read   Control Re				_													
Public   P			<i>'</i>	-										1 - A16 / Greenfield Rd / Bluestone Heath			Rule 1
Mail			,	800861	903	29	+	908	29	0	0	0		1 - A16 / Greenfield Rd / Bluestone Heath			Rule 1
West   Marti Read   South Holland   -   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   1,055   0   0   0   0   1,055   0   0   0   0   0   0   0   0   0	W39	A155	East Lindsey	46729	2944	184	1.0057	2961	185	0	0	0	No	Rd	· ·	Med	Rule 1
MAI																	
MV3	W40	Marsh Road	South Holland	-	0	0	1.0055	0	0	0	0	0	No		A few residential properties		Rule 2
MAST   Rast Cade   South Holland   S.   O   O   1,0055   O   O   O   O   O   O   O   No   A few residential properties   Low   Name   Market   Ma									-							Low	
MAST   ALTS Intervent Drawn   South Holland   1916   2490   405   1,0055   407   0   0   0   0   0   0   0   0   0	W41-1	A151	South Holland	-	0	0	1.0055	0	0	13495	1393	0	No		Residential and commercial properties, bus route	Low Med	Rule 2
Mag	W41-1 W41-2	A151 A151	South Holland South Holland	- 36737	0 12110	0 790	1.0055 1.0055	0 12177	0 794	13495 0	1393 0	0	No No		Residential and commercial properties, bus route Residential and commercial properties, bus route	Low Med Med	Rule 2 Rule 1
Market   M	W41-1 W41-2 W42	A151 A151 A151	South Holland South Holland South Holland	- 36737	0 12110 0	790 0	1.0055 1.0055 1.0055	0 12177 0	0 794 0	13495 0 0	1393 0 0	0 0 0	No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route	Low Med Med Low	Rule 2 Rule 1 Rule 1
Ward	W41-1 W41-2 W42 W43	A151 A151 A151 East Gate	South Holland South Holland South Holland South Holland	- 36737 - -	0 12110 0 0	0 790 0	1.0055 1.0055 1.0055 1.0055	0 12177 0 0	0 794 0	13495 0 0 0	1393 0 0 0	0 0 0 0	No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties	Low Med Med Low Low	Rule 2 Rule 1 Rule 1 Rule 1
Market Lane	W41-1 W41-2 W42 W43 W44	A151 A151 A151 East Gate A1175 Littleworth Drove	South Holland South Holland South Holland South Holland South Holland	36737 - - 81536	0 12110 0 0 7499	0 790 0 0 405	1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540	0 794 0 0 407	13495 0 0 0 0	1393 0 0 0 0	0 0 0 0	No No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties	Low Med Med Low Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2
Market Lane	W41-1 W41-2 W42 W43 W44 W45 W46	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52	South Holland	- 36737 - - 81536 - 46559	0 12110 0 0 7499 0 6206	0 790 0 0 405 0 559	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240	0 794 0 0 407 0 562	13495 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0	0 0 0 0 0 0	No No No No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties	Low Med Med Low Low Low Low Low Low Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2
W50	W41-1 W41-2 W42 W43 W44 W45 W46	A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road	South Holland	- 36737 - - 81536 - 46559 6699	0 12110 0 0 7499 0 6206	0 790 0 0 405 0 559	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240	0 794 0 0 407 0 562	13495 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0	0 0 0 0 0 0	No No No No No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington	Low Med Med Low Low Low Low Low High	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2
W51	W41-1 W41-2 W42 W43 W44 W45 W46 W47	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank	South Holland	- 36737 - - 81536 - 46559 6699	0 12110 0 0 7499 0 6206 4929	0 790 0 0 405 0 559 265	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956	0 794 0 0 407 0 562 266	13495 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0	0 0 0 0 0 0 0	No No No No No No No No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on	Low Med Med Low Low Low Low Low Low Low Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2
W52	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road / Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road	South Holland	- 36737 - - 81536 - 46559 - 6699 - 92257	0 12110 0 0 7499 0 6206 4929	0 790 0 0 405 0 559 265	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956	0 794 0 0 407 0 562 266	13495 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	No N		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route	Low Med Med Low Low Low Low Low Low Low High	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2
W53   Gunthorpe Road   South Holland   -   0   0   1.0055   0   0   0   0   0   0   0   No     Occasional residential properties   Low   Rule   W54   West Drove North   King's Lyrn and West   Norfolk   No	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17	South Holland	- 36737 - 81536 - 46559 6699 92257 -	0 12110 0 0 7499 0 6206 4929 5572 0	0 790 0 0 405 0 559 265 331 0	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0	0 794 0 0 407 0 562 266 333 0	13495 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	No N		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge	Low Med Med Low Low Low Low Low High Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 3 Rule 2 Rule 2 Rule 3 Rule 2 Rule 3 Rule 4 Rule 4
West   West Drow North   Norfolk	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17	South Holland	- 36737 - 81536 - 46559 6699 92257 - - 46233	0 12110 0 0 7499 0 6206 4929 5572 0	0 790 0 0 405 0 559 265 331 0	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0	0 794 0 0 407 0 562 266 333 0	13495 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	No N		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None	Low Med Med Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2
W56   Lynn Road   King's Lynn and West   Norfolk   Nor	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank	South Holland	- 36737 81536 - 46559 6699 92257 46233	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246	0 790 0 0 405 0 559 265 331 0 0 2085	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352	0 794 0 0 407 0 562 266 333 0 0 2096	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	No N		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties	Low Med Med Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 1 Rule 1 Rule 1 Rule 1
W60   Fulney Drove   South Holland	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road	South Holland	- 36737 81536 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0	0 790 0 0 405 0 559 265 331 0 0 2085 0	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0	0 794 0 0 407 0 562 266 333 0 0 2096 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties	Low Med Med Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 1 Rule 1
W61   Eye Road   Peterborough   36519   14874   977   1.0067   14974   984   0   0   0   2   Yes   1 - Frank Perkins Pky / Eye Rd / A15 rbt   Some commercial properties   Low   Rule   W62   A1139 Frank Perkins Parkway   Peterborough   57821   37781   3377   1.0067   38034   3973   0   0   1   Yes   1 - Frank Perkins Pky / Eye Rd / A15 rbt   None -   Neg   Rule   W63 -   A1101 Sutton Road   Fenland   - 0   0   0   1.0058   0   0   8502   1248   0   No   Some commercial properties   Low   Rule   W63 -   A1101 Sutton Road   Fenland   73752   8295   758   1.0058   8343   762   0   0   0   No   Some commercial properties   Low   Rule	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North	South Holland King's Lynn and West Norfolk King's Lynn and West	- 36737 81536 - 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0	0 790 0 0 405 0 559 265 331 0 0 2085 0	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0	0 794 0 0 407 0 562 266 333 0 0 2096 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties Residential properties Residential properties with accesses in Walpole St Andrew	Low Med Med Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 1 Rule 1 Rule 1 Rule 1 Rule 1
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 -	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk	- 36737 81536 - 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0	0 790 0 0 405 0 559 265 331 0 0 2085 0 0	1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0	0 794 0 0 407 0 562 266 333 0 0 2096 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties A few residential properties Residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes	Low Med Med Low Low Low Low Low Low Low Low Low Med Med Med	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 2
W63-1	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W56 W60	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk South Holland South Holland	- 36737 81536 - 46559 - 46559 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0	0 790 0 0 405 0 559 265 331 0 0 2085 0 0	1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0	0 794 0 0 0 407 0 562 266 333 0 0 2096 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties A few commercial properties Residential properties Residential properties Residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties	Low Med Med Low Low Low Low Low Low Low Low High Low Neg Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1
W63-2   A1101 Sutton Road   Fenland   73752   8295   758   1.0058   8343   762   0   0   0   0   No   Some commercial properties   Low   Rule	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W66 W60 W61	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road / Randall Bank A52 Quadring Road A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk South Holland Peterborough	- 36737 81536 - 46559 - 6699 - 92257 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0	0 790 0 0 405 0 559 265 331 0 0 2085 0 0	1.0055 1.0055	0 12177 0 0 0 7540 0 6240 4956 5603 0 0 19352 0 0	0 794 0 0 0 407 0 562 266 333 0 0 2096 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties Residential properties Residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties	Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 2 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           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           W81         A52 Wainfleet Road         Boston         16524         7805         490         1.0066         7857         493         0         0         1         No         Residential and commercial properties         Med         Rule           W82         B1183         East Lindsey + Boston         56090         7011         205         1.00615         7054         206         0         0         No         No         Med         Rule         Rule <td>W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55</td> <td>A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road A1139 Frank Perkins Parkway</td> <td>South Holland South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk South Holland Peterborough Peterborough</td> <td>- 36737  81536 - 46559 - 6699 - 92257  46233 </td> <td>0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0 0</td> <td>0 790 0 0 0 405 0 559 265 331 0 0 2085 0 0</td> <td>1.0055 1.0065</td> <td>0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0 0</td> <td>0 794 0 0 407 0 562 266 333 0 0 2096 0 0 0</td> <td>13495 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>1393 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>No No N</td> <td></td> <td>Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties A few residential properties Residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties Some commercial properties I</td> <td>Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low Low Low Low Low Neg Low Low Low Low Neg Low Low Low Neg Low Low</td> <td>Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 1</td>	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55	A151 A151 A151 A151 East Gate A1175 Littleworth Drove Eaugate Road /Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road A1139 Frank Perkins Parkway	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk South Holland Peterborough Peterborough	- 36737 81536 - 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0 0	0 790 0 0 0 405 0 559 265 331 0 0 2085 0 0	1.0055 1.0065	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0 0	0 794 0 0 407 0 562 266 333 0 0 2096 0 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No N		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties A few residential properties Residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties Some commercial properties I	Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low Low Low Low Low Neg Low Low Low Low Neg Low Low Low Neg Low Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1
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           W81         A52 Wainfleet Road         Boston         16524         7805         490         1.0066         7857         493         0         0         1         No         Residential and commercial properties         Med         Rule           W82         B1183         East Lindsey + Boston         56090         7011         205         1.00615         7054         206         0         0         No         Mod         multiple residential and commercial properties with some direct frontages, on street parking at the north edge of Boston.         High         Rule           W83         A.1031         East Lindsey         27508         2897         57         1.0057         2914         57         0         0         No         A few residential and commercial properties         Low         Rule           W84         B1184 Station Road         East Lindsey         -         0         0         1.0057         0         0         No         No         A few residential and commercial properties         Low         <	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W66 W60 W61 W62 W63-1	A151 A151 A151 A151 Eatl Gate A1175 Littleworth Drove Eaugate Road / Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road A1139 Frank Perkins Parkway A1101 Sutton Road	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk Romer South Holland Peterborough Peterborough Fenland	- 36737 81536 - 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0 0	0 790 0 0 405 0 559 265 331 0 0 2085 0 0 0	1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0 0	0 794 0 0 407 0 562 266 333 0 0 2096 0 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties  A few residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties Some commercial properties I None - Some commercial properties	Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 2 Rule 2
W81         A52 Wainfleet Road         Boston         16524         7805         490         1.0066         7857         493         0         0         1         No         Residential and commercial properties         Med         Rule           W82         B1183         East Lindsey + Boston         56090         7011         205         1.00615         7054         206         0         0         No         Med         Med         Rule           W83         A1031         East Lindsey         27508         2897         57         1.0057         2914         57         0         0         No         A few residential and commercial properties         Low         Rule           W84         B1184 Station Road         East Lindsey         -         0         0         1.0057         0         0         0         No         A few residential and commercial properties         Low         Rule           W85         Hobhole Bank         Boston         -         0         0         1.0066         0         0         0         No         No         A few residential and commercial properties         Low         Rule           W86         A52         East Lindsey         -         0         0 <t< td=""><td>W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W66 W60 W61 W62 W63-1</td><td>A151 A151 A151 A151 Eatl Gate A1175 Littleworth Drove Eaugate Road / Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road A1139 Frank Perkins Parkway A1101 Sutton Road</td><td>South Holland South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk Romer South Holland Peterborough Peterborough Fenland</td><td>- 36737  81536 - 46559 - 6699 - 92257  46233 </td><td>0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0 0</td><td>0 790 0 0 405 0 559 265 331 0 0 2085 0 0 0</td><td>1.0055 1.0055</td><td>0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0 0</td><td>0 794 0 0 407 0 562 266 333 0 0 2096 0 0 0</td><td>13495 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>1393 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>  No</td><td></td><td>Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties  A few residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties Some commercial properties I None - Some commercial properties</td><td>Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low Low Low Low Low Low Low Low Low Low</td><td>Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1 Rule 1</td></t<>	W41-1 W41-2 W42 W43 W44 W45 W46 W47 W48 W49 W50 W51 W52 W53 W54 W55 W66 W60 W61 W62 W63-1	A151 A151 A151 A151 Eatl Gate A1175 Littleworth Drove Eaugate Road / Randall Bank A52 Quadring Road  A151 Bourne Road / Dozens Bank A151 Bourne Road A17 A17 East Bank Gunthorpe Road West Drove North Market Lane Lynn Road Fulney Drove Eye Road A1139 Frank Perkins Parkway A1101 Sutton Road	South Holland King's Lynn and West Norfolk King's Lynn and West Norfolk King's Lynn and West Norfolk Romer South Holland Peterborough Peterborough Fenland	- 36737 81536 - 46559 - 6699 - 92257 46233 	0 12110 0 0 7499 0 6206 4929 5572 0 0 19246 0 0 0	0 790 0 0 405 0 559 265 331 0 0 2085 0 0 0	1.0055 1.0055	0 12177 0 0 7540 0 6240 4956 5603 0 0 19352 0 0 0	0 794 0 0 407 0 562 266 333 0 0 2096 0 0 0	13495 0 0 0 0 0 0 0 0 0 0 0 0 0	1393 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No		Residential and commercial properties, bus route Residential and commercial properties, bus route A few residential and commercial properties, bus route A few residential properties A few residential properties Occasional residential properties Occasional residential properties Residential and commercial properties Residential and commercial properties, driveways and some on street parking, bus route in urban areas, primary school in Gosberton, Quadring, Donington A few residential properties Multiple residential and commercial properties in Spalding, direct accesses and on street parking, bus route Commercial properties in Sutton Bridge None A few commercial properties Occasional residential properties  A few residential properties Residential properties with accesses in Walpole St Andrew Residential and commercial properties in Walton Highway, part of NCN1, bus routes A few residential and commercial properties Some commercial properties I None - Some commercial properties	Low Med Med Low Low Low Low Low Low Low Migh Low Neg Low	Rule 2 Rule 1 Rule 1 Rule 1 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 2 Rule 1
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Appendix 9A: Baseline 4 of 4 Grimsby to Walpole

### 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.
- Further design development has been completed since the launch of the Stage 2 9B.1.4 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:
  - (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 Reinstate	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 Reinstate	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	<b>Table</b> 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 (AAHGVT)	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.
Туре	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: Subst. uplift

### **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 Reinstate	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
<b>HGV Reinstate</b>	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 Reinstate	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
<b>HGV Reinstate</b>	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 Reinstate	4	2	2	2	2	2	4	2
HGV Install	12	4	2	4	2	6	4	8
<b>HGV Reinstate</b>	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

LVV 1-02 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 Reinstate	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
<b>HGV Reinstate</b>	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 Reinstate	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
<b>HGV Reinstate</b>	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 Reinstate	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 Reinstate	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 Reinstate	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
<b>HGV Reinstate</b>	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

Appendix 9B1: Applied Construction Traffic Trip Generation Grimsby to Walpole

### 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 Reinstate	2	4	2	2	4	2	2	2	8
HGV Install	4	12	2	2	8	6	4	4	24
<b>HGV Reinstate</b>	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 Reinstate	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 Reinstate	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 Reinstate	2	2	2	2	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
<b>HGV Install</b>	4	4	2	4	0	0	0	0	2	2	4	2	2	4	2	2	2	2	2	4	2	4
<b>HGV Reinstate</b>	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 Reinstate	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
<b>HGV Reinstate</b>	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

On

On

On

Glossary:

On/Off

Peak DT Peak single occurance of daily traffic

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

			Route																							
Bellmouth ID	Type Note	Working Assumptions	Assignment												PAR ID											
GW - EX1	Access Substation and Compound		100%	CR1	CR2	LK1	LK2	LK3																		
GL - B001	Crossover	Access	100%	CR1	CR2	LK1	LK2	LK3																		<b></b>
GL - B002	Access	Access	100%	CR1	CR2	LK1	LK2	LK3	CD20.2	CD40		-	<u> </u>	-	-	-				ļ	-	1			$\longrightarrow$	<b></b>
GL - B003 GL - B004	Access Compound		100% 100%	CR1 CR1	CR21-3 CR21-3	CR21-2 CR21-2	CR21-1 CR21-1	CR20-1	CR20-2 CR20-2	CR19			<del>                                     </del>	-	-	-				1	-	<del>                                     </del>		-	$\longrightarrow$	
GL - B005	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	LK16	<u> </u>													
GL - B006	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	LK16														i
GL - B007	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	LK4-2														
GL - B008	Crossover	via GL B007	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	LK4-2														<u> </u>
GL - B009	Crossover	via GL B007	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	LK4-2										1				<b></b>
GL - B010 GL - B011	Crossover Crossover	via GL B007 via GL B007	100%	CR1 CR1	CR21-3 CR21-3	CR21-2 CR21-2	CR21-1 CR21-1	CR20-1 CR20-1	CR20-2 CR20-2	CR18-2 CR18-2	CR18-1 CR18-1	LK4-2 LK4-2	<u> </u>													
GL - B011 GL - B012	Access	VIA GL BOO7	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR5-5	<del> </del>	1	1	1	-			<u> </u>	+	+		-	$\rightarrow$	i
GL - B013	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR5-5	<del>                                     </del>									<del>                                     </del>			$\rightarrow$	i
GL - B014	Access Compound		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR5-5														
GL - B015	Crossover	via GL B013	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR5-5														<b></b>
GL - B016	Crossover	via GL B013	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR5-5	11/47									-				
GL - B017 GL - B018	Access Access	Crossover/via GL B019 Crossover/via GL B019	100% 100%	CR1	CR21-3 CR21-3	CR21-2 CR21-2	CR21-1 CR21-1	CR20-1 CR20-1	CR20-2 CR20-2	CR18-2 CR18-2	CR18-1 CR18-1	CR5-5 CR5-5	LK17 LK17	-	-	-					-	-				
GL - B018	Crossover	Access	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR5-5	LK17									1			$\overline{}$	
GL - B019 GL - B020	Crossover	Access	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR5-5	LK17								1				$\longrightarrow$	
GL - B021	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	LK18														
GL - B022	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	LK18														
GL - B023	Access		100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	LK19	LK20	LK21							1	1				
GL - B024 GL - B025	Access	Crossovers his CL DO24	100% 100%	CR1 CR1	CR21-3 CR21-3	CR21-2 CR21-2	CR21-1 CR21-1	CR20-1 CR20-1	CR20-2 CR20-2	CR18-2	CR18-1	LK19	LK20 LK20	LK21 LK21			<del>                                     </del>				1			-	$\longrightarrow$	
GL - B025 GL - B026	Access Access	Crossovers/via GL B024 Crossovers/via GL B024	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2 CR18-2	CR18-1 CR18-1	LK19 LK19	LK20 LK20	LK21 LK21								<del>                                     </del>			$\longrightarrow$	
GL - B020 GL - B027	Access	Crossover/via GL B031	50%	CR25	CR8	CR7	LK5	LK6	C1120-2	51110 2	21110-1	2112	LINZU	LINEA							1	1		+	$\overline{}$	$\overline{}$
GL - B027	Access	Crossover/via GL B031	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6									
GL - B028	Access	Crossover/via GL B031	50%	CR25	CR8	CR7	LK5	LK6																		
GL - B028	Access	Crossover/via GL B031	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6									
GL - B029	Crossover	via GL B031	50%	CR25	CR8	CR7	LK5	LK6	CD20.2	CD40.2	CD40.4	CDC 4	CDC 2	CDC 2	CDC 4	11/5	1.1/6									
GL - B029 GL - B030	Crossover Crossover	via GL B031 via GL B031	50% 50%	CR1 CR25	CR21-3 CR8	CR21-2 CR7	CR21-1 LK5	CR20-1 LK6	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6	-			+	+		-	$\longrightarrow$	
GL - B030	Crossover	via GL B031	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6			<u> </u>		<del> </del>			$\rightarrow$	
GL - B031	Access		50%	CR25	CR8	CR7	LK5	LK6	-			-		-	-											i
GL - B031	Access		50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6									
GL - B032	Access		50%	CR25	CR8	CR7	LK5	LK6																		
GL - B032	Access	V"- CL D022	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6								$\longrightarrow$	
GL - B033 GL - B033	Crossover Crossover	Via GL B032 Via GL B032	50% 50%	CR25 CR1	CR8 CR21-3	CR7 CR21-2	LK5 CR21-1	LK6 CR20-1	CR20-2	CD18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6					-				
GL - B033	Crossover	Via GL B032	50%	CR25	CR21-3	CR7	LK5	LK6	CNZU-Z	CN10-2	CK10-1	CK0-1	CNU-Z	CN0-3	CN0-4	LKJ	LKO					+			$\rightarrow$	
GL - B034	Crossover	Via GL B032	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6									
GL - B035	Crossover	Via GL B032	50%	CR25	CR8	CR7	LK5	LK6																		
GL - B035	Crossover	Via GL B032	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK6									
GL - B036	Crossover	Via GL B032	50%	CR25	CR8	CR7	LK5	LK6	CD20.2	CD40.2	CD40.4	CDC 4	CDC 2	CDC 2	CDC 4	11/5	1.1/6					-				
GL - B036 GL - B037	Crossover Access	Via GL B032	50%	CR1 CR25	CR21-3 CR8	CR21-2 CR7	CR21-1	LK22	CR20-2	CR18-2	CR18-1	CKb-1	CR6-2	CR6-3	CR6-4	LK5	LK6				-	-		-	$\longrightarrow$	
GL - B037	Access		50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22								$\overline{}$	
GL - B038	Access Compound		50%	CR25	CR8	CR7	LK5	LK22			-	-	-	-												
GL - B038	Access Compound		50%	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									
GL - B039	Crossover	via GL B038	50%	CR25	CR8	CR7	LK5	LK22																		
GL - B039	Crossover	via GL B038	50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22					-			$\longrightarrow$	
GL - B040 GL - B040	Crossover Crossover	via GL B038 via GL B038	50% 50%	CR25 CR1	CR8 CR21-3	CR7 CR21-2	LK5 CR21-1	LK22 CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22				+	+			$\longrightarrow$	
GL - B040	Crossover	via GL B038	50%	CR25	CR8	CR7	LK5	LK22	520 2	520 2	510 1	1	50 2	55	55 7						<b>†</b>				$\rightarrow$	<del> </del>
GL - B041	Crossover	via GL B038	50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22									
GL - B042	Crossover	via GL B038	50%	CR25	CR8	CR7	LK5	LK22																		<b></b>
GL - B042	Crossover	via GL B038	50%	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	-			-					
GL - B043 GL - B043	Crossover Crossover	via GL B038 via GL B038	50% 50%	CR25 CR1	CR8 CR21-3	CR7 CR21-2	LK5 CR21-1	LK22 CR20-1	CR20-2	CR18.2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	-		-	-	-	$\vdash$	+	$\longrightarrow$	$\vdash$
GL - B043 GL - B044	Crossover	via GL B038	50%	CR25	CR21-3 CR8	CR21-2	LK5	LK22	CN2U-2	CU10-7	CU10-1	CU0-1	CNO-Z	Cn0-3	CN0-4	LLV	LNZZ			-	+	1	$\vdash$	+	$\longrightarrow$	
GL - B044	Crossover	via GL B038	50%	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				<u> </u>				$\longrightarrow$	
LB - A1	Access Substation and Compound		50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26					
LB - A1	Access Substation and Compound		50%	CR25	CR8		LK7	LK8	LK9-1	LK9-2	LK26										$\perp$					
LB - B001	Crossover	via LB B003	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2		CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26	1				1
LB - B001	Crossover	via LB B003	50% 50%	CR25 CR1	CR8 CR21-3	CR21-2	LK7 CR21-1	LK8 CR20-1	LK9-1 CR20-2	LK9-2	LK26 CR18-1	CDE 1	CR6-2	CDE 2	CR6-4	CR7	LK7	LK8	I KO 1	LK9-2	LK26	1		+	$\longrightarrow$	
LB - B002 LB - B002	Crossover Crossover	via LB B003 via LB B003	50%	CR1 CR25	CR21-3 CR8	CK21-2	LK7	LK8		LK9-2	LK26	CK0-1	CR0-Z	CR6-3	CR0-4	CR/	LN/	LNÓ	LK9-1	LN9-Z	LN20		<del>                                     </del>		$\longrightarrow$	
LB - B002	Access	25 5005	50%	CR1	CR21-3	CR21-2			CR20-2		CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1		1	1		+	$\longrightarrow$	
LB - B003	Access		50%	CR25	CR8		LK7	LK8	LK9-1			<u>L</u>														
LB - B004	Access		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							
LB - B004	Access		50%	CR25	CR8		LK7	LK8	LK9-1														$oxed{oxed}$			]
LB - B005	Crossover	via LB B004	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		-	1			$\longrightarrow$	
LB - B005 LB - B006	Crossover Crossover	via LB B004 via LB B004	50% 50%	CR25 CR1	CR8 CR21-3	CR21-2	LK7 CR21-1	LK8 CR20-1	LK9-1 CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1		+	1	+	+	$\longrightarrow$	$\overline{}$
LB - B006	Crossover	via LB B004	50%	CR25	CR21-3	CNZ1-Z	LK7	LK8	LK9-1	CIV10-7	CIV10-1	CN0-1	CINU-Z	CNU-3	CNO-4	CIV/	LIX/	LIVO	LN3-1	1	+	1	<del>                                     </del>	+	$\longrightarrow$	<del> </del>
LB - B007	Access		50%	CR1	CR21-3	CR21-2			CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK80	1	1			$\rightarrow$	
	<del></del>	•					-		•	•		•	•	•	•	•	•	•	•	•	•					

				Pouto																							
Bellmouth ID	Type	Note	<b>Working Assumptions</b>	Route Assignment												PAR ID											
LB - B007	Access			50%	CR25	CR8		LK7	LK8	LK10	LK80																
LB - B008	Access	Substation and Compound		50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1			CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK80						
LB - B008	Access	Substation and Compound	A	50%	CR25	CR8	CR7	LK7	LK8	LK10	LK80	CD10 1	CDC 1	CDC 3	CDC 2	CDC 4	CD7	1.1/7	LVO	11/10	11/27					├──	
LW - B001 LW - B001	Crossover		Access Access	50% 50%	CR1 CR25	CR21-3 CR8	CR21-2 CR7	CR21-1 LK7	CR20-1 LK8	_	CR18-2 LK27	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK27					$\vdash$	+
LW - B002	Access		7.00033	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1			CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK10	LK27						+ +
LW - B002	Access			50%	CR25	CR8	CR7	LK7	LK8	LK10	LK27																
LW - B003	Crossover		via LW B007	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK29	LK30	LK31			<b></b>	
LW - B003 LW - B004	Crossover		via LW B007	50% 50%	CR25 CR1	LK11 CR21-3	LK81-1 CR21-2	LK29 CR21-1	LK30 CR20-1	LK31 CR20-2	CD10.3	CR18-1	CR6-1	CR6-2	CDC 2	CR6-4	CR7	CR8	LK11	LK81-1	LK29	LK30	LK31			├──	
LW - B004	Crossover		via LW B007 via LW B007	50%	CR25	LK11	LK81-1	LK29	LK30	LK31	CR18-2	CK19-1	CKD-1	CR6-2	CR6-3	CRb-4	CK/	CR8	LKII	LK81-1	LK29	LK3U	LK31			<del>                                     </del>	+
LW - B005	Access		Crossover/ LW B007	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK29	LK30	LK31				+ +
LW - B005	Access		Crossover/ LW B007	50%	CR25	LK11	LK81-1	LK29	LK30	LK31																	
LW - B006	Access		Crossover/ LW B007	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK29	LK30	LK31			<u> </u>	
LW - B006	Access		Crossover/ LW B007	50%	CR25	LK11	LK81-1	LK29	LK30	LK31	CD10.3	CD10.1	CDC 1	CDC 3	CDC 2	CDC 4	CD7	CDO	11/11	1 1/01 1	11/20	11/20	1 1/21			├──	
LW - B007 LW - B007	Access			50% 50%	CR1 CR25	CR21-3 LK11	CR21-2 LK81-1	CR21-1 LK29	CR20-1 LK30	CR20-2 LK31	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK29	LK30	LK31			<del>                                     </del>	+
LW - B008	Access			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	CR8	LK11	LK81-1	LK29	LK30	LK31				+ -
LW - B008	Access			50%	CR25	LK11	LK81-1	LK29	LK30	LK31																	
LW - B009	Access			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	CR8	LK11	LK81-1	LK35					<u> </u>	
LW - B009 LW - B010	Access			50% 50%	CR25 CR1	LK11	LK81-1	LK35	CD20.1	CR20-2	CD10.3	CD10 1	CDC 1	CDC 3	CDC 2	CDC 4	CR7	CR8	11/11	1 1/01 1	LV2F					├──	
LW - B010 LW - B010	Access			50%	CR25	CR21-3 LK11	CR21-2 LK81-1	CR21-1 LK35	CR20-1	CNZU-Z	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	cn/	CN6	LK11	LK81-1	LK35	+			1	$\vdash$	+
LW - B011	Access			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	CR8	LK11	LK81-1	LK35	1			1		+
LW - B011	Access			50%	CR25	LK11	LK81-1	LK35																			
LW - B012	Access			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	CR8	LK11	LK81-1						<u> </u>	
LW - B012	Access			50% 50%	CR25	LK11	LK81-1 CR21-2	CD21 1	CD20.1	CD20.2	CD10.3	CD10 1	CDC 1	CDC 3	CDC 2	CDC 4	CR7	CDO	11/11	1 1/01 1						├──	1
LW - B013 LW - B013	Access			50%	CR1 CR25	CR21-3 LK11	LK81-1	CR21-1	CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CK/	CR8	LK11	LK81-1						<del>                                     </del>	+
LW - B014	Access	Compound		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	CR8	LK11	LK81-1							+ +
LW - B014	Access	Compound		50%	CR25	LK11	LK81-1																				
LW - B015	Crossover		via LW B013	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	CR8	LK11	LK81-1						<u> </u>	
LW - B015	Crossover		via LW B013 via LW B013	50% 50%	CR25 CR1	LK11 CR21-3	LK81-1 CR21-2	CR21-1	CR20-1	CR20-2	CD10.3	CD10 1	CR6-1	CDC 3	CDC 2	CR6-4	CR7	CR8	11/11	1 1/01 1						├──	
LW - B016 LW - B016	Crossover		via LW B013	50%	CR25	LK11	LK81-1	CK21-1	CR20-1	CR20-2	CK18-2	CR18-1	CKD-I	CR6-2	CR6-3	CKb-4	CK/	CK8	LK11	LK81-1						<del>                                     </del>	+
LW - B017	Access		VIG EVV 5015	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	CR8	LK11	LK81-1	LK81-2	LK36	LK37	LK38			+
LW - B017	Access			50%	CR25	LK11	LK81-1	LK81-2	LK36	LK37	LK38																
LW - B018	Access			50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK81-2	LK36	LK37	LK38		<u> </u>	
LW - B018	Access		- 1- 114/ BO40	50%	CR25	LK11	LK81-1	LK81-2	LK36	LK37	LK38	CD40.4	CDC 4	cnc a	CDC 2	CDC 4	CDZ	CDO	11/44	11/04 4	11/04 2	LIKOC	11/27	11/20		<b>↓</b>	
LW - B019 LW - B019	Crossover		via LW B018 via LW B018	50% 50%	CR1 CR25	CR21-3 LK11	CR21-2 LK81-1	CR21-1 LK81-2	CR20-1 LK36	CR20-2 LK37	CR18-2 LK38	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK81-2	LK36	LK37	LK38		<del>                                     </del>	+
LW - B020	Crossover		via LW B018	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK81-1	LK81-2	LK36	LK37	LK38		<del>                                     </del>	+
LW - B020	Crossover		via LW B018	50%	CR25	LK11	LK81-1	LK81-2	LK36	LK37	LK38																
LW - B021	Access			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	CR8	LK11	LK32	LK33	LK34					
LW - B021	Access			50%	CR25	LK11	LK32	LK33	LK34	CD20.2	CD40.2	CD40.4	CDC 4	CDC 2	CDC 2	CDC 4	CDZ	CDO	11/44	11/22	11/22	11/24				<b>├</b> ──	4
LW - B022 LW - B022	Access			50% 50%	CR1 CR25	CR21-3 LK11	CR21-2 LK32	CR21-1 LK33	CR20-1 LK34	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK32	LK33	LK34			1	$\vdash$	+
LW - B023	Access			50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	LK11	LK32	LK33	LK34	LK39			<del>                                     </del>	+
LW - B023	Access			50%	CR25	LK11	LK32	LK33	LK34	LK39																	
LW - B024	Crossover		via LW B030	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B024	Crossover		via LW B030	50%	CR25	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43		LK41	LK40	0000	000.4	007	000	000.4	0000	000 0					<u> </u>	
LW - B025 LW - B025	Crossover		via LW B030 via LW B030	50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	CR20-1 LK47		CR18-2 LK43		CR6-1 LK41	CR6-2 LK40	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B025	Crossover		via LW B030	50%	CR25	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B026	Crossover		via LW B030	50%	CR25	CR9-1	CR9-2	CR9-3	LK47	_	LK43		LK41	LK40													
LW - B027	Crossover		via LW B030	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B027	Crossover		via LW B030	50%	CR25	CR9-1	CR9-2	CR9-3 CR21-1	LK47 CR20-1	LK44 CR20-2	LK43	LK42 CR18-1	LK41	LK40	CDE 2	CR6-4	CR7	CBO	CDO 1	CBO 2	CPO 3	11/47	LK44	1 1/42	1742	1 1/41	IVAO
LW - B028 LW - B028	Crossover		via LW B030 via LW B030	50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	LK47		LK43		LK41	CR6-2 LK40	CR6-3	CK0-4	CK/	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B028	Crossover		via LW B030	50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B029	Crossover		via LW B030	50%	CR25	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40													
LW - B030	Access			50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2			CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B030	Access			50%	CR25	CR9-1	CR9-2	CR9-3	LK47		LK43		LK41	LK40	CDC 2	CDC 4	CDZ	CDO	CDO 4	CDO 2	CDO 2	11/47	11/44	11/42	11/42	11/44	11/40
LW - B031 LW - B031	Access			50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	CR20-1 LK47		CR18-2 LK43		CR6-1 LK41	CR6-2 LK40	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	LK42	LK41	LK40
LW - B031	Access			50%	CR25	CR21-3	CR21-2			_			CR6-1		CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	1	$\vdash$	+
LW - B032	Access			50%	CR25	CR9-1	CR9-2	CR9-3	LK47		LK43												<u> </u>		<u> </u>		
LW - B033	Access			50%	CR1	CR21-3	CR21-2					CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43			
LW - B033	Access			50%	CR25	CR9-1	CR9-2	CR9-3	LK47		LK43	CD10.1	CDC 4	CDC 3	CDC 2	CDC 4	CD7	CDC	CDC 4	CDC 2	CDO 2	11/47	11/44	11/42	1	<del> </del>	
LW - B034 LW - B034	Access			50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	CR20-1 LK47	CR20-2 LK45	CR18-2 LK46	CK18-1	CK6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47	LK44	LK43	+	<del> </del>	+
LW - B034	Access			50%	CR25	CR21-3	CR21-2	CR21-1		CR20-2		CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47				$\vdash$	+-
LW - B035	Access			50%	CR25	CR9-1	CR9-2	CR9-3	LK47														<u> </u>		<u> </u>		
LW - B036	Access			50%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47					
LW - B036	Access			50%	CR25	CR9-1	CR9-2	CR9-3	LK47	0000	0045	0045	one :	0000	0000	00.5 :	00-	one	one :	000 5	000						$\perp$
LW - B037	Crossover		via LW B036	50%	CR1	CR21-3	CR21-2	CR21-1	+	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47		-	1	<del></del>	+
LW - B037 LW - B038	Crossover Crossover		via LW B036 via LW B036	50% 50%	CR25 CR1	CR9-1 CR21-3	CR9-2 CR21-2	CR9-3 CR21-1	LK47 CR20-1	CR20-2	CR18-7	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	LK47			1	<del></del>	+
L. DOJO	CI 0330VCI		200	30/3		C1121-3	C1121-2	C1121-1	C1120-1	U112U Z	UN40 Z	O1120 I	U110 I	5110 Z	12110 3	10110 7	J~11/	U110	10110 1	J11J Z	0,100	ENT/				4	

Appendix 9B2: HGV Primary Access Route Assignment 2 of 5 Grimsby to Walpole

Bellmouth ID	Туре	Note	Working Assumptions	Route												PAR ID											
		Note		Assignment	lonar.	000.4	000.0	000.0								FAILID											
LW - B038 LW - B039	Crossover Access	Compound	via LW B036	50% 50%	CR25 CR1	CR9-1 CR21-3	CR9-2 CR21-2	CR9-3 CR21-1	LK47 CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4				<del></del>	+
LW - B039	Access	Compound		50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	CIVEO E	CRIO Z	CRIO I	CNO 1	Cito 2	CINO 3	Cito 4	City	CITO	CITS I	CNS Z	City 3	CITS 4				<u> </u>	
LW - B040	Access			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	CR8	CR9-1	CR9-2	CR9-3	CR9-4					
LW - B040 LW - B041	Access		Access	50% 50%	CR25 CR1	CR9-1 CR21-3	CR9-2 CR21-2	CR9-3 CR21-1	CR9-4 CR20-1	CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK96		├──	
LW - B041	Crossover		Access Access	50%	CR25	CR21-3	CR21-2	CR21-1	CR20-1	LK48	LK96	CK10-1	CK0-1	CRO-2	CKO-3	CRO-4	CR7	CRO	CR9-1	CR9-2	CR9-3	CR9-4	LN40	LK90		$\vdash$	+
LW - B042	Crossover		Access	50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2		CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK96			
LW - B042	Crossover		Access	50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK96																
LW - B043 LW - B043	Access			50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	CR20-1 CR9-4	CR20-2 LK48	CR18-2 LK49	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49		├──	
LW - B043	Access Access			50%	CR25	CR21-3	CR21-2	CR21-1	CR20-1	+	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49		<del> </del>	+
LW - B044	Access			50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49		-	-	1				1			1					
LW - B045	Access			50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49	LK92		
LW - B045	Access			50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49	LK92	CDC 4	cnc a	CDC 2	CDC 4	CD7	CDO	CDO 4	CDO 2	CDO 2	CDO 4	11/40	11/40	11402	₽	
LW - B046 LW - B046	Access Access			50% 50%	CR1 CR25	CR21-3 CR9-1	CR21-2 CR9-2	CR21-1 CR9-3	CR20-1 CR9-4	CR20-2 LK48	CR18-2 LK49	CR18-1 LK92	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK49	LK92	<del></del>	$\vdash$
LW - B047	Access			50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2		CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK50			+
LW - B047	Access			50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK50																
LW - B048	Access			50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1			CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK51		<del> </del>	
LW - B048 LW - B048	Access			50% 50%	CR25 CR15	CR9-1 CR16	CR9-2 LK56	CR9-3 LK83	CR9-4 LK55	LK48 LK52	LK51 LK53	LK82		-	1	<del>                                     </del>	-	<del>                                     </del>	<del>                                     </del>		1	1				<del>                                     </del>	<del>                                     </del>
LW - B049	Access			50%	CR1	CR21-3	CR21-2	CR21-1	CR20-1		CR18-2		CR6-1	CR6-2	CR6-3	CR6-4	CR7	CR8	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK51			
LW - B049	Access			50%	CR25	CR9-1	CR9-2	CR9-3	CR9-4	LK48	LK51																
LW - B049	Access			50%	CR15	CR16	LK56	LK83	LK55	LK52	LK53	LK82															$\perp$
LW - B050 LW - B051	Access Access			100% 100%	CR15 CR15	CR16 CR16	LK56 LK56	LK83 LK83	LK55 LK55	LK52 LK52	LK54 LK54	<del>                                     </del>		-	<del>                                     </del>	<del>                                     </del>	-	<del>                                     </del>	<del>                                     </del>		-	+	1			<del></del>	+
LW - B052	Access			100%	CR15	CR16	LK56	LK57	EKSS	LIGE	ERST					-			1								+
LW - B053	Access			100%	CR15	CR16	LK56	LK57																			
LW - B054	Access			100%	CR15	CR16	LK56	11/50								<del>                                     </del>			<u> </u>							<u> </u>	
LW - B055 LW - B055	Access			50% 50%	CR15 CR27	CR16 CR13-1	LK58 CR12-3	LK59 CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK58	LK59	┼		<del> </del>	<del> </del>	<del> </del>			<del>                                     </del>	$\vdash$
LW - B056	Access			50%	CR15	CR16	LK58	LK59	CN12-2	CNII-4	CKII-3	CKII-I	CK11-2	CN14-1	CR14-2	CNZU	LKJO	LKJJ	<del>                                     </del>								
LW - B056	Access			50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK58	LK59									
LW - B057	Access			50%	CR15	CR16	LK58	LK59	LK84										<u> </u>							<b></b>	
LW - B057 LW - B058	Access			50% 50%	CR27 CR15	CR13-1 CR16	CR12-3 LK58	CR12-1 LK59	CR12-2 LK84	CR11-4 LK85	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26			<del>                                     </del>							<del>                                     </del>	+
LW - B058	Access			50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK85	<del>                                     </del>	<del>                                     </del>		1	1	1			$\vdash$	$\vdash$
LW - B059	Access			50%	CR15	CR14-3	LK60																				
LW - B059	Access			50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK60		ļ							<u> </u>	
LW - B060 LW - B060	Access Access			50% 50%	CR15 CR27	CR14-3 CR13-1	LK60 CR12-3	CR12-1	CP12-2	CR11-4	CD11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK60		<u> </u>							<del> </del>	
LW - B061	Crossover		via LW B060	50%	CR15	CR14-3	LK60	CK12-1	CR12-2	CK11-4	CK11-3	CKII-I	CK11-2	CK14-1	CN14-2	CNZU	LKOU		<del>                                     </del>							<del>                                     </del>	
LW - B061	Crossover		via LW B060	50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK60										
LW - B062	Crossover		via LW B060	50%	CR15	CR14-3	LK60									ļ											
LW - B062 LW - B063	Crossover Access		via LW B060	50% 50%	CR27 CR15	CR13-1 CR14-3	CR12-3 CR14-2	CR12-1	CR12-2 LK61	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	CR14-2	CR26	LK60		<u> </u>							$\vdash$	$\vdash$
LW - B063	Access			50%	CR27	CR14-3	CR12-3		CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	LK62	LK61			<del>                                     </del>								$\vdash$
LW - B064	Access			50%	CR15	CR14-3	CR14-2	LK62	LK61																		
LW - B064	Access			50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-1	CR11-2	CR14-1	LK62	LK61			<u> </u>							<u> </u>	
LW - B065 LW - B065	Crossover		via LW B071 via LW B071	50% 50%	CR15 CR27	CR14-3 CR13-1	CR14-2 CR12-3	CD12 1	CR12-2	CD11 /	CD11 2	CD11 2	CD11 1	CR14-1		<del> </del>			<del> </del>							<del> </del>	
LW - B066	Crossover		via LW B071	50%	CR15	CR14-3	CR14-2	CNIZ-I	CN12-2	CNII-4	CKII-3	CN11-2	CKII-I	CN14-1	1	<del>                                     </del>			<del>                                     </del>								+
LW - B066	Crossover		via LW B071	50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1													
LW - B067	Crossover		via LW B071	50%	CR15	CR14-3	CR14-2	CD42.1	CD42.2	CD44 :	CD44.2	CD44.2	CD44.1	CD4.4.1	-	<u> </u>		<u> </u>	<u> </u>		<u> </u>	-	<u> </u>	-		<del> </del>	
LW - B067 LW - B068	Crossover Crossover		via LW B071 via LW B071	50% 50%	CR27 CR15	CR13-1 CR14-3	CR12-3 CR14-2	CK12-1	CR12-2	CK11-4	CK11-3	CK11-2	CK11-1	CR14-1	<del>                                     </del>		1	1	1	1		$\vdash$	+				
LW - B068	Crossover		via LW B071	50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1													
LW - B069	Crossover		via LW B071	50%	CR15	CR14-3	CR14-2																				
LW - B069 LW - B070	Crossover		via LW B071	50% 50%	CR27 CR15	CR13-1 CR14-3	CR12-3 CR14-2	CR12-1	CR12-2	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1	-	-	-	<u> </u>	1		-	-	1	1		<del> </del>	++
LW - B070 LW - B070	Crossover Crossover		via LW B071 via LW B071	50%	CR15	CR14-3 CR13-1	CR14-2 CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1	1	<del>                                     </del>			<del>                                     </del>								+
LW - B071	Access		1.0 211 2072	50%	CR15	CR14-3	CR14-2	0.122 2	0.1.22.2		0.122.5	0.122.2	0.122	0.12.12													
LW - B071	Access			50%	CR27	CR13-1	CR12-3	CR12-1	CR12-2	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1													
LW - B072	Access			50%	CR15	CR14-3	CR14-2	CD12.1	CD12.2	CD11.4	CD11 2	CD11 2	CD11 1	CD1 4 1					<u> </u>							₽	
LW - B072 LW - B073	Access Access			50% 50%	CR27 CR15	CR13-1 CR14-3	CR12-3 CR14-2	CR12-1 LK63	CR12-2	CK11-4	CK11-3	CK11-2	CK11-1	CK14-1	<del> </del>	1	<del>                                     </del>	<del>                                     </del>	1		1	1	1	1		<del></del>	+
LW - B073	Access			50%	CR27	CR13-1	CR12-1		CR12-3	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1	LK63	1			1								
LW - B074	Access			50%	CR15	CR14-3	CR14-2	LK63																			
LW - B074	Access			50%	CR27	CR13-1	CR12-1		CR12-3	CR11-4	CR11-3	CR11-2	CR11-1	CR14-1	LK63	<u> </u>			<u> </u>		1		<u> </u>			<u> </u>	
LW - B075 LW - B075	Crossover		via LW B077 via LW B077	50% 50%	CR15 CR27	CR14-3 CR13-1	CR14-2 CR12-1	CR14-1 CR12-2	LK64 CR12-3	CR11-/	CR11-2	CR11-2	CR11-1	CR11/-1	1 K63	1	-		1		1	1				<del></del>	+
LW - B075	Crossover		via LW B077	50%	CR15	CR14-3	CR12-1	CR14-1	LK64	C.1.1.4	51,11 3	511117	5,,11 1	C1117-1	2.1.03	1			1		1						$\vdash$
LW - B076	Crossover		via LW B077	50%	CR27	CR13-1	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-2	CR11-1	LK64													
LW - B077	Access			50%	CR15	CR14-3	CR14-2	CR14-1	LK64		00000	00000	0000													<u> </u>	$\Box$
LW - B077 LW - B078	Access			50% 50%	CR27 CR15	CR13-1 CR14-3	CR12-1 CR14-2		CR12-3 LK64	CR11-4	CR11-3	CR11-2	CR11-1	LK64	-	1	-	-	1		1	-	1	-		<del> </del>	+
LW - B078	Access Access			50%	CR15	CR14-3 CR13-1			CR12-3	CR11-4	CR11-3	CR11-2	CR11-1	LK64	1	1		<del>                                     </del>	1			+				$\vdash$	++
						1		· · ·	, · · ·	<u> :                                  </u>	·																

Appendix 9B2: HGV Primary Access Route Assignment Grimsby to Walpole

				Route																		
Bellmouth ID	Туре	Note	Working Assumptions	Assignment												PAR ID						
LW - B079	Crossover		via LW B083	50%	CR15	CR14-3			CR11-1													
LW - B079	Crossover		via LW B083	50%	CR27	CR13-1	CR12-1	CR12-2	+	CR11-4	CR11-3	CR11-2	CR11-1			<u> </u>						$\vdash$
LW - B080 LW - B080	Crossover Crossover		via LW B083 via LW B083	50% 50%	CR15 CR27	CR14-3 CR13-1	CR14-2 CR12-1	CR14-1 CR12-2	CR11-1	CR11-4	CR11-3	CR11-2	CR11-1	-	-	<del>                                     </del>						$\overline{}$
LW - B081	Crossover		via LW B083	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CNII 4	CKII 5	CIVII Z	CKIII									$\overline{}$
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		CR11-4	CR11-3	CR11-2	CR11-1									$\vdash$
LW - B083 LW - B083	Access Access			50% 50%	CR15 CR27	CR14-3 CR13-1	CR14-2 CR12-1	CR14-1 CR12-2	CR11-1 CR12-3	CR11-4	CR11-3	CR11-2	CR11-1			<del>                                     </del>						$\overline{}$
LW - B084	Access	Compound		50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CIVII	CKII 5	CRII Z	CKIII									$\overline{}$
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		ia IVV DOGE	50% 50%	CR27	CR13-1	CR12-1	CR12-2 CR14-1		CR11-4	CR11-3	CR11-2	CR11-1			<u> </u>						$\vdash$
LW - B086 LW - B086	Crossover Crossover		via LW B085 via LW B085	50%	CR15 CR27	CR14-3 CR13-1	CR14-2 CR12-1	CR14-1	CR11-1	CR11-4	CR11-3	CR11-2	CR11-1									-
LW - B087	Crossover		via LW B085	50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CKII	CKII 5	CIVII Z	CKIII									$\overline{}$
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		CR11-3	CR11-1		LK79	LK86	LK87	LK66	LK65					
LW - B089 LW - B089	Access Access			50% 50%	CR27 CR15	CR12-1 CR14-3	CR12-2 CR14-2	CR12-3 CR14-1	LK79 CR11-4	LK86 CR11-3	LK87 CR11-1	LK66 CR11-2	LK65 LK79	LK86	LK87	LK66	$\vdash$				 	
LW - B089	Access			50%	CR15	CR14-3 CR12-1	CR14-2 CR12-2	CR14-1 CR12-3	LK79	LK86	LK87	LK66	LK79 LK65	LNOD	LNO/	LNOO					+	$\vdash$
LW - B090	Access			50%	CR15	CR14-3	CR14-2	CR14-1		CR11-3	CR11-1		LK79	LK86	LK87	LK66	LK65				+	$\overline{}$
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	+	_	CR11-1	CR11-2	LK79	LK86	LK87	LK66	LK65					
RJ - B001	Crossover		via RJ B003	50%	CR27	CR12-1	CR12-2	CR12-3	LK79	LK86	CD11 1	CD11 3	1 1/70	LVCC	<u> </u>	-	$\vdash$				-+	$\vdash$
RJ - B001 RJ - B002	Crossover Crossover		via RJ B003 via RJ B003	50% 50%	CR15 CR27	CR14-3 CR12-1	CR14-2 CR12-2	CR14-1 CR12-3	CR11-4 LK79	CR11-3 LK86	CK11-1	CR11-2	LK79	LK86	<del>                                     </del>	1	<del>                                     </del>					
RJ - B002	Crossover		via RJ B003	50%	CR15	CR12-1	CR12-2	CR12-3	CR11-4	CR11-3	CR11-1	CR11-2	LK79	LK86		<del>                                     </del>					+	
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													<b></b>
RJ - B004 RJ - B005	Access	SW-B002 SW-B003	via RJ B004	50% 50%	CR15 CR27	CR14-3 CR12-1	CR14-2 CR12-2	CR14-1 CR12-3	CR11-4 LK79	CR11-3	CR11-1	CR11-2	LK79			<u> </u>						$\vdash$
RJ - B005	Crossover Crossover	SW-B003	via RJ B004	50%	CR15	CR12-1	CR12-2	CR12-3		CR11-3	CR11-1	CR11-2	LK79			1						
RJ - B006	Crossover	SW-B004	via RJ B004	50%	CR27	CR12-1	CR12-2	CR12-3	LK79	CITTO	CHILL	CITIZ	LICIS									
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 RJ - B008	Crossover Crossover	SW-B005 SW-B006	via RJ B009 via RJ B009	50% 50%	CR15 CR27	CR14-3 CR12-1	CR14-2 CR12-2	CR14-1 LK68	CR11-1 LK67	CR11-2	CR11-3	CR11-4	LK68	LK67								$\overline{}$
RJ - B008	Crossover	SW-8006	via RJ B009	50%	CR15	CR14-3	CR12-2	CR14-1		CR11-2	CR11-3	CR11-4	LK68	LK67	-	<del> </del>						
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		CR11-2	CR11-3	CR11-4	LK68	LK67								
RJ - B010	Access	SW-B008		50%	CR27	CR12-1	CR12-2	LK68	LK67	0044.0	0044.0	0044.4										
RJ - B010 RJ - B011	Access Access	SW-B008 SW-B009		50% 50%	CR15 CR27	CR14-3 CR12-1	CR14-2 CR12-2	CR14-1		CR11-2 LK69	CR11-3	CR11-4	LK68	LK67		<del> </del>						$\overline{}$
RJ - B011		SW-B009		50%	CR15	CR14-3	CR14-2			CR11-2	CR11-3	CR11-4	LK68	LK88		1						
RJ - B012	Crossover	SW-B010	via RJ B014	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89												
RJ - B012		SW-B010	via RJ B014	50%	CR15	CR14-3	CR14-2	CR14-1			CR11-3	CR11-4	LK68	LK88	LK89							
RJ - B013	Crossover	SW-B011	via RJ B014	50% 50%	CR27	CR12-1	CR12-2 CR14-2	LK68 CR14-1	LK88	LK89	CD11 2	CD11 4	LVCO	1 1/00	1 1/00							$\vdash$
RJ - B013 RJ - B014	Crossover Access	SW-B011 SW-B012	via RJ B014	50%	CR15 CR27	CR14-3 CR12-1	CR14-2	LK68	CR11-1 LK88	LK89	CR11-3	CK11-4	LNDO	LK88	LK89	1						
RJ - B014	Access	SW-B012		50%	CR15	CR14-3	CR14-2	CR14-1			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		_	CR11-3	CR11-4	LK68	LK88	LK89							
RJ - B016 RJ - B016	Access Access	SW-B014 SW-B014		50% 50%	CR27 CR15	CR12-1 CR14-3	CR12-2 CR14-2	LK68 CR14-1	LK88 CR11-1	LK89	LK70 CR11-3	CR11-4	I KES	LK88	LK89	LK70	$\vdash$				 	
RJ - B016	Crossover	SW-B014 SW-B015	via RJ B016	50%	CR27	CR14-3	CR14-2	LK68	LK88	LK89	LK70	CN11-4	LNUO	LNOO	LNOS	LK/U					+	
RJ - B017		SW-B015	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1				CR11-4	LK68	LK88	LK89	LK70						
RJ - B018		SW-B016	via RJ B016	50%	CR27	CR12-1	CR12-2	LK68	LK88	LK89	LK70											
RJ - B018		SW-B016	via RJ B016	50%	CR15	CR14-3	CR14-2	CR14-1				CR11-4	LK68	LK88	LK89	LK70						
RJ - B019 RJ - B019		SW-B017 SW-B017	via RJ B016 via RJ B016	50% 50%	CR27 CR15	CR12-1 CR14-3	CR12-2 CR14-2	LK68 CR14-1	LK88 CR11-1	LK89	LK70 CR11-3	CR11-4	I KES	LK88	LK89	LK70	$\vdash$		-		 	
RJ - B019		SW-B017 SW-B018	via RJ B016	50%	CR15	CR14-3 CR12-1	CR14-2 CR12-2	LK68	LK88	LK89	LK70	CN11-4	LNU0	LNOO	LNOS	LK/U	$\vdash$		-		 -	
RJ - B020	Crossover	SW-B018	via RJ B016	50%	CR15	CR14-3	CR14-2				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							$oxed{oxed}$					$\longrightarrow$
RJ - B023	Crossover	SW-B021	via RJ B022	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91				<del>                                     </del>	<del>                                     </del>	-	$\vdash$					
RJ - B024 RJ - B025	Crossover Crossover	SW-B022	via RJ B022 Access cannot be found	100% 100%	CR27	CR13-1	CR12-3	LK12	LK13	LK91				<del>                                     </del>	<del>                                     </del>	<del> </del>	<del>                                     </del>					
RJ - B026		SW-B023	, 100000 culliot be found	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74						1					+	$\overline{}$
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		Crossover/ via RJ B027	100%	CR27	CR13-1	CR12-3	LK12	LK13	LK74	LVCC	11/74	11/72		<u> </u>	-						<del>                                     </del>
RJ - B030 RJ - B031	Crossover Crossover	SW-B027 SW-B028	via RJ B034 via RJ B034	100% 100%	CR27 CR27	CR13-1 CR13-1	CR12-3 CR12-3	LK12 LK12	LK13 LK13	LK91 LK91	LK90 LK90		LK73 LK73	-	-	-	<del>                                     </del>				+	
RJ - B031		SW-B028 SW-B029	via RJ B034	100%	CR27	CR13-1		LK12 LK12	LK13	LK91	LK90		LK73 LK73									
. 500-	2300 701	ļ		200,0		1	1	1	1	1-:	1		ı		<b></b>				 		 	 

Bellmouth ID	Туре	Note	Working Assumptions	Route												PAR ID										
D		SW POSS		Assignment	0007	00404	0040.0		11/40			11/74														
RJ - B033	Crossover	SW-B030	via RJ B034	100%	CR27	CR13-1	CR12-3 CR12-3	LK12 LK12	LK13		LK90		LK73 LK73	_	_	+			_						$\longrightarrow$	
RJ - B034	Access	SW-B031 SW-B032		100% 100%	CR27	CR13-1 CR13-1		LK12 LK12	LK13 LK13		LK90 LK90	LK71 LK71	LK73	+	+	+	+	1	1				+		$\longrightarrow$	
RJ - B035 RJ - B036	Access	SW-B032 SW-B033	Crossover/ via RJ B047	100%	CR15	CR13-1		CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75	_	+	1	+	+	-			$\longrightarrow$	
	Access Crossover	SW-8033 SW-8034	via RJ B047	100%	CR15	CR14-3	-	CR14-2	CR22-1	-	CR23		LK78	LK77	LK76	LK75	1	_	1							
RJ - B038	Crossover	SW-B035	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23		LK78	LK77	LK76	LK75	+	+	+	-	+	+	+		$\longrightarrow$	-
RJ - B039	Crossover	SW-B035	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75	1	1	1						$\longrightarrow$	-
RJ - B039	Crossover	SW-B037	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	-	CR23	LK93	LK78	LK77	LK76	LK75	+	+	+	_	+		+		$\longrightarrow$	
RJ - B040	Crossover	SW-B037	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75		_	1						$\longrightarrow$	-
RJ - B041	Crossover	SW-B039	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75	1	_	+	_						
RJ - B042	Crossover	SW-B040	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	-	CR23	LK93	LK78	LK77	LK76	LK75	1		1						$\longrightarrow$	$\leftarrow$
RJ - B043	Crossover	SW-B040	via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23		LK78	LK77	LK76	LK75	1	+	+	+	+	+	+	$\vdash$	$\longrightarrow$	$\overline{}$
RJ - B045	Access	SW-B042	Crossover/ via RJ B047	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75									$\overline{}$	$\overline{}$
RJ - B046	Access	SW-B043	Crossover/ via RJ B047	100%	CR15	CR14-3	_	CR14-2	CR22-1		CR23		LK78	LK77	LK76	LK75									$\longrightarrow$	$\overline{}$
RJ - B047	Access	SW-B044	eresserer, that is set?	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23		LK78	LK77	LK76	LK75	<del>                                     </del>		1						$\longrightarrow$	
RJ - B048	Access	SW-B045		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23	LK93	LK78	LK77	LK76	LK75	1		1						$\rightarrow$	
RJ - B049	Access	SW-B046	Crossover/ via RJ B048	100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1		CR23		LK78	LK77	LK76	LK75			1						$\overline{}$	$\overline{}$
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			1		1	1		1							
RJ - B054	Access	SW-B051/ Compound		100%	CR15	CR14-3	CR14-1	CR14-2	CR22-1	CR22-2	CR23			1					1							
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												i
Grimsby				100%	CR1	CR2	LK1	LK2	LK3																	
LCS A				50%	CR1	CR21-3		CR21-1	CR20-1			CR18-1	CR6-1	CR6-2	CR6-3	CR6-4	CR7	LK7	LK8	LK9-1	LK9-2	LK26				$\Box$
LCS A				50%	CR25	CR8	LK7	LK8	LK9-1	LK9-2	LK26															
LCS B				50%	CR1	CR21-3		CR21-1	CR20-1		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					$\perp$											
West'n M				50%	CR27	CR13-1		CR12-2	CR12-3		LK86	LK87	LK66	LK65												
West'n M				50%	CR15	CR14-3	CR14-2	CR14-1	CR11-1				LK79	LK86	LK87	LK66	LK65									
Walpole				100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	CR13-7	LK14	LK15												

Appendix 9B2: HGV Primary Access Route Assignment 5 of 5 Grimsby to Walpole

Census Area	Route Assignment								PAF	R ID							
Barnsley	100%	CR1	CR2	LK1	LK2	LK3											
Doncaster	100%	CR1	CR2	LK1	LK2	LK3	+			+	-				<u> </u>		+
Rotherham	100%	CR1	CR2	LK1	LK2	LK3	+			+	+	<u> </u>		1			+
Sheffield	100%	CR1	CR2	LK1	LK2	LK3	+			+	+	<u> </u>		1			+
Leeds	100%	CR1	CR2	LK1	LK2	LK3	+			+	+	<u> </u>		1			+
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	1	1		+	<del> </del>				<u> </u>		+
Bolsover	100%	CR1	CR2	LK1	LK2	LK3	1			+	<del>                                     </del>	1		1	1		+
North East Derbyshire	100%	CR1	CR2	LK1	LK2	LK3	+			+	-						+
•				CR9-4			CDO 1	CDO	CD7	CDC 4	CDC 2	CR6-2	CDC 1	CR18-1	CD10.2	CD20.2	14/1
Boston	100%	CR9-6	CR9-5	W1	CR9-3	CR9-2	CR9-1	CR8	CR7	CR6-4	CR6-3	CR0-Z	CR6-1	CK19-1	CR18-2	CR20-2	W1
Boston	100%	CR24	CR20-2								-						+
Lincoln	100%	CR24	CR20-2	W1	1	1				1	<del>                                     </del>	1					+
North Kesteven	100%	CR24	CR20-2	W1													+
South Kesteven	100%	CR24	CR20-2	W1			1	<u> </u>			<u> </u>				<u> </u>		
West Lindsey	100%	CR24	CR20-2	W1	11/2	11/2	1		1		<u> </u>	<u> </u>		<u> </u>			
Selby	100%	CR1	CR2	LK1	LK2	LK3	1							<u> </u>			
Bassetlaw	100%	CR1	CR2	LK1	LK2	LK3											4
Bassetlaw	100%	CR24	CR20-2	W1													
Newark and Sherwood	100%	CR24	CR20-2	W1													
Rushcliffe	100%	CR24	CR20-2	W1													
North East Lincolnshire	100%						1				<u> </u>						
North East Lincolnshire 001	100%	CR1	CR2	LK1	LK2	LK3	1							ļ			
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				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	1												
North East Lincolnshire 018	100%	CR5-1	W7	W4	W2	LK3					1						
North East Lincolnshire 018	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3								

Census Area	Route Assignment								PAF	R ID							
North East Lincolnshire 019		W2	LK3														
North East Lincolnshire 020		W9	W8	W4	W2	LK3										+	
North East Lincolnshire 020	100%	CR5-2	CR5-1	W7	W4	W2	LK3		1		1			1		+	
North East Lincolnshire 020		CR5-2	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3	†			1			
North East Lincolnshire 021	100%	W9	W8	W4	W2	LK3			1	1	†			1			
North East Lincolnshire 022	100%	W9	W8	W4	W2	LK3			†		1			1		+	
North East Lincolnshire 022	100%	CR5-2	CR5-1	W7	W4	W2	LK3										
North East Lincolnshire 022		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			1		1						
North East Lincolnshire 024	100%	CR5-1	CR4-2	CR4-1	CR3-1	CR3-2	LK1	LK2	LK3		1						
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	LKIS	+	+	1		1	
Central Bedfordshire	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15	+	+	1			+
Central Bedfordshire	100%	CR13-5	CR13-6	W56	LK15	CKIS-4	CNIS	CNIS	100	LKIS	+	+	1			+
Bedford	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15	+	+	+	1			+
Bedford	100%	CR13-5	CR13-6	W56	LK15	CK13-3	CN13-0	100	LKIJ			+				+
Cambridge	100%	CR13-5	CR13-6	W56	LK15			1				+				+
Cambridge	100%	W56	LK15	10030	LKIJ			1		1		1		+		
East Cambridgeshire	100%	CR28-2	CR29-2	CR29-1	LK14	LK15		1	1	<del> </del>	<del>                                     </del>	1				
	100%	CR13-5	CR13-6	W56	LK14	LK13	+	1	1	<del> </del>	+	+	1		1	+
East Cambridgeshire	100%		LK15-6	10030	LK12		+			+	+	+			-	
East Cambridgeshire South Norfolk	100%	W56 LK14	LK15					1		<del> </del>	+	1				
			+	CD20_1	11/1/	LV1F		1		<del> </del>	+	1				
South Norfolk	100%	CR28-2	CR29-2	CR29-1	LK14	LK15	CD12 C	MEC	LV1F	1	1					<del>                                     </del>
Huntingdonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15	1	1					<del>                                     </del>
Huntingdonshire	100%	CR13-5	CR13-6	CR13-7	LK14	LK15		<u> </u>		<u> </u>		1		+		
South Cambridgeshire	100%	CR13-5	CR13-6	CR13-7	LK14	LK15		<u> </u>		<u> </u>	1	1		+		
South Cambridgeshire	100%	W56	LK15	14/56	11/45	-		<u> </u>		<u> </u>	-	<del> </del>	1	+	_	
Uttlesford	100%	CR13-5	CR13-6	W56	LK15		-	<u> </u>				1				
Uttlesford	100%	W56	LK15	1	100.00		1		1	1						<u> </u>
Harborough	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15						<u> </u>
Harborough	100%	CR27	CR13-1	CR13-2	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15		ļ				
Melton	100%	CR15	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54	ļ		<u> </u>		
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		<u> </u>	1				
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		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				1						
Norwich	100%	LK14	LK15													
North Northamptonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	CR13-6	W56	LK15	1	1	1		1		
North Northamptonshire	100%	W62	W61	CR13-3	CR13-4	CR13-5	+	CR13-7	LK14	LK15	1					
Newark and Sherwood	100%	CR15	CR14-2	CR14-1	CR22-1	CR22-2	W50	W52	W53	LK95	W54					
		L	· · <del>-</del>		1-::		1	1	1	1-::	1					

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	0.1.2.1.2	ONEE E	ONEE E	1130	11132	1							
Mid Suffolk	100%	LK14	LK15													
Mid Suffolk	100%	W56	LK15	1												
King's Lynn and West Norfolk	100%	CR28-2	CR28-1	W54	W55	+			+	1	1					
King's Lynn and West Norfolk	100%	CR28-2	CR29-2	CR29-1	CR13-7	W56	LK15		+	1	+	+	+			
King's Lynn and West Norfolk	100%	LK14	LK15	CIVES I	CRIS 7	100	LIKIS	1	+	1	+	+	+	1		
Fenland	100%	LIXIT	LK15	+	1	+	+	1	+	1	+	+	+	1		
Fenland 001	100%	W56	LK15	1	1	+			+	1	1					
Fenland 002	100%	W56	LK15	+	+	+	1		+	1	+		+	1		
Fenland 003	100%	W56	LK15	+	+	+	1		+	1	+		+	1		
Fenland 004	100%	W56	LK15	+	1	+	1		+	+	+	+	+	1		
Fenland 004	100%	CR13-5	CR13-6	W56	LK15	+	1		+	+	+	+	+			
Fenland 005	100%	CR13-5	CR13-6	W56	LK15	+	1		+	+	+	+	+			
Fenland 006	100%	CR13-5	CR13-6	W56	LK15		1	+		1	+	+			<del> </del>	
Fenland 006	100%	W56	LK15	1	1		1	+	1	1	+	+			<del> </del>	
Fenland 007	100%	CR13-5	CR13-6	W56	LK15											
Fenland 007	100%	W56	LK15	15	1	1		+	1	1	1	+		1	<del>                                     </del>	
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	150	1.1.25	+							+			
South Holland	100%	1100	1													
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	1							
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	1		
South Holland 002	100%		W50	W52	W53	LK95	W54	1	1	1	1	1	1			
South Holland 002	100%	CR22-2	W50	W51	W55	W54	1		1	1	1					
South Holland 002	100%	CR22-2	CR23	W63-1	W63-2	W56	LK15		1	1	1					
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		1	1	1						
South Holland 004	100%	CR22-2	CR23	W63-1	W63-2	W56	LK15	1	1	1	1					
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				1						
South Holland 008	100%	W50	W51	W55	W54					1						

Census Area	<b>Route Assignment</b>								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													AR 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	_	CR6-2	CR6-3		ļ	LK5		_	LK24	W31	LK26	ļ				$\longrightarrow$	
East Riding of Yorkshire	100%	CR1	CR21-3	CR21-2	CR21-1		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								<u> </u>	<u> </u>									$\longrightarrow$	
North Lincolnshire	100%	CR1	CR2	CR3-2	CR3-1		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								<u> </u>	<u> </u>										
Peterborough	100%	CR27		CR12-3	CR12-2		CR11-4	CR11-3		CR11-1	CR10	CR9-7		_	CR9-4		CR9-2						LK80						
Peterborough	100%	CR27	CR13-1	CR12-3	CR12-2		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 I	_K10 L	.K80
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																					$\neg$	
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					1	İ				İ	i i					i i							
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		1																	$\overline{}$	
North East Lincolnshire	100%					<u> </u>				<u> </u>	1		1	1				1	1									$\overline{}$	
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									$\overline{}$	
North East Lincolnshire 001	100%	CR1	CR21-3	CR21-2	CR21-1	CR20-1	CR20-2	CR18-2		CR6-1	CR6-2	CR6-3	CR6-4	_	LK22	LK23	LK24	W31	LK26				1	†				-	
North East Lincolnshire 007	100%	CR1	CR21-3	CR21-2	CR21-1		CR20-2	CR18-2	CR18-1	CR6-1	CR6-2	CR6-3	CR6-4		LK22	LK23	LK24	W31	LK26					<b>†</b>				-+	
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	_	LK22	LK23	LK24	W31	LK26				1	†				-	
North East Lincolnshire 023	100%	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	0.10	1.10														-+	
North East Lincolnshire 023	100%	CR18-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	1	1		1	1	1	<u> </u>		1			t		<u> </u>				-+	
North East Lincolnshire 002	100%							CR5-5		CR6-2	CR6-3	CR6-4	LK5	I K22	LK23	I K24	W31	1 K26										-+	
North East Lincolnshire 002	100%			CR5-1	W83	•	W32	LK26	0.10 2	0.10 =	0.10 0		1.10		120		11102											-+	
North East Lincolnshire 003	100%						CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	I K24	W31	LK26	1			t		<u> </u>				-+	
North East Lincolnshire 003	100%			CR5-1	W83		W32	LK26	1		1		1	†	1	1	1	1	1				1	†				-	
North East Lincolnshire 004	100%	CR4-1	CR4-2		CR5-2	•	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	1				1	†				-	
North East Lincolnshire 004	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26	0.10 2	0.10 =	1		1	1	1	1	1		1			t		<u> </u>				-+	
North East Lincolnshire 005	100%	CR4-1	CR4-2	CR5-1	CR5-2	•	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	Cito 1	CINO 2	Cito 5	CITO I	ERS	LIKEL	LIKES	LIKE I	11131	LIKEO										-+	
North East Lincolnshire 006	100%	CR4-1	CR4-2	CR5-1	CR5-2	•	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	1		<u> </u>	t		t	1		$\neg$	-+	$\dashv$
North East Lincolnshire 006	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26	0.10 1	0.10 2	1	00 +	1		1		1	1				t	<u> </u>		1		$\dashv$	-+	-
North East Lincolnshire 008	100%	CR4-1	CR4-2	CR5-1	CR5-2		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	Citto 1	CINO E	Citto 5	CITO I	Litto	LINEL	LIKES	LIKE I	11131	LIKEO	<u> </u>									-+	_
North East Lincolnshire 009	100%	CR4-1	CR4-2	CR5-1	CR5-2		CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	<del>                                     </del>		<del> </del>	1	1	<del> </del>			-	$\rightarrow$	
North East Lincolnshire 009	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26	CINO I	CINO Z	CINO 3	CITO 4	LKS	LIXZZ	LINZS	LIXZT	10031	LKZO	<del>                                     </del>				1	<del> </del>			+	-+	
North East Lincolnshire 003	100%	CR4-1	CR4-2	CR5-1	CR5-2		CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	1								-+	-+	
North East Lincolnshire 011	100%	CR4-1	CR4-2	CR5-1	W83		W32	LK26	CIVO-1	CNU-Z	C110-3	CI10-4	LIVS	LIVEZ	LINES	LINZ4	14421	LIXZU	<del>                                     </del>	<u> </u>	$\vdash$	1	<del>                                     </del>	<del> </del>	+	╁	$\dashv$	-+	$\dashv$
North East Lincolnshire 012	100%	CR5-3	CR4-2	CR5-1	CR6-1		CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	+	+	1	<del>                                     </del>			<del>                                     </del>		1				$\dashv$	-+	$\dashv$
North East Lincolnshire 012	100%	W83	W33	W32	LK26	CNU-Z	CN0-3	CINU-4	LINJ	LINZZ	LINZS	LIXZ4	MAST	LIVZO	+	1	<del>                                     </del>	1			<del>                                     </del>		1	1	1		$\dashv$	-+	$\dashv$
	100%	CR4-1		CR5-1	CR5-2	CR5-3	CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	1	$\vdash$	$\vdash$	1	}	<del> </del>	+	┝	$\dashv$	$\longrightarrow$	-
North East Lincolnshire 013								CK5-5	CKD-I	CKD-Z	CK0-3	CKD-4	LKO	LKZZ	LK23	LKZ4	W31	LNZO	<del>                                     </del>	-	<del>                                     </del>	-	1		1	┝	$\dashv$	$\longrightarrow$	$\dashv$
North East Lincolnshire 013	100%		CR4-2	CR5-1	W33		LK26	CDC 4	LVC	LV22	LV22	11/24	W/24	LV2C	1	+	1	<del>                                     </del>			<del>                                     </del>			-			$\dashv$	$\longrightarrow$	-
North East Lincolnshire 014	100%		CR5-4			CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	+	+	1	<del>                                     </del>	-	<u> </u>	<del>                                     </del>	-	<del>                                     </del>	-	1	$\vdash$	$\dashv$	$\longrightarrow$	$\dashv$
North East Lincolnshire 014	100%		W33	W32	LK26	CDE 2	CDT 1	CD5 5	CDC 1	CDC 2	CDC 2	CDC :	11125	11/22	11/22	11/2 1	14/24	11/20	-	<u> </u>	<u> </u>		<del> </del>		1			$\longrightarrow$	_
North East Lincolnshire 015	100%	CR4-1	CR4-2	CR5-1	CR5-2		CR5-4	CR5-5	CR6-1	CR6-2	CR6-3	CR6-4	LK5	LK22	LK23	LK24	W31	LK26	<del>                                     </del>		<del>                                     </del>	-	<b> </b>	1	1			$\longrightarrow$	
North East Lincolnshire 015	100%	CR4-1	CR4-2	CR5-1	W83	W33	W32	LK26			1		1		1	1	1		<u> </u>		<u> </u>	<u> </u>	<u> </u>		1			$\longrightarrow$	
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	-		<u> </u>	<u> </u>	<u> </u>					-				$\longrightarrow$	
North East Lincolnshire 016	100%	W83	W33	W32	LK26	<u> </u>					1			1	1	1			<u> </u>									L	

Appendix 9B5: LCS A & B Substations Construction Worker Access Route Assignment Grimsby to Walpole

Census Area	Route Assignment												_	AR ID												
North East Lincolnshire 018	100%		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					1	1		1	1	1	1						1				$\Box$
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								1													
Boston	100%																									
Boston 001	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80	1	1	1	1	1	1					1					$\pm$
Boston 001	100%	W81	W86	W87	W88	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK10	LK80	1	1											+
Boston 002	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80			2.1.00	<del> </del>												+
Boston 002	100%	W82	LK49	W39	CR9-2		CR8	LK7	LK8	LK10	LK80		1													+
Boston 003	100%	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80	LIKOU	1	1	1	+	<del>                                     </del>	1				1	<del> </del>			+	+
Boston 003	100%	W82	LK49	W39	CR9-2		CR8	LK7	LK10	LK10	LK80		1			<u> </u>									_	+
Boston 004	100%	CR9-4	CR9-3	CR9-2	CR9-1		LK7	LK7	LK10	LK10	LKOU		<del> </del>	+	1	<del>                                     </del>					<del>                                     </del>	<del>                                     </del>				+
Boston 004	100%	W82	LK49	W39	CR9-1		CR8	LK7	LK10	LK10	LK80	1	1	1	1	1	<del>                                     </del>				<del>                                     </del>	1		-	-	+
	100%	CR26	LK49	LK56	LK83		LK52	LK53	LK82	LK51	LK49	W39	CDO 2	CDO 1	CDO	LK7	LK8	LK10	LK80		<del>                                     </del>	<del>                                     </del>	-			+
Boston 006		CR26			LK83	LK55		CR9-2	CR9-1	CR8			_	CR9-1	CRO	LK/	LNO	FKIO	LNOU							_
Boston 006	100%		LK58	LK56			W39				LK7	LK8	LK10	LK80	CDO	11/7	11/0	11/10	11/00		<u> </u>					+
Boston 007	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK82	LK51	LK49	W39	_	CR9-1	CR8	LK7	LK8	LK10	LK80		<u> </u>	-	-	-	_	+
Boston 007	100%	CR26	LK58	LK56	LK83	LK55	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80	1	<u> </u>	-				<u> </u>	<u> </u>			_	+
Boston 008	100%	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80	<u> </u>	-	-	<del> </del>	<u> </u>	-				<u> </u>	<u> </u>			_	
Boston 008	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80					<u> </u>										
Boston 009	100%	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80		<u> </u>	<u> </u>					<u> </u>					$\bot$
Boston 009	100%	W82	LK49	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK10	LK80		ļ	ļ	ļ	ļ					ļ					
East Lindsey	100%												<u> </u>													
East Lindsey 001	100%	CR5-5	CR6-1	CR6-2	CR6-3		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												<u> </u>									
East Lindsey 002	100%	W83	W33	W32	LK26																					
East Lindsey 002	100%	W83	W35																							
East Lindsey 003	100%	CR6-4	CR7	LK7	LK8		LK9-2	LK26																		
East Lindsey 003	100%		LK5	LK22	LK23	LK24	W31	LK26																		
East Lindsey 003	100%		CR7	LK7	LK8		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							1		1	1	1											$\neg \neg$
East Lindsey 005	100%	W33	W32		LK9-1	LK10	LK80				1		1	1	1											$\neg \neg \neg$
East Lindsey 006	100%	W33	W32	LK26							1		1	1	1											$\neg \neg$
East Lindsey 006	100%	W35	Ī	Ī	İ	İ			İ	İ	1		1	1	1	İ						Ī				$\neg \neg$
East Lindsey 007	100%	LK7	LK8	LK10	LK80	1	<u> </u>	1	1	1	1	1	1	1	1	1	<u> </u>					1			$\neg$	$\top$
East Lindsey 007	100%	LK7	LK8		LK9-2	LK26			1	<b> </b>	1		1	1	1	1					1					+
East Lindsey 008	100%	W32	LK26	1					1	1	1	<b>†</b>	1	1	1	1						1				+
East Lindsey 008	100%	W33	W32	LK26									1													+
East Lindsey 008	100%	LK8	LK9-1		LK26			1	1	<u> </u>	1	1	1	1	1	<u> </u>					1					+
East Lindsey 008	100%	LK8	LK10	LK80		<del>                                     </del>	<del>                                     </del>	<del> </del>	1	<del> </del>	1	<del> </del>	1	1	1	†	<del>                                     </del>				<del>                                     </del>	<del>                                     </del>	<del>   </del>	-+	$\dashv$	+
East Lindsey 008	100%	W35	LIXIU	LINGU		<del> </del>	<del>                                     </del>	<del>                                     </del>	+	<del> </del>	+	<del>                                     </del>	+	+	+	<del>                                     </del>	<del>                                     </del>				<del>                                     </del>	<del>                                     </del>	$\vdash$			+
East Lindsey 008	100%	LK27	LK80	1	1	<del>                                     </del>	1	1	1	<del>                                     </del>	+	1	1	1	1	<del>                                     </del>	1		$\vdash$		<del>                                     </del>	<del>                                     </del>	$\vdash$	-+	-	+
	100%	LK27 LK7	LK8U LK8	LK10	LK80		-	1	+	-	1	1	+	1	1	<del> </del>	1					1		-+	-	+
East Lindsey 009		LK7	LK8		LK80 LK9-2	LK26	-	-	+	-	+	-	+	+	+	<del>                                     </del>	-					<del>                                     </del>	$\vdash$			+
East Lindsey 009	100%			LK9-1	LK9-Z	LKZb	-	-	+	-	+		+	+	+	<del>                                     </del>	-				<del>                                     </del>	<del>                                     </del>	$\vdash$		_	+
East Lindsey 010	100%	LK27	LK80	1	<del>                                     </del>	<del>                                     </del>	-	1	+	<del>                                     </del>	+	-	1	+	1	<del>                                     </del>	-					<del>                                     </del>			-	+
East Lindsey 010	100%	W35									1		1	1	1						<u> </u>		$\Box$			+
East Lindsey 011	100%	W39	CR9-2		CR8	LK7	LK8	LK10	LK80		1		1	1	1	<del>                                     </del>					<u> </u>	<u> </u>	$\sqcup$			+
East Lindsey 011	100%	W39	CR9-2	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26	1	<u> </u>		1	1						<u> </u>					

Census Area	Route Assignment												P/	AR ID												
East Lindsey 012	100%	LK10	LK80										1												$\overline{}$	
East Lindsey 012	100%	LK27	LK80	<del> </del>	1	+	+	1	<del> </del>	+	<del> </del>	<u> </u>	1			1					<del> </del>	+	 	+	+-	+
East Lindsey 012	100%	LK27	LK10	LK9-1	LK9-2	LK26	+	1	<del> </del>	+	<del> </del>	<u> </u>	1			1					<del> </del>	+	 	+	+-	+
East Lindsey 012	100%	LK36	LK81-2	LK81-1	LK28	LK7	LK8	LK9-1	LK9-2	LK26						1					1			-+	+-	+ 1
East Lindsey 013	100%	CR9-1	CR8	LK7	LK8	LK10	LK80	LIKS I	LIKS L	LIKEO														-+	+	+
East Lindsey 013	100%	LK10	LK80																					-	+	+ 1
East Lindsey 013	100%	CR9-1	CR8	LK7	LK8	LK9-1	LK9-2	LK26																		1
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			ļ																		_
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%							ļ																		
South Holland 001	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK82	LK53	LK51	LK49	W39		CR9-1		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			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				LK80										
South Holland 003	100%	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7			LK80											
South Holland 004	100%	CR22-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8	LK7			LK80											
South Holland 005	100%	CR26	LK58	LK56	LK83	LK55	LK52	LK53	LK51	LK49	W39	CR9-2						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			LK8	LK10	LK80								—	
South Holland 006	100%	CR11-3	CR11-2		CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1					LK80								—	$\perp$
South Holland 007	100%	CR11-3	CR11-2	_	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	_				LK80								—	$\perp$
South Holland 008	100%	CR22-1	_	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8			LK10	LK80									—	$\perp$
South Holland 009	100%	CR11-4	CR11-3	-	CR11-1	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	_				LK10	LK80						$-\!\!\!\!+$	—	$\perp$
South Holland 010	100%	CR22-1	CR22-2	CR10	CR9-7	CR9-6	CR9-5	CR9-4	CR9-3	CR9-2	CR9-1	CR8			LK10	LK80								$-\!\!\!\!+$	—	$\perp$
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								الكميم	
Rutland	100%	W44	CR12-1		LK65							<u> </u>								<u> </u>	$\perp$
Rutland	100%	CR27		CR12-3	CR12-2	CR12-1	W40	LK65				<u> </u>								<u> </u>	$\perp$
Peterborough	100%	CR27	CR13-1		W60	CR12-1	W40	LK65		ļ		<u> </u>								<u> </u>	igsquare
Peterborough	100%	W44		W40	LK65							<u> </u>								<u> </u>	$\perp$
Peterborough	100%	W62	W61	CR13-2	CR12-3	CR12-2	CR12-1	W40	LK65											<u> </u>	
Central Bedfordshire	100%	W62	W61	CR13-2	CR12-3	CR12-2	-	W40	LK65			<u> </u>								<u> </u>	
Bedford	100%	W62	W61	CR13-2		CR12-2	CR12-1		LK65											<u> </u>	
East Cambridgeshire	100%	CR13-4	CR13-3	CR13-2	CR12-3			W40	LK65											<u> </u>	
East Cambridgeshire	100%	W64		W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65									<u> </u>	
Fenland	100%	CR13-4	CR13-3	CR12-3	CR12-2	CR12-1	W40	LK65				<u> </u>								<u> </u>	
Fenland	100%	W63-2	W63-1	CR23	CR22-2	W42	W41-2	W41-1	LK66	LK65										<u> </u>	
Fenland	100%	W63-2		LK71	LK90	W43	W41-2	W41-1	LK66	LK65										<u> </u>	
Fenland	100%	W64		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		W40	LK65																
Huntingdonshire	100%	CR12-2		W40	LK65																
South Cambridgeshire	100%	W62	W61	CR13-2		CR12-2	CR12-1	W40	LK65												igsquare
South Cambridgeshire	100%	CR12-2		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		CR11-3			LK65													$\Box$
Boston 004	100%			CR10			+	-	W40	LK65											
Boston 006	100%	CR14-2			CR11-2			W40	LK65			1									
Boston 007	100%				CR11-4		LK65														
Boston 008	100%	CR9-6	CR10	CR11-1		CR11-3	CR11-4	W40	LK65												$\Box$
Boston 009	100%	CR10	CR11-1		CR11-3		W40	LK65				1		<u> </u>		<u> </u>			1		$\Box$
East Lindsey	100%	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>				<u> </u>	1		<u> </u>		<u> </u>			<u> </u>		$\Box$
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		$\vdash$
East Lindsey 001	100%	CR5-5		CR6-2		W12	LK49	W82	CR9-5	CR9-6	CR9-7	CR10				CR11-4		LK65	<del></del>		$\dagger$
-400 Emiddel 001	100/0	3.13.3	100 ±	100 2	10.10 3	1 * * * * *	1-111	152	10.10	10.10	10.10 /	10.120	10	10 2	J J	10			I		

			T	T	1	T	T	1	I ·	T	1	1	I	I	T	1	1	T	T	T	T	T
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	•	CR11-3	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		-	W40	LK65			igwdown
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			\	<del></del>
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				CR11-4	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			-	W40	LK65		<u> </u>	igspace
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	<del> </del>	W40	LK65				<u> </u>
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		CR11-4	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		-	<b></b>
East Lindsey 007	100%	LK83	LK56	LK58	CR26	CR14-2		CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									<b></b>
East Lindsey 007	100%	CR15	CR14-3	CR14-2	CR14-1	CR11-1	CR11-2		CR11-4	W40	LK65	1									<b></b> _'	igsquare
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		W40	LK65				igsquare
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	+	CR11-2		CR11-4	W40	LK65										
East Lindsey 009	100%	LK83	LK56	LK58	CR26	CR14-2	1	CR11-1	CR11-2	•	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	+	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65								<u> </u>	igsquare
East Lindsey 011	100%	LK49	LK48	W82	CR9-6	CR9-7	CR10	CR11-1	CR11-2	CR11-3	CR11-4	W40	LK65									igsquare
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				i	
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%			W51	W50	CR22-2		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			W50	CR22-2		-	W41-1	LK66	LK65											
King's Lynn and West Norfolk 012	100%	CR28-2	CR28-1	W51	W50		W42	W41-2	W41-1	LK66	LK65											
King's Lynn and West Norfolk 013	100%	W55	W51	W50	CR22-2	W42	+	W41-1	LK66	LK65												
King's Lynn and West Norfolk 013	100%	W53	W52	W50	CR22-2			W41-1	LK66	LK65												
King's Lynn and West Norfolk 013	100%	W51	W50	CR22-2	W42	W41-2		LK66	LK65													
King's Lynn and West Norfolk 013	100%	W63-2	W63-1	CR23	CR22-2	W42		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	1				1	1					$\Box$
King's Lynn and West Norfolk 015	100%	W51	W50	CR22-2	W42			LK66	LK65													
King's Lynn and West Norfolk 015	100%		W64	W63-2	_	CR23	CR22-2		-	W41-1	LK66	LK65				<u> </u>	1					$\Box$
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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 <b>Supplementary PEI Report Volume 2 Part B Figure 9.2 Primary Access Routes (PAR) and Workers Access Routes</b> that accompanies the PEI Report.  This information is the same as that in <b>Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline</b> .
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 <b>Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline</b> .
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 <b>Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline</b> .
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	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.  This information is the same as that in Supplementary PEI Report Volume 3 Appendix 9A Traffic and Movement Baseline.
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.

						Surveyed									Total All	Total HGV		%			
S.NO	Road Name	Local Authority	2024 DfT AADT	2024 DfT HGV	Surveyed Oct 2024	Oct 2024	Applied	Applied	TEMPRO	2031 Future	2031 Future Baseline	Construction Traffic All	Construction	Construction Traffic	(Future traffic +	(Future traffic +	% difference in traffic flow	difference	Impact - Rule 1 or	Meets /	Further
3.110	Roau Name	Local Authority	Calculated	Calculated	Avg Day	Avg Day	AADT	HGV	2024 - 2031	Baseline All veh	HGV	Vehicles	Traffic HGV	AAHGVT	Construction	Construction	All Veh	in traffic	Rule 2	Exceeds criteria	Assessment Required
CR1	A180	North East Lincolnshire	26194	3197	0	HGV 0	26194	3197	1.0642	27875	3403	823	734	856	traffic) 28699	traffic) 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 CR4-2	A16 A16	North East Lincolnshire  North East Lincolnshire	15695 15016	584 572	0	0	15695 15016	584 572	1.0642 1.0642	16702 15980	622 609	9	0	0	16711 15988	622 609	0.05%	0.00%	Rule 2 Rule 2	No No	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 50	0	12381	472	0.00%	0.00%	Rule 1	No	No
CR5-5 CR6-1	A16 A16	East Lindsey East Lindsey	0 17509	1005	11017 0	1273 0	11017 17509	1273 1005	1.0745 1.0745	11838 18814	1368 1080	53 350	340	50 446	11891 19164	1418 1526	0.44% 1.86%	3.65% 41.33%	Rule 1 Rule 1	No Yes	No 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 CR8	A16 A16	East Lindsey East Lindsey	7666 5136	547 468	0	0	7666 5136	547 468	1.0745 1.0745	8238 5519	588 502	361 344	356 340	462 446	8598 5862	1050 949	4.38% 6.23%	78.61% 88.78%	Rule 1 Rule 1	Yes	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 CR9-6	A16 A16	Boston Boston	22317 21336	1588 1027	0	0	22317 21336	1588 1027	1.0846 1.0846	24205 23141	1723 1114	16 27	0	0	24222 23168	1723 1114	0.07% 0.12%	0.00%	Rule 2 Rule 2	No No	No No
CR9-7	A16	Boston	41640	1477	0	0	41640	1477	1.0846	45163	1602	22	0	0	45184	1602	0.12%	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 A16	South Holland	16661	1765 0	0	0 3088	16661	1765	1.0777 1.0777	17956	1902 3327	334 349	229	283	18289 22028	2185 3611	1.86%	14.89%	Rule 1	No	No
CR11-3 CR11-4	A16	South Holland South Holland	23808	3164	20116 0	0	20116	3088 3164	1.0777	21679 25658	3410	356	229 229	283 283	26014	3693	1.61%	8.51% 8.30%	Rule 1 Rule 1	No No	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 CR13-2	A47 A47	Peterborough Peterborough	38381 16078	3527 1533	0	0	38381 16078	3527 1533	1.0832 1.0832	41575 17416	3821 1661	322 176	287 134	441 235	41896 17591	4262 1896	0.77% 1.01%	11.55% 14.16%	Rule 1 Rule 1	No No	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 CR14-1	A47 A17	King's Lynn and West Norfolk Boston	17670 15199	1514 3133	0	0	17670 15199	1514 3133	1.05 1.0846	18553 16484	1590 3398	183 366	134 320	235 374	18736 16850	1825 3772	0.98% 2.22%	14.79% 11.01%	Rule 1 Rule 1	No No	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 CR17-1	A1121 A52	Boston Boston	7012 16930	663 625	0	0	7012 16930	663 625	1.0846 1.0846	7605 18362	719 678	53 0	53 0	53 0	7658 18362	772 678	0.70% 0.00%	7.37% 0.00%	Rule 1 Rule 2	No No	No No
CR17-1 CR17-2	A52 A52	North East Lincolnshire	13579	611	0	0	13579	611	1.0640	14451	650	5	0	0	14456	650	0.00%	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 CR20-1	A46 A18	North East Lincolnshire	0 13946	0 664	17736	1097	17736 13946	1097 664	1.0642	18874	1168	28 512	28 512	28 618	18902 15354	1196 1325	0.15%	2.40%	Rule 1 Rule 1	No	No Voc
CR20-1 CR20-2	A18 A18	North East Lincolnshire North East Lincolnshire	13946	647	0	0	13946	647	1.0642 1.0642	14842 15916	706 688	512	512	618	15354 16464	1325	3.45% 3.44%	87.50% 89.81%	Rule 1	Yes Yes	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 CR22-2	A17 A17	South Holland South Holland	17954 24241	2417 1793	0	0	17954 24241	2417 1793	1.0777 1.0777	19349 26124	2605 1932	120 179	88 88	88 88	19469 26303	2693 2020	0.62% 0.69%	3.38% 4.55%	Rule 1 Rule 1	No No	No No
CR22-2 CR23	A17 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 No
CR27 CR28-1	A47 A17	Peterborough King's Lynn and West Norfolk	38242 18795	2381 2145	0	0	38242 18795	2381 2145	1.0832	41423 19735	2579 2252	441 63	406 10	560 10	41864 19798	3139 2262	1.06% 0.32%	21.72% 0.44%	Rule 1 Rule 1	No No	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	0.32%	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	8507	224	1.0642	9053	238	333	222	238	9386	477	3.68%	100.02%	Rule 1	Yes	Yes
LK2 LK3	A1136 Great Coates Rd Aylesby Rd - C149	North East Lincolnshire North East Lincolnshire	0	0	0 2337	0 192	2337	0 192	1.0642 1.0642	0 2487	0 204	363 465	222 222	238 238	363 2952	238 443	0.00% 18.68%	0.00% 116.57%	Rule 1 Rule 1	Unknown Yes	Yes Yes
LK4-1	Ashby Hill	North East Lincolnshire	0	0	2665	495	2665	495	1.0642	2836	526	0	0	0	2836	526	0.00%	0.00%	Rule 1	No	No
LK4-2	Ashby Hill	North East Lincolnshire	0	0	1909	191	1909	191	1.0642	2031	203	24	24	24	2055	227	1.18%	11.82%	Rule 1	No	No
LK5	A157	East Lindsey	6745	340	0	0	6745	340	1.0745	7248	365	117	116	116	7364	481	1.61%	31.76%	Rule 1	Yes	Yes
LK6	B1200	East Lindsey	0	0	5845	664	5845	664	1.0745	6280	713	61	60	60	6341	773	0.96%	8.41%	Rule 1	No	No

Appendix 9C: Appraisal Grimsby to Walpole 1 of 4

Part			ı				Surveyed									Total All	Total HGV		%			
Second Second	6 110	2 10				-	-	Applied	Applied	TEMPRO				Construction					difference	-		
S. C. C. C. C. C. C. C. C. C. C. C. C. C.	S.NO	Koad Name	Local Authority	1			Avg Day	AADT	HGV	2024 - 2031				Traffic HGV		Construction	Construction		in traffic			
3	11/7	44404	5	Calculated				6004	000	4.0745				270								
Second Column   Second Colum			<del>'</del>	9440	·												1	_				
Marie	LK9-1		<del>'</del>																			
12   12   13   14   15   15   15   15   15   15   15	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
Section   Sect	LK10		· '	_ <u> </u>	·		<del></del>	-	_			-										
Miles			<i>'</i>	1		⊢ <u> </u>				<b>!</b>												
13	LK12 LK13			<u> </u>																		
Column	LK14		King's Lynn and West Norfolk	0	0	2416	253	2416	253	1.05	2537	266	225	124	225	2762	491		84.78%	Rule 1	Yes	
Separate Section   Continues	LK15		, , , , , , , , , , , , , , , , , , ,	_ <u> </u>	-							-					1					
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	LK19		,	0	0	0	0	0	0		0	0										
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Fig.   Compressed   Institution   Compressed   Institution   Compressed   Institution   Compressed   Compre	LK27 LK28	·	†	· ·																		
March Late   Last Under   0   0   0   0   0   0   0   0   0	LK29		<u>'</u>																			
State   Stat	LK30	Marsh Road	<u>'</u>	0	0	0	0	0				0										
Mail   Lene   Cast bendere   O   O   O   O   O   O   O   O   O	LK31		· · · · · · · · · · · · · · · · · · ·	0		ı	_ <u> </u>															
State		•	†	_ <u> </u>																		
	LK34		· '	_ <u> </u>	·	ľ	_ <u> </u>															
Modelment Prince   Set Lindow   O O O O O O O O O O O O O O O O O O	LK35		East Lindsey	0	0	1157	114	1157	114	1.0745	1244	122	12	12	12	1256	134	0.97%			No	
1.038   Low Rose	LK36		· · · · · · · · · · · · · · · · · · ·	0		ı	_ <u> </u>				<u> </u>											
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Solition Road   Set Underly   0	LK39		<u>'</u>	<u> </u>		ı	<b>└</b>															
Spribs/ Frood   Sast Unclever   0	LK40	,	· '	0	0		$\vdash$						34	34	34		-					
Spiloby Road   Spil	LK41	· · · · · · · · · · · · · · · · · · ·	<u>'</u>	0	0	– ř	_ <u> </u>	0	0			0										
Foliar Confidency   Mark   Foliar Confidency   1453   1565   0   0   1453   1565   10745   1562   1777   61   61   61   1522   238   3.33%   3.42%   Full   1   Write Some   Mark   Ma	LK42		· '	<u> </u>		<u> </u>	<del> </del>			<b>!</b>	-							+				
Mid-lie Road 2 Est Lindsey 0 0 0 0 0 0 1 10745 0 0 5 5 5 5 5 5 0,00% Role 1 Inhibation No. Action of the Common Road Set Lindsey 0 0 0 0 0 0 0 0 1,0745 0 0 5 5 5 5 5 5 5 5 0,00% Role 1 Unknown No. Action Mid-lie Road Set Lindsey 0 0 0 0 0 0 0 0 1,0745 0 0 95 96 96 96 96 0,00% Role 1 Unknown No. Action Road Set Lindsey 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LK43 LK44	· · ·	<u>'</u>	· ·	ı	ı	_ <u> </u>															
Mily   Mily	LK45	,	· '					0				0										
MAS   B.1184 Histolane   Saxt Lindsey   0   0   0   0   0   0   0   0   0	LK46		,	0	0	0	0	0	0		0	0		·		,						
Main   Main				0	·	0		0	·			0										
Second   S				_ <u> </u>		ı		ŭ														
Arthree Road	LK50		,																			
Big   Big   Big   Boston   Big   Boston   Big   Big   Boston   Big   B	LK51																					
Mere Booth Road   East Lindsey	LK52		†																			
K55   B1192 Main Road   East Lindsey   0 0 0 0 0 0 0 0 1,0745   0 0 24 21 21 24 21 0,00%   0,00%   Rule 1 Unknown   Yes		· ·												, ,								
No.   No.	LK55																					
State   B1192   Hubberts Bridge Road   Soston   0   0   0   0   0   0   0   0   0	LK56	Ÿ	Boston														45		0.00%	Rule 1		
192 Frampton Fen Lin Hollmes Re Boston	LK57																					
K60   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   No   K61   Asperton Road   Boston   0   0   0   0   0   0   0   0   0		ÿ	<u> </u>																			
Asperton Road   Boston   O   O   O   O   O   O   O   O   O	LK60																					
Hipper Lane   Boston   0   0   0   0   0   0   0   0   0	LK61	Asperton Road	Boston			0	0	0	0	1.0846	0	0	6	6	6	6	6	0.00%	0.00%	Rule 1	Unknown	
K64   B1397   Boston   O   O   4180   736   4180   736   1.0846   4533   798   12   11   11   4545   809   0.26%   1.38%   Rule 1   No   No   No   Rule 1   No   Rule 1   No   No   Rule 1   No   No   Rule 1   Rule 1	LK62												,	·			-	+				
Marsh Road   South Holland   O   O   145   20   145   20   1.0777   156   22   502   155   262   659   284   321.53%   1199.96%   Rule 1   Yes   Yes   Yes   K66   Stone Gate   South Holland   O   O   O   O   O   O   O   O   O		•																				
K66   Stone Gate   South Holland   O   O   O   O   O   O   O   O   O	LK65																					
K68         B1165         South Holland         0         0         0         0         0         1.0777         0         0         47         46         46         47         46         0.00%         0.00%         Rule 1         Unknown         Yes           K69         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           K70         B1165 Hurdletree Bank         South Holland         0	LK66			0	0																	
K69         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           K70         B1165 Hurdletree Bank         South Holland         0<	LK67	ŭ																				
K70         B1165 Hurdletree Bank         South Holland         0	LK68																					
K71         B1165 Raven's Bank         South Holland         0         <	LK69 LK70																					
K72   Jingle's Gate   South Holland   O   O   O   O   O   O   O   O   O	LK70 LK71			_ <u> </u>				-														
K74 Joy's Bank South Holland 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LK72	Jingle's Gate													_					Rule 1		
K75 Middle Broad Drove Fenland 0 0 0 0 0 0 0 0 0 44 44 44 44 44 0.00% 0.00% Rule 1 Unknown Yes K76 Broad Drove E Fenland 0 0 0 0 0 0 0 0 44 44 44 44 44 0.00% 0.00% Rule 1 Unknown Yes	LK73																					
K76 Broad Drove E Fenland 0 0 0 0 0 0 1.0798 0 0 44 44 44 44 0.00% 0.00% Rule 1 Unknown Yes																	1					
	LK75 LK76			<u> </u>						<b>!</b>								+				
	LK77	Newgate Road	Fenland	_ <u> </u>		ı				1.0798		0						0.00%	0.00%	Rule 1	Unknown	Yes

			l			Surveyed									Total All	Total HGV		%			
S.NO	Road Name	Local Authority	2024 DfT AADT	2024 DfT HGV	Surveyed Oct 2024	Oct 2024	Applied	Applied	TEMPRO	2031 Future Baseline All	2031 Future Baseline	Construction Traffic All	Construction	Construction     Traffic	(Future traffic +	(Future traffic +	% difference in traffic flow	difference	Impact - Rule 1 or	Meets /	Further
3.110	Nodu Name	Local Authority	Calculated	Calculated	Avg Day	Avg Day	AADT	HGV	2024 - 2031	veh	HGV	Vehicles	Traffic HGV	AAHGVT	Construction	Construction	All Veh	in traffic	Rule 2	Exceeds criteria	Assessment Required
11/70	Church Lane	Fowload				HGV	C20	C2	1.0700				44	44	traffic)	traffic)		flow HGV			·
LK78 LK79	Church Lane A151	Fenland South Holland	0	0	639 16435	63 1620	639 16435	63 1620	1.0798 1.0777	690 17712	68 1746	49 312	305	412	739 18025	112 2158	7.09% 1.76%	65.12% 23.62%	Rule 2 Rule 1	Yes No	Yes 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 LK84	B1192 Langrick Road 192 Frampton Fen Ln Hollmes Ro	Boston Boston	0	0	0	0	0	0	1.0846 1.0846	0	0	27 5	21 5	21 5	27 5	21 5	0.00%	0.00%	Rule 1 Rule 1	Unknown Unknown	Yes No
	192 Frampton Fen Ln Hollmes Ro		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 LK91	B1165 Raven's Bank B1168	South Holland South Holland	0	0	2227 3694	275 466	2227 3694	275 466	1.0777	2400 3981	297 502	24 32	12 32	12 32	2424 4014	309 534	1.00% 0.82%	4.05% 6.37%	Rule 1 Rule 1	No No	No No
LK91 LK92	Unnamed Road	East Lindsey	0	0	0	0	0	0	1.0777	0	0	6	6	6	6	6	0.82%	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	2262	0	0	224	1.05	0	0	20	20	20	20	20	0.00%	0.00%	Rule 1	Unknown	No
W1 W2	Main Road / Aylesby Lane A1136 Great Coates Rd	North East Lincolnshire North East Lincolnshire	0 15766	0 161	2363 0	224 0	2363 15766	224 161	1.0642 1.0642	2515 16778	239 171	36 102	0	0	2551 16880	239 171	1.43% 0.61%	0.00%	Rule 1 Rule 2	No No	No No
W3	A1136 Great Coates Ru  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 56	0	0	23451	216	1.0642 1.0642	24957 14424	230	11	0	0	24968 14435	230	0.04%	0.00%	Rule 2	No	No
W9 W10	Louth Road Bradley Road	North East Lincolnshire North East Lincolnshire	13554 0	0	0	0	13554 0	56 0	1.0642	0	60 0	11 2	0	0	14435	60	0.08%	0.00%	Rule 2 Rule 1	No Unknown	No No
W10	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 W35	Beesby Walk / Beesby Road A1111 Sutton Road	East Lindsey East Lindsey	0	0	0	0	0	0	1.0745 1.0745	0	0	0	0	0	0	0	0.00%	0.00%	Rule 1 Rule 1	Unknown Unknown	No No
W36	Claythorpe Road	East Linusey	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 W41-2	A151 A151	South Holland South Holland	0 12177	794	13495 0	1393 0	13495 12177	1393 794	1.0777 1.0777	14543 13123	1501 856	87 87	0	0	14630 13210	1501 856	0.60% 0.66%	0.00%	Rule 1 Rule 1	No No	No No
W41-2 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 W48	Quadring Road A151 Bourne Road / Dozens Bank	South Holland	4956 5603	266 333	0	0	4956 5603	266 333	1.0777 1.0777	5341 6038	287 359	26 26	0	0	5368 6064	287 359	0.49% 0.43%	0.00%	Rule 2 Rule 2	No No	No No
W48 W49	A151 Bourne Road / Dozens Bank	South Holland	0	0	0	0	0	0	1.0777	0	0	33	0	0	33	0	0.43%	0.00%	Rule 2	Unknown	No 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 W55	West Drove North  Market Lane	King's Lynn and West Norfolk King's Lynn and West Norfolk	0	0	0	0	0	0	1.05 1.05	0	0	80 46	0	0	80 46	0	0.00%	0.00%	Rule 1 Rule 1	Unknown Unknown	Yes No
W55 W56	Lynn Road	King's Lynn and West Norfolk  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 1	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		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 W80	A1101 Churchill Road Rye Lane	Fenland East Lindsey	15103 0	726 0	0 163	0 28	15103 163	726 28	1.0798 1.0745	16308 175	784 30	9	0	0	16318 175	784 30	0.06%	0.00%	Rule 2 Rule 1	No No	No No
W81	A52 Wainfleet Road	Boston	7857	493	0	0	7857	493	1.0745	8521	535	2	0	0	8524	535	0.00%	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
W85	Hobhole Bank	Boston	0	0	0	0	0	0	1.0846	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	Oct 2024	Surveyed Oct 2024 Avg Day HGV	Applied AADT	Applied HGV	TEMPRO	Baseline All		Construction Traffic All Vehicles	Construction Traffic HGV	Construction Traffic AAHGVT	Total All (Future traffic + Construction traffic)	Total HGV (Future traffic + Construction traffic)	% difference in traffic flow All Veh	difference	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

+ 100% + 50% Bellm. uplift: Subst. uplift

# 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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