

# Humber Carbon Capture Pipeline

## Preliminary Environmental Information Report – Volume 4 – Appendices (Part 4)

Document Ref: 30181090 -ARC-XX-XX-RP-ZB-0010-1-Preliminary Environmental Information Report – Volume 4 – Appendices (Part 4)

Revision: V1

SEPTEMBER 2025



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Volume 4 – Appendices (Part 4)

Date SEPTEMBER 2025

### Version Control

Version	Date	Author	Checker	Reviewer	Approver
1	30.09.2025	Various	AC	MM	JC

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## Appendix 16.1 – Traffic and Transport Tables

### Baseline Conditions

#### Existing Baseline - Construction Traffic Route Roads and Junctions

Table 16-1-1 – Construction Traffic Route – SRN

SRN Junction	Connecting Primary Access Routes
M62 J37	PAR 13 – A614
M62 J36	PAR 8 - A614 Rawcliffe Road
M18 J6	PAR 10 - A614
M180 J2	PAR 24 - A161 (M180)
M180 J5 Barnetby Interchange	PAR 47 - A15
A160 Habrough Roundabout	PAR 59 - East Halton Road & PAR 58 - Ulceby Road
A160 / Eastfield Road	PAR 65 - Eastfield Road
A160 Manby Roundabout	PAR 67 - Humber Road / Rosper Road
A1033 Salt End Roundabout	PAR 75 - A1033 & PAR 70 - Paull Road

Table 16-1-2 – Construction Access Route used for each Access Point

Access Point ID	Construction Access Route
A1	M62 J36 – A614 – A645 – New Road
A2	Not Required – if required: M62 J36 – A614 – A645 – New Road – Carr Lane – Unnamed Road
A3	Not Required – if required: M62 J36 – A614 – A645 – New Road – Carr Lane – Unnamed Road
A4	M62 J36 – A614 – A645 – New Road – Carr Lane – Unnamed Road
A4b	M62 J36 – A614 – A645 – New Road – Carr Lane – Unnamed Road
A5	M62 J37 – A614 – Booth Ferry Road – A63 – Main Street – Gateland Field Lane
A6	M62 J37 – A614 – Booth Ferry Road – A63 – Main Street
A7	M62 J36 – A614 – A645 – New Lane – Brier Lane – Rusholme Lane
A8	M62 J36 – A614 – A645 – New Lane – Brier Lane – Rusholme Lane

Access Point ID	Construction Access Route
A9	M62 J36 – A614 – A645 – New Lane – Brier Lane – Rusholme Lane
A10	M62 J36 – A614 – A645 – New Lane – Brier Lane
A10b	M62 J36 – A614 – A645 – New Lane – Brier Lane
A100	A1033 Salt End Roundabout – A1033 – Sunk Island Road
A101	A1033 Salt End Roundabout – A1033 – Sunk Island Road
A102	A1033 Salt End Roundabout – A1033
A103	A1033 Salt End Roundabout – A1033
A104	A1033 Salt End Roundabout – A1033
A105	A1033 Salt End Roundabout – A1033 – Haul Road
A106	A1033 Salt End Roundabout – A1033 – A1033 / Haul Road
A107	A1033 Salt End Roundabout – A1033 – Haul Road / Holmpton Road
A108	A1033 Salt End Roundabout – A1033 – Haul Road / Holmpton Road
A109	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road – Northfield Lane
A11	M62 J36 – A614 – A645 – New Lane – Brier Lane
A11b	M62 J36 – A614 – A645 – New Lane
A111	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road – Ryesome Road
A113	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road / Weeton Road – Dimlington Road / Warmer Lane
A114	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road / Weeton Road – Dimlington Road / Warmer Lane
A115	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road / Weeton Road – Dimlington Road / Warmer Lane
A13	M62 J36 – A614 – A645 – New Lane (private road)
A14	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane
A15	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane – Seg Lane
A16	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane – Seg Lane – Wheels Lane

Access Point ID	Construction Access Route
A17	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane – Seg Lane – Wheels Lane
A18	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane – Seg Lane – Wheels Lane – Ings Lane
A19	M62 J36 – A614 – A645 – New Lane (private road) – Mill Lane – Seg Lane – Wheels Lane – Ings Lane
A20	Via Rawcliffe: M62 J36 – A614 Via Bankside: M180 J6 – A614 – Selby Road – A614
A201	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A202	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A203	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A204	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A205	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A206	M62 J36 – A161 – Quay Lane – Crossmoor Bank
A207	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Old Lane
A208	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Old Lane
A209	M180 J2 – A161
A21	Via Rawcliffe: M62 J36 – A614 Via Bankside: M180 J6 – A614 – Selby Road – A614
A21b / A21c / A21D	Via Rawcliffe: M62 J36 – A614 – A1041 Via Bankside: M180 J6 – A614 – Selby Road – A614 – A1041
A210	M180 J2 – A161
A211	M180 J2 – A161 – Carr Lane
A212	M180 J2 – A161 – Carr Lane
A213	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (north of Bonnyhale Road)
A214	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (north of Bonnyhale Road)

Access Point ID	Construction Access Route
A215	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (north of Bonnyhale Road)
A22	Via Rawcliffe: M62 J36 – A614 Via Bankside: M180 J6 – A614 – Selby Road – A614
A23	Via Rawcliffe: M62 J36 – A614 Via Bankside: M180 J6 – A614 – Selby Road – A614
A24	Via Rawcliffe: M62 J36 – A614 – Greenland Via Bankside: M180 J6 – A614 – Selby Road – A614 – Greenland
A25	Via Rawcliffe: M62 J36 – A614 – Greenland - Johnny Moor Long Lane Via Bankside: M180 J6 – A614 – Selby Road – A614 – Greenland - Johnny Moor Long Lane
A26	Via Rawcliffe: M62 J36 – A614 – Greenland - Johnny Moor Long Lane Via Bankside: M180 J6 – A614 – Selby Road – A614 – Greenland - Johnny Moor Long Lane
A27	Via Rawcliffe: M62 J36 – A614 – Greenland - Johnny Moor Long Lane Via Bankside: M180 J6 – A614 – Selby Road – A614 – Greenland - Johnny Moor Long Lane
A28	M62 J36 – A161
A29	M62 J36 – A161
A30	M62 J36 – A161
A301 & A301b	M180 Barnetby Interchange – A18 – B1211 – Barton Road – Thornton Road
A302 & A301b	M180 Barnetby Interchange – A18 – B1211 – Barton Road – Thornton Road
A303	M180 Barnetby Interchange – A18 – B1211 – Barton Road - Wootton Road
A304 and A304b	M180 Barnetby Interchange – A18 – B1211 – Barton Road - Wootton Road
A305	M180 Barnetby Interchange – A18 – B1211

Access Point ID	Construction Access Route
A306	M180 Barnetby Interchange – A18 – B1211
A31	M62 J36 – A161 – Quay Lane
A32	M62 J36 – A161 – Quay Lane
A33	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Reading Gate / Puddiners Lane
A34	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Reading Gate
A35	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Puddiners Lane
A36	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Puddiners Lane
A37	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Old Lane
A38	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Old Lane
A39	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway
A40	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway
A401	A160 Habrough Roundabout – East Halton Road – College Road
A402	A160 Habrough Roundabout – East Halton Road – Crook Mill Road
A403	A160 Habrough Roundabout – East Halton Road – Crook Mill Road
A404	A160 Habrough Roundabout – East Halton Road
A405	A160 Habrough Roundabout – East Halton Road
A41	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Haul Road
A42	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Haul Road
A43	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Haul Road
A44	M62 J36 – A161 – Goole Road – Low Street – A161 King's Causeway – Haul Road

Access Point ID	Construction Access Route
A45	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road – B1430 Thealby Lane / Burton Road – Tee Lane – Walcot Road Cars / LGVs can use Coleby Road – Alkborough Lane – West Halton Lane - Walcot Road
A46	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road – B1430 Thealby Lane / Burton Road – Tee Lane – Walcot Road
A47	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road – B1430 Thealby Lane Cars / LGVs can use Coleby Road – Alkborough Lane – West Halton Lane - Walcot Road
A48	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road – B1430 Thealby Lane Cars / LGVs can use Coleby Road – Alkborough Lane – West Halton Lane - Walcot Road
A49	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road – Unnamed Road (south of Coleby Road)
A502	A160 Habrough Roundabout – East Halton Road - Greengate Lane – Staple Road – Eastfield Road – A160
A503	A160 Habrough Roundabout – East Halton Road - Greengate Lane – Staple Road – Eastfield Road – A160
A51	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road – Unnamed Road (south of Coleby Road)
A52	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road – Unnamed Road (south of Coleby Road)
A53	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road
A54	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road
A55	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road

Access Point ID	Construction Access Route
A56	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road
A57	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road
A58	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane
A59	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road – Ermine Street – Ings Lane
A60	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road – Ermine Street – Ings Lane
A601	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane
A602	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track
A603	A1033 Salt End Roundabout – Paull Road – Farbridge Lane
A604	A1033 Salt End Roundabout – Paull Road – Farbridge Lane
A605	A1033 Salt End Roundabout – Paull Road
A606	A1033 Salt End Roundabout – Paull Road
A61	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road – Ermine Street – Ings Lane
A62	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road – Ermine Street – Ings Lane
A63	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road
A64	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road

Access Point ID	Construction Access Route
A65	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road
A66	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road
A67	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road
A68	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road
A69	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road / Cockthorne Lane / Sluice Road – High Street / Horkstow Road
A70	M180 Barnetby Interchange – A15 – B1206 – B1218 Brigg Road
A701	M62 J36 – A614 – A645 – New Road – Carr Lane
A702	M180 J2 – A161 – A18 – Keadby 2 Site Access
A703	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (east of Bonnyhale Road)
A704	M180 Barnetby Interchange – A15 – B1206
A705	M180 Barnetby Interchange – A18 – Franklin Way
A706	A160 Habrough Roundabout – A1077 Ulceby Road
A707	A160 Manby Roundabout – Rosper Road – Haven Road
A708	A1033 Salt End Roundabout – Paull Road – Farbridge Lane
A71	M180 Barnetby Interchange – A15 – B1206 – B1218 Brigg Road
A72	M180 Barnetby Interchange – A15 – B1206 – B1218 Brigg Road
A73	M180 Barnetby Interchange – A15 – B1206 – Burnham Road
A74	M180 Barnetby Interchange – A15 – B1206 – Burnham Road
A75	M180 Barnetby Interchange – A15 – B1206
A76	M180 Barnetby Interchange – A15 – B1206 – Barton Road
A77	M180 Barnetby Interchange – A15 – B1206 – Barton Road

Access Point ID	Construction Access Route
A78	M180 Barnetby Interchange – A15 – B1206 – A1077 Thornton Road
A79	M180 Barnetby Interchange – A15 – B1206 – A1077 Thornton Road
A80	M180 Barnetby Interchange – A15 – B1206 – A1077 Thornton Road
A802	Access: M180 Barnetby Interchange – A15 – B1206 – College Road – Thornton Road / Ferry Road – East Marsh Road Exit: Chapel Field Lane – Soff Lane – College Road – B1206 – A15 – M180 Barnetby Interchange
A81	M180 Barnetby Interchange – A15 – B1206 – A1077 Thornton Road
A82	M180 Barnetby Interchange – A15 – B1206 – A1077 College Road
A83	M180 Barnetby Interchange – A15 – B1206 – A1077 College Road
A84	A160 Habrough Roundabout – East Halton Road – College Road
A85	A160 Habrough Roundabout – East Halton Road – Townside – Station Road – Skitter Road
A86	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane/Newlands Lane
A87	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane
A88	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Bellcroft Lane
A89	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane / Hooks Lane – Bellcroft Lane
A901	Access: M180 Barnetby Interchange – A15 – B1206 – College Road – Thornton Road / Ferry Road – East Marsh Road Exit: Chapel Field Lane – Soff Lane – College Road – B1206 – A15 – M180 Barnetby Interchange
A92	The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:

Access Point ID	Construction Access Route
	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane
A93	<p>The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:</p> <p>A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane</p>
A94	<p>The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:</p> <p>A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane</p>
A95	<p>The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:</p> <p>A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane</p>
A96	A1033 Salt End Roundabout – A1033 – Saltaugh Road
A97	A1033 Salt End Roundabout – A1033 – Saltaugh Road
A98	<p>The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:</p> <p>A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane</p>

Access Point ID	Construction Access Route
A99	<p>The base case access plan assumes access along the construction corridor haul road will be prioritised, either as a one-way system from Thorngumbald AGI (accessed via Rose Hill Farm) to the Winestead TCC, or alternatively two-way from the AGI and TCC separately in order to reduce the length of trafficking along the construction spear. If not possible, the following route would be used:</p> <p>A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane</p>
AP1	M62 J36 – A614 – A645 – New Road
AP10	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (east of Bonnyhale Road)
AP10b	M180 J2 – A161 – A18 – Keadby 2 Site Access - Unnamed Road (northwest of Bonnyhale Road)
AP11	M180 Barnetby Interchange – A18 – B1211
AP12	A160 – Eastfield Road – Church Lane
AP13	A1033 Salt End Roundabout – Paull Road – Farbridge Lane
AP2	<p>Via Rawcliffe: M62 J36 – A614 – Greenland - Johnny Moor Long Lane – Unnamed (private road)</p> <p>Via Bankside: M180 J6 – A614 – Selby Road – A614 – Greenland - Johnny Moor Long Lane – Unnamed (private road)</p>
AP3	M62 J36 – A161 – Quay Lane – Crossmoor Bank
AP4	M180 J3 – A1077 (M) – A1077 Phoenix Parkway / Mannaberg Way / Winterton Road / Roxby Road / Top Road / Earlsgate Road
AP5	M180 Barnetby Interchange – A15 – B1206
AP6	M180 Barnetby Interchange – A15 – B1206 – A1077 College Road
AP7	A1033 Salt End Roundabout – Paull Road – Farbridge Lane – Rose Hill Farm Track – Thorngumbald Road – Dark Lane – Newlands Lane
AP8	A1033 Salt End Roundabout – A1033 – Haul Road / Holmpton Road
AP9	A1033 Salt End Roundabout – A1033 – Eastgate – B1445 Welwick Road / Weeton Road – Dimlington Road / Warmer Lane

Table 16-1-3 – Primary Access Routes Link IDs

Link ID	Local Authority	Road Name
PAR 1	East Riding of Yorkshire/North Yorkshire	A645
PAR 2	North Yorkshire	New Road
PAR 3	North Yorkshire	Carr Lane/Redhouse Lane
PAR 4	North Yorkshire	New Lane/Brier Lane
PAR 5	North Yorkshire	Rusholme Lane
PAR 6	North Yorkshire	Brier Lane/Seg Lane/Wheels Lane
PAR 7	North Yorkshire	Ings Lane
PAR 8	East Riding of Yorkshire	A614 Rawcliffe Road
PAR 9	East Riding of Yorkshire	A614 Rawcliffe Road
PAR 10	East Riding of Yorkshire	A614
PAR 11	East Riding of Yorkshire	A1041
PAR 12	East Riding of Yorkshire	Greenland Lane/Johnny Moor Long Lane
PAR 13	East Riding of Yorkshire	A614
PAR 14	East Riding of Yorkshire	Boothferry Road
PAR 15	East Riding of Yorkshire	A63
PAR 16	East Riding of Yorkshire	Main Street
PAR 17	East Riding of Yorkshire	Station Lane/Gateland Field Lane
PAR 18	East Riding of Yorkshire	A161 (Goole)
PAR 19	East Riding of Yorkshire	Quay Lane
PAR 20	East Riding of Yorkshire	Crossmoor Bank
PAR 21	East Riding of Yorkshire	Quart Lane
PAR 22	East Riding of Yorkshire	Oldlane Gate
PAR 23	East Riding of Yorkshire	A161 (Swinefleet/Eastoft)
PAR 24	North Lincolnshire	A161 (M180)
PAR 25	North Lincolnshire	A161 (Eastoft/Crowle)
PAR 26	North Lincolnshire	Carr Lane

Link ID	Local Authority	Road Name
PAR 27	North Lincolnshire	A18
PAR 28	North Lincolnshire	Unnamed Road – east of Bonnyhale Road
PAR 29	North Lincolnshire	Unnamed Road – north of Bonnyhale Road
PAR 30	North Lincolnshire	Garthorpe Road/Ness Lane/Old River Don
PAR 31	North Lincolnshire	A1077
PAR 32	North Lincolnshire	A1077
PAR 33	North Lincolnshire	Winterton Road
PAR 34	North Lincolnshire	Roxy Road/Top Road
PAR 35	North Lincolnshire	B1430 Thelby Road/Burton Road
PAR 36	North Lincolnshire	Tee Lane/ Walcot Road
PAR 37	North Lincolnshire	Unnamed Road (north of the B1430)
PAR 38	North Lincolnshire	Unnamed Road (west of Earlsgate Road)
PAR 39	North Lincolnshire	A1077 Sluice Road
PAR 40	North Lincolnshire	A1077
PAR 41	North Lincolnshire	Ermine Street/Ings Lane
PAR 42	North Lincolnshire	Horkstow Road/Main Street
PAR 43	North Lincolnshire	A18
PAR 43b	North Lincolnshire	Franklin Way
PAR 44	North Lincolnshire	B1211
PAR 45	North Lincolnshire	Unnamed Road/Barton Road
PAR 46	North Lincolnshire	Wootton Road
PAR 46b	North Lincolnshire	Thornton Road
PAR 47	North Lincolnshire	A15
PAR 48	North Lincolnshire	B1218 Brigg Road
PAR 49	North Lincolnshire	B1206

Link ID	Local Authority	Road Name
PAR 50	North Lincolnshire	B1206
PAR 51	North Lincolnshire	A1077
PAR 52	North Lincolnshire	College Road
PAR 53	North Lincolnshire	Ferry Road
PAR 54	North Lincolnshire	East Marsh Road
PAR 55	North Lincolnshire	Chape Field Road/Soff Lane
PAR 56	North Lincolnshire	College Road
PAR 57	North Lincolnshire	College Road
PAR 58	North Lincolnshire	Ulceby Road
PAR 59	North Lincolnshire	East Halton Road
PAR 60	North Lincolnshire	Crook Mill Road
PAR 61	North Lincolnshire	Townside (southern section
PAR 62	North Lincolnshire	Townside/Skitter Road
PAR 63	North Lincolnshire	Unnamed Road (towards East Halton Skitter)
PAR 64	North Lincolnshire	Greengate Lane/Staple Road
PAR 65	North Lincolnshire	Eastfield Road
PAR 66	North Lincolnshire	Church Lane
PAR 67	North Lincolnshire	Humber Road/Rosper Road
PAR 68	North Lincolnshire	Chase Hill Road
PAR 69	North Lincolnshire	Burnham Road
PAR 70	East Riding of Yorkshire	Paull Road
PAR 71	East Riding of Yorkshire	Farbridge Lane
PAR 72	East Riding of Yorkshire	Thorngumbald Road
PAR 73	East Riding of Yorkshire	Dark Lane
PAR 74	East Riding of Yorkshire	Newlands Lane
PAR 75	East Riding of Yorkshire	A1033
PAR 76	East Riding of Yorkshire	A1033 Main Road
PAR 77	East Riding of Yorkshire	A1033(through Thorngumbald)

Link ID	Local Authority	Road Name
PAR 78	East Riding of Yorkshire	A1033 Hull Road/Patrington Road/Station Road
PAR 79	East Riding of Yorkshire	A1033 (north of Patrington)
PAR 80	East Riding of Yorkshire	B1445
PAR 81	East Riding of Yorkshire	Humber Lane/Southside
PAR 82	East Riding of Yorkshire	Holmpton Road
PAR 83	East Riding of Yorkshire	Dimlington Road

Table 16-1-4 – Secondary Access Routes Link IDs

Link ID	Local Authority	Road Name
SAR 1	North Yorkshire	Unnamed Road
SAR 2	North Yorkshire	Main Road
SAR 3	North Yorkshire	Church Dike Lane
SAR 4	North Yorkshire	Brier Lane/Mill Lane
SAR 5	North Yorkshire	A645
SAR 6	North Yorkshire	High Street/Station Road
SAR 7	North Yorkshire	Mill Lane
SAR 8	North Lincolnshire	Main Street
SAR 9	North Lincolnshire	Outgate
SAR 10	North Lincolnshire	Bonnyhale Road
SAR 11	North Lincolnshire	A18/B1395
SAR 12	North Lincolnshire	Chapel Lane
SAR 13	North Lincolnshire	Skitter Road
SAR 14	North Lincolnshire	Haven Road
SAR 15	East Riding of Yorkshire	Dark Lane/Hooks Lane
SAR 16	East Riding of Yorkshire	Bellcroft Lane
SAR 17	East Riding of Yorkshire	Marsh Lane
SAR 18	East Riding of Yorkshire	Marsh Lane
SAR 19	East Riding of Yorkshire	Marsh Road

Link ID	Local Authority	Road Name
SAR 20	East Riding of Yorkshire	Dam Lane
SAR 21	East Riding of Yorkshire	Winestead Ings Lane

Table 16-1-5 – Private Road Access Routes Link IDs

Link IDs	Local Authority	Road Name
PRAR 1	North Yorkshire	New Lane
PRAR 2	East Riding of Yorkshire	Unnamed (west of the A614)
PRAR 3	East Riding of Yorkshire	Unnamed (west of the A614)
PRAR 4	East Riding of Yorkshire	Unnamed (west of the A614)
PRAR 5	East Riding of Yorkshire	Unnamed (west of the A614)
PRAR 6	East Riding of Yorkshire	Snaith Road (north of the A1041)
PRAR 7	East Riding of Yorkshire	Unnamed (east of the A614)
PRAR 8	East Riding of Yorkshire	Unnamed (east of Bridge Lane)
PRAR 9	East Riding of Yorkshire	Unnamed (east of Bridge Lane)
PRAR 10	North Lincolnshire	Via access A16
PRAR 11	North Lincolnshire	Unnamed Road (west of Chapel Lane)
PRAR 12	North Lincolnshire	Unnamed Road (south of Sluice Road)
PRAR 13	North Lincolnshire	Unnamed Road (west of East Halton Road)
PRAR 14	North Lincolnshire	Clough Lane
PRAR 15	North Lincolnshire	Unnamed Road (east of the A15)
PRAR 16	East Riding of Yorkshire	Farm Track
PRAR 17	East Riding of Yorkshire	Unnamed Road (southwest of the A1033)
PRAR 18	East Riding of Yorkshire	Hook Pasture Lane
PRAR 19	East Riding of Yorkshire	Unnamed Road (west of Goole Fields)
PRAR 20	East Riding of Yorkshire	Unnamed Road (east of Goole Fields)
PRAR 21	East Riding of Yorkshire	Unnamed Road (west of Quay Lane)

Table 16-1-6 – Minor Access Routes Link IDs

Link IDs	Local Authority	Road Name
MAR 1	East Riding of Yorkshire	Reading Gate
MAR 2	East Riding of Yorkshire	Puddiners Lane
MAR 3	North Lincolnshire	B1395
MAR 4	North Lincolnshire	Shore Road/Adlingfleet Road
MAR 5	North Lincolnshire	Coleby Road
MAR 6	North Lincolnshire	Alkborough Lane/West Halton Lane
MAR 7	North Lincolnshire	Walcot Road
MAR 8	North Lincolnshire	College Road
MAR 9	East Riding of Yorkshire	Bellcroft Lane
MAR 10	East Riding of Yorkshire	Saltaugh Road
MAR 11	East Riding of Yorkshire	Sunk Island Road
MAR 12	East Riding of Yorkshire	Northfield Lane
MAR 13	East Riding of Yorkshire	Rysome Road

Table 16-1-7 – Primary Access Routes Summary

A645 (PAR 1)	
Description	The assessed section of the A645 routes from the A614 / A645 roundabout to the A645 / New Road / Main Road Roundabout. It is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire / North Yorkshire.
Width	7.3 m - 8 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.

Character	The road is predominantly fronted by fields and wooded areas. No receptors.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### New Road (PAR 2)

Description	Section north of A645 / Main Road / New Road roundabout. It is a single carriageway road with one lane in each direction.
Local Authority	North Yorkshire.
Width	Approximately 6 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields to the east and Drax Power Station to the west. No receptors.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	There is a narrow footway on the western side of the carriageway.
Cycling Infrastructure	No designated cycling infrastructure.

### Carr Lane/Redhouse Lane (PAR 3)

Description	The assessed section of Carr Lane / Redhouse Lane from Carr Lane / New Road junction to Redhouse Lane is a single carriageway road with one lane in each direction. Redhouse Lane becomes a single track after
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	the bend when travelling east. Cars in opposing directions would be unable to pass simultaneously.
Local Authority	North Yorkshire.
Width	7.3 m - 10 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields and wooded areas. No receptors.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

#### New Lane/Brier Lane (PAR 4)

Description	The assessed section of New Lane/Brier Lane from A645 / Lane junction to Brier Lane / Church Dyke Lane / Rusholme Lane on entrance is a dirt track style with road with vehicles in opposing directions unable to pass simultaneously. The road becomes single carriageway with one lane in each direction after the New Lane/Brier Lane junction.
Local Authority	North Yorkshire.
Width	2.67 m - 5.6 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields and wooded areas. No receptors.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Rusholme Lane (PAR 5)

Description	The assessed section of Rusholme Lane from Brier Lane to Rusholme Lane on entrance is a dirt track style with road with vehicles in opposing directions unable to pass simultaneously.
Local Authority	North Yorkshire.
Width	4.5 m - 5.10 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields and wooded areas. No receptors.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Brier Lane / Seg Lane/Wheels Lane (PAR 6)

Description	The assessed section of Brier Lane from New Lane / Mill Lane on entrance is a dirt track style with road with vehicles in opposing directions unable to pass simultaneously. 'Passing points are allocated occasionally along the road. Where Wheels Lane and Seg Lane meet, road width
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	increasing with more space available for vehicle movement in both directions.
Local Authority	North Yorkshire.
Width	3.6m – 6 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields and wooded areas. No receptors.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Ings Lane (PAR 7)

Description	The assessed section of Ings Lane from Mill Lane / Wheels Lane is a dirt track style with road with vehicles in opposing directions unable to pass simultaneously.
Local Authority	North Yorkshire.
Width	3.8m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The road is predominantly fronted by fields and wooded areas. No receptors.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### A614 Rawcliffe Road (PAR 8)

Description	The assessed section of the A614 routes from the A614 / M62 interchange roundabout to the A614 / A645 Roundabout and connects to M62 Junction 36 in the east to the A645 in the west. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	Approximately 7.3 m wide along most of the length, with some localised widening to accommodate bus stops, parking bays and acceleration and deceleration lanes.
Speed Limit	There is a 60 mph between A614 / A645 Roundabout and a location approximately 100 m west of the A614 / Rawcliffe Road / Airmyn Road Roundabout. 40 mph speed limit between approximately 100 m west of the A614/Rawcliffe Road/Airmyn Road Roundabout and the A614/M62 interchange roundabout.
Street Lighting	Yes.
Bus Route	3, 88, 400, 401, and 488.
Character	The road is predominantly fronted by fields and farms. Woodside café popular with lorry drivers is accessed directly from the A614. A lorry driver rest area and services are located south of the A614 / Rawcliffe Road / Airmyn Road Roundabout and accessed from it. Given the high volume of HGV traffic using the road to access industrial locations and parks in the area, the road character is of a busy connector road.
On-carriageway parking	Approximately 130 m long parking bay outside a small (10 - 15 houses) cluster of residential dwelling on the northern side of the A614, east of Woodside Café.

Walking Infrastructure	Very narrow (less than 1 m wide) footway on the northern side of the road between A614 / A645 Roundabout and A614 / Rawcliffe Road / Airmyn Road Roundabout. Shared use path on the southern side of the carriageway between the A614 / Rawcliffe Road / Airmyn Road Roundabout and the A614 / M62 interchange roundabout, and for approximately 100 m on the northern side of the carriageway west of the between the A614 / Rawcliffe Road / Airmyn Road Roundabout.
Cycling Infrastructure	Shared use path on the southern side of the carriageway between the A614/Rawcliffe Road / Airmyn Road Roundabout and the A614 / M62 interchange roundabout, and for approximately 100 m on the northern side of the carriageway west of the between the A614/Rawcliffe Road/Airmyn Road Roundabout.

### A614 Rawcliffe Road (PAR 9)

Description	The assessed section of the A614 routes from the A614 / A645 roundabout and extends south towards Rawcliffe, connecting to the A614 / The Green junction. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	6.4 m – 8.2 m with some localised widening to accommodate acceleration and deceleration lanes.
Speed Limit	A 60 mph speed limit for most of the route, reducing to 30 mph when entering Rawcliffe settlement.
Street Lighting	Yes.
Bus Route	3, 88, 400, 401 and 488.
Character	The character of the road is predominantly rural in nature with agricultural fields and farms fronting the road. Where the route enters Rawcliffe, the route is more urban (when it passes through settlements).
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footway present along the whole of this route. It is predominantly located on the northbound side of the carriageway with a grass verge separating the footway and the carriageway. In some instances, the footway

	alternates between the southbound and northbound side of the carriageway. Additionally, along some sections there is a footway on both sides of the carriageway.
Cycling Infrastructure	No designated cycle infrastructure.

### A614 (PAR 10)

Description	The assessed section of the A614 routes from the A614 / A1041 roundabout to the A614 / A645 Roundabout and connects to M18 Junction 6 to the north and south respectively. The road is a single carriageway with one lane in each direction.
Width	6.8 m.
Local Authority	East Riding of Yorkshire.
Speed Limit	Between 40 mph and the National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is predominantly rural in nature with agricultural fields and farms fronting the road.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### A1041 (PAR 11)

Description	The assessed section of the A1041 from A1041 / A614 roundabout is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	6.6 m.

Speed Limit	30 mph.
Street Lighting	Yes.
Bus Route	401 and 488.
Character	The character of the road is predominantly rural in nature with agricultural fields and farms fronting the road. Where the route travels towards East Cowick, the route is more urban (when it passes through settlements).
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available to the south of the carriageway along the extent of the route.
Cycling Infrastructure	No on-cycling infrastructure present.

### Greenland Lane / Johnny Moor Long Lane (PAR 12)

Description	<p>The assessed route connects to the A614 on the west, and to Johnny Moor Long Lane on the East. The road is a single carriageway with one lane in each direction.</p> <p>The assessed section of Johnny Moor Long Lane consists of the section between the junction with Greenland Lane, and Bridge Lane. The road is a single carriageway with one lane in each direction.</p> <p>Tight bend at Greenland Lane / A614 junction.</p>
Local Authority	East Riding of Yorkshire.
Width	6.5 m - 8.5 m.
Speed Limit	National speed limit applies for Greenland Lane.
Street Lighting	Yes.
Bus Route	3.
Character	The character of the road is rural in nature fronted by agricultural fields and farms.

On-carriageway parking	No on-carriageway parking observed.
Walking Infrastructure	Limited designated walking infrastructure available, with a footway present along the bridge over the M18 and extends eastwards for approximately 530 m.
Cycling Infrastructure	No designated cycling infrastructure.

### A614 (PAR 13)

Description	The assessed route connects to the M62 Junction 7 to the southeast, and to Howden Spur roundabout to the northwest. The road is a dual carriageway with two lanes in each direction.
Local Authority	East Riding of Yorkshire.
Width	18.5 m (dual carriageway).
Speed Limit	National Speed Limit.
Street Lighting	Yes.
Bus Route	No.
Character	The character of the road is rural in nature fronted by agricultural fields and farms.
On-carriageway parking	Parking is available on the southern side of the carriageway.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Boothferry Road (PAR 14)

Description	The assessed route connects to the M614 Howden Spur roundabout to the east, and A63 / Boothferry Road roundabout to the west. The road is a single carriageway with one lane in each direction.
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Local Authority	East Riding of Yorkshire.
Width	9.6 m - 9.9m.
Speed Limit	Varies between 50 mph and National Speed Limit.
Street Lighting	Yes.
Bus Route	No.
Character	Industrial estates and agricultural land front the majority of the route.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Shared walking and cycling infrastructure are available to the south of the carriageway along the extent of the route.
Cycling Infrastructure	Shared walking and cycling infrastructure are available to the south of the carriageway along the extent of the route.

### A63 (PAR 15)

Description	The assessed route connects to the A63 / Boothferry Road to the south, and B1228/A63 to the east. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	5.2 m.
Speed Limit	Varies between 30 mph and 50 mph.
Street Lighting	Yes.
Bus Route	55, 400 and J36.
Character	Industrial estates and agricultural land front the majority of the route.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Walking infrastructure is available to the east of the carriageway along some of the route.

Cycling Infrastructure	No cycling infrastructure present.
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### Main Street (PAR 16)

Description	The assessed route connects to the B1228 / Main Street to the north. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	4.7 m - 5.3 m.
Speed Limit	Varies between 30 mph and National Speed Limit.
Street Lighting	Yes.
Bus Route	No.
Character	The character of the road is predominantly rural in nature with agricultural fields and farms fronting the road. Where the route travels towards Asselby, the route is more urban (when it passes through settlements).
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available along the carriageway to the north occasionally along the route particularly where the routes pass settlements.
Cycling Infrastructure	No cycling infrastructure present.

### Station Lane / Gateland Field Lane (PAR 17)

Description	The assessed route is a dirt track style road with vehicle travelling opposite direction unable to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.4 m - 4.0 m.
Speed Limit	40 mph.
Street Lighting	No.

Bus Route	No.
Character	The road is fronted by agricultural land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### A161 Goole (PAR 18)

Description	The assessed section of the A161 routes from the M62 J36 to Swinefleet Road / Park View junction. The section between the M62 J36 and A161 / Tom Pudding Way roundabout is a dual carriageway, with two lanes in each direction. The remainder of the assessed route is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire
Width	6.4 m – 7 m, although the carriageway narrows to approximately 5 m through Old Goole settlement.
Speed Limit	A speed limit of 30 mph between A161 / Anderson Road junction and M62 J36.  A speed limit of 40 mph between A161 / Anderson Road junction and junction with A161 Bridge Street. Speed limit then reduces to 30 mph between the junction with A161 Bridge Street, through Old Goole settlement, and then increasing to 60 mph through the remaining rural sections of the assessed route
Street Lighting	Present through settlement.
Bus Route	360, 361, G1, G4 and G5
Character	The character of the route is predominantly urban in nature with industrial estates fronting the carriageway along some sections and properties through the sections going through the settlement. Additionally, some sections of the route are rural in nature, fronted by agricultural fields and farms.

On-carriageway parking	Designated parking bays are available through sections of Old Goole.
Walking Infrastructure	Footway present along the southbound side of the dual carriageway and continues alongside the single carriageway up to the junction with the A161 Goole Bridge. This then becomes a shared use path along the A161 Goole Bridge on both sides of the carriageway, ending at junction with Cottingham Street, as path becomes a footway.
Cycling Infrastructure	No cycling infrastructure present.

### Quay Lane (PAR 19)

Description	The assessed route connects to the A161 to the north and Crossmoor Bank to the south. This road is a single carriageway road with vehicles travelling opposite direction unable to pass simultaneously. Passing points are signposted along the extent of the route.
Local Authority	East Riding of Yorkshire.
Width	2.2 m - 5.0 m (at passing points).
Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The road is fronted by agricultural land mostly with the occasional residential property fronting carriageway.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### Crossmoor Bank (PAR 20)

Description	The assessed route connects to Quay Lane to the west and Oldlane Gate to the east. This road is a single carriageway road with vehicles travelling opposite direction unable to pass simultaneously. Passing points are available along the extent of the route.
Local Authority	East Riding of Yorkshire.
Width	4.2 m - 6.9 m.
Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The road is fronted by agricultural land mostly with the occasional residential property fronting carriageway.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### Quart Lane (PAR 21)

Description	The assessed route connects to Quart Lane to the west and Oldlane Gate to the east. This road is a single carriageway road with one lane in each direction; however, it could be considered quite narrow.
Local Authority	East Riding of Yorkshire.
Width	3.1 m - 9.1 m (road entrance/exit).
Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The road is fronted by agricultural land mostly with the occasional residential property fronting carriageway.

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### Oldlane Gate (PAR 22)

Description	The assessed section of Oldlane Gate commences from the junction with King's Causeway, and extends southwards for 3.26 km, just south of the junction with Crossmoor Bank. The route is a single carriageway road, which is narrow, therefore, vehicles travelling in opposing directions are unlikely to pass side by side.
Local Authority	East Riding of Yorkshire.
Width	3 m – 4 m, this route is narrow.
Speed Limit	National speed limit applies to the route.
Street Lighting	None present.
Bus Route	N/A.
Character	The character of the route is rural in nature fronted by agricultural fields and farms.
On-carriageway parking	No on-carriageway parking observed.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### A161 (Swinefleet/Eastoft) (PAR 23)

Description	The assessed section of the A161 routes from the A161 Swinefleet Road / Park View junction to approximately 330 m south of Oldlane Gate /
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	<p>Crossmoor Bank junction. It is a single carriageway road with one lane in each direction.</p> <p>Old Lane / Oldlane Gate is significantly narrow, therefore, even though the road can be used for two-directional flows, it is a single-track road, thus vehicles would need to use the grass verge to pass side by side.</p>
Local Authority	East Riding of Yorkshire.
Width	6.2 m – 6.8 m wide, although the carriageway narrows to approximately 5 m through Old Goole settlement. The section of the assessed route via Old Lane / Old Lane Gate are significantly narrower, measuring 3 m – 3.3 m in width.
Speed Limit	There is a 60 mph speed limit between the A161 Swinefleet Road/Park View and A161 / Goole Road/Quay Lane junction as this section is rural in nature. The route is 40 mph along Goole between A161 / Goole Road / Quay Lane junction and upon entering Swinefleet settlement, as the route reduces to 30 mph. This increase to 60 mph for the rural section of the route to the southeast of Swinefleet.
Street Lighting	Present through settlement.
Bus Route	N/A.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements).
On-carriageway parking	Parking is present along the section of the route through Swinefleet. Along Goole Road / Low Street there is parking on the pavement on the westbound side of the carriageway and continues along the route stopping at the King's Causeway / Church Lane junction.
Walking Infrastructure	A narrow footway is present along the southbound side of the carriageway from the A161 Swinefleet Road / Park View junction, through Swinefleet settlement.
Cycling Infrastructure	No designated cycling infrastructure

### A161 (M180) (PAR 24)

Description	The assessed section of the A161 routes from the A161 / A18 junction to the M180. It is a single carriageway road with one lane in each direction.
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Local Authority	North Lincolnshire.
Width	6.5 m – 7 m.
Speed Limit	40 mph speed limit at the A161 / A18 junction and 50 mph for the remainder of the assessed route.  50 mph speed limit to the south of the M180, reducing to 40 mph upon entering Belton, reducing further to 30 mph for approximately 190 m of the route connecting to A161 / King Edward Street/Westgate Road roundabout.
Street Lighting	Yes, at the A161 / A18 junction.
Bus Route	361 and 90.
Character	The character of the road is rural in nature as it is fronted by agricultural fields and farms.
On-carriageway parking	Parking bays present on both sides of the carriageway approximately 305 m north of the M180.
Walking Infrastructure	Footway present for approximately 410 m of the route (sections north of the M180).  No designated pedestrian infrastructure along the remainder of the route.
Cycling Infrastructure	No designated cycling infrastructure.

### A161 (Eastoft / Crowle) (PAR 25)

Description	The assessed section of the A161 routes from the Crowle Road (south of Eastoft) to the A161 / A18 junction. It is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire
Width	5.9 m - 6.8 m along rural sections of the route. Narrows to 4.9 m – 5.5 m through settlements.
Speed Limit	50 mph speed limit along the A161 between Crowle Road (south of Eastoft) and Crowle settlement. This reduces to 30 mph and 20 mph (school safety zone) through Crowle, 30 mph and 20 mph through Belton.

	40 mph speed limit between settlements, and for the remaining sections to the south of Belton.
Street Lighting	Present through settlement.
Bus Route	361 and 90.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements). There are receptors along this route, with schools present and warning signs (horse-riders, elderly people, schools, cattle).
On-carriageway parking	Within Crowle parking bays on Eastoft Road southbound, outside Northfield Place prior to the bus stop. To the south of the bus stop there are also vehicles parked on both sides of the carriageway on Eastoft Road. Vehicles parked on both sides of Woodland Avenue following the A161 / Mill Road / Fieldside double mini roundabout in the carriageway before double yellow lines and southbound where there are no longer any double yellow lines following this.
Walking Infrastructure	No designated pedestrian infrastructure along rural sections of the road. Within Crowle, initially there is only a footway on the northbound side of the carriageway (northern section of the settlement), although through the main sections of the settlement, there are footways on both sides of the carriageway. However, they are very narrow along High Street, to the south of Cross Street side road to Market Place side road.
Cycling Infrastructure	No designated cycle infrastructure.

### Carr Lane (PAR 26)

Description	The assessed section of Carr Lane routes from the A161 / Carr Lane junction. It is a single carriageway road with one lane in each direction. It should be noted that at points the roads appears to be quite narrow, at these points vehicles going in opposite directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	1.5 m - 2.8 m.
Speed Limit	50 mph.

Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature as it is fronted by agricultural fields and farms.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### A18 (PAR 27)

Description	The assessed section of the A18 is located between A161 Crowle Bridge / A18 junction to Crowle Bank Road. It is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.5 m - 7.5 m.
Speed Limit	60 mph.
Street Lighting	No.
Bus Route	90 and 361.
Character	The character of the road changing in nature (fronted by agricultural fields and farms).
On-carriageway parking	Approximately 190 m of parking space available along A18 (1.56km to the east of the A161 Crowle Bridge / A18 junction Parking is available eastbound).
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Unnamed Road – east of Bonnyhale Road (PAR 28)

Description	The assessed section of the route is located from Chapel Lane to the north. It is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.8 m - 5.8 m.
Speed Limit	30 mph.
Street Lighting	No.
Bus Route	No.
Character	The road is fronted by industrial estates.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are partially available along the unnamed road along the northern carriageway (when travelling east).
Cycling Infrastructure	No cycling infrastructure present.

### Unnamed Road – north of Bonnyhale Road (PAR 29)

Description	This section of the route is accessed from other unnamed roads. This road is a dirt track style road. Some points along the route are narrow where vehicles travelling in opposite directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	3 m - 6 m.
Speed Limit	30 mph.
Street Lighting	No.
Bus Route	No .
Character	The character of this road is rural, surrounded by agricultural fields and wind turbines.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### Garthorpe Road / Ness Lane / Old River Don (PAR 30)

Description	This section of the route is accessed from Grange Road to the north. This road is a dirt track style road at some points however it is also a single carriageway with one lane in each direction. Some points along the route are narrow where vehicles travelling in opposite directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	2.6 m - 4.8 m.
Speed Limit	National speed limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural, surrounded by agricultural fields.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### A1077 (PAR 31)

Description	This section of the route is accessed from M180 Junction 3 to the south and to Frodingham Grange roundabout to the north. This road is a dual carriageway with 2 lanes in each direction available.
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Local Authority	North Lincolnshire.
Width	18.6 m - 19 m.
Speed Limit	50mph / national speed limit.
Street Lighting	Yes.
Bus Route	No.
Character	This road is surrounded by agricultural land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No walking infrastructure present.
Cycling Infrastructure	No cycling infrastructure present.

### A1077 (PAR 32)

Description	This section of the route is accessed from Mannaberg Way/Winterton Road roundabout to the east and to Frodingham Grange roundabout to the south. This road is mostly single carriageway with one lane in each direction; however, 2 lanes are available at some points for a short period of time (after Skippingdale roundabout is an example of this).
Local Authority	North Lincolnshire.
Width	6.7 m - 14.6 m.
Speed Limit	30 mph - 50 mph.
Street Lighting	Available on approach to all junctions. Street lighting becomes available along the extent of the route after Skippingdale roundabout.
Bus Route	350 and 560.
Character	This route passes mainly agricultural land. However, residential areas and industrial estates are present along some sections of the route.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Available after Skippingdale roundabout footways are available along the northern carriageway. Footways appear on both sides of the carriageway after A1077 / Normandy Road roundabout Footways to the north are no longer available after Wybeck Road junction. Shared cycle and walking path available after Mannaberg Way / Bessemer Way roundabout.
Cycling Infrastructure	Shared cycle and walking path available after Mannaberg Way / Bessemer Way roundabout.

### Winterton Road (PAR 33)

Description	This section of the route is accessed from Mannaberg Way/Winterton Road roundabout to the south and West Street / North Street/Roxby Road/Winterton Road to the north. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.9 m - 8.8 m.
Speed Limit	30 mph – 50 mph.
Street Lighting	Available sporadically along the route, especially near settlements.
Bus Route	350 and 560.
Character	The character of the road is rural, surrounded by agricultural land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available along the carriageway to the West until the junction with High Street. They then disappear momentarily before they return. Footways are available on just before Risby Road before they disappear again. Footways reappear on approach to Roxby.
Cycling Infrastructure	No cycling infrastructure available.

### Roxy Road / Top Road (PAR 34)

Description	This section of the route is accessed from West Street / North Street / Roxby Road / Winterton Road to the south and Northlands Road to the north. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6 m.
Speed Limit	30 mph – National Speed Limit.
Street Lighting	Only by settlements.
Bus Route	350 and 560.
Character	This route passes through residential areas but is fronted mainly by agricultural land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available on both sides of the carriageway at entrance to the road initially. Footways are also available on both sides of the carriageway near settlements, however footways become unavailable along the west carriageway before disappearing after top road junction.
Cycling Infrastructure	No cycling infrastructure available.

### B1430 Thelby Road / Burton Road (PAR 35)

Description	This section of the route is accessed from Thealby Lane / Top Road to the east and Darby Road / Tee Lane to the west. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.6 m - 6.3 m.
Speed Limit	30 mph – 50 mph.
Street Lighting	Only available near settlements.
Bus Route	60.

Character	The route is largely rural, surrounded by agricultural land however it passes through some residential settlements.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available along the West carriageway near settlements. Where footways to the west are no longer available, they appear along the east carriageway. Footways along the east continues with footways along both carriageways available in Theaby. Footways are no longer available along Burton Road but reappear again after exiting Theaby along northern carriageway. Footways are available along both sides in settlements within Burton Upon Stather.
Cycling Infrastructure	No cycling infrastructure available.

### **Tee Lane/ Walcot Road (PAR 36)**

Description	This section of the route is accessed from Darby Road / Tee Lane to the south. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.8 m - 6.4 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Street lighting is available near settlements.
Bus Route	No.
Character	The route is largely rural, surrounded by agricultural land however it passes through some residential settlements.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available near settlements.
Cycling Infrastructure	No cycling infrastructure available.

### Unnamed Road (north of the B1430) (PAR 37)

Description	This section of the route is accessed from Thealby Road / Unnamed Road to the south. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.1 m.
Speed Limit	National speed limit.
Street Lighting	No.
Bus Route	No.
Character	The character of this route is rural, surrounded by agricultural land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available near settlements.
Cycling Infrastructure	No cycling infrastructure available.

### Unnamed Road (west of Earlsgate Road) (PAR 38)

Description	This section of the route is accessed from Earlsgate Road to the west. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.9 m - 7.3 m.
Speed Limit	National speed limit.
Street Lighting	No.
Bus Route	No.
Character	The character of this route is rural, surrounded by agricultural land.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are available near settlements.
Cycling Infrastructure	No cycling infrastructure available.

### A1077 Sluice Road (PAR 39)

Description	This section of the route is accessed from Cliff Road to the west and High Street / Sluice Road to the east. This road is single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.4 m - 13.5 m.
Speed Limit	30 mph - national speed limit.
Street Lighting	Only near settlements.
Bus Route	350 and 560.
Character	This route is largely rural however it does pass through some residential settlements.
On-carriageway parking	Laybys are available sporadically along the route.
Walking Infrastructure	Footways are available temporarily along the north carriageway near the viewpoint.
Cycling Infrastructure	No cycling infrastructure available.

### A1077 (PAR 40)

Description	This section of the route is accessed from High Street / Sluice Road to the west and Burton upon Humber Junction roundabout to the east. This road is single carriageway with one lane in each direction.
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Local Authority	North Lincolnshire.
Width	7.7 m - 17.7 m
Speed Limit	30 mph - national speed limit.
Street Lighting	Yes.
Bus Route	96, 350 and 560
Character	This route is rural as it is fronted by agricultural land, however some residential properties are passed along the route near high street/slouce road junction.
On-carriageway parking	Laybys available near High Street / Slouce Road junction and near Burton upon Humber Junction roundabout.
Walking Infrastructure	Footways are available along the east carriageway up until Powells' Mount where no footway is available on either side.
Cycling Infrastructure	No cycling infrastructure available.

### Ermine Street / Ings Lane (PAR 41)

Description	This section of the route is accessed from A1077 to the north. This road is single carriageway with one lane in each direction. Ings Lane is a dirt track style road that is narrow, vehicles travelling in opposing directions would struggle to pass simultaneously, however passing points/laybys are available at some points along the road.
Local Authority	North Lincolnshire.
Width	2.2 m - 11 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	This route is rural as it is fronted by agricultural land.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No walking infrastructure available.
Cycling Infrastructure	No cycling infrastructure available.

### Horkstow Road / Main Street (PAR 42)

Description	This section of the route is accessed from Horkstow Road to the east and High Street / Sluice Road to the west. This road is single carriageway with one lane in each direction. Road width becomes extremely narrow at points, vehicles travelling in opposite direction would be unable to pass simultaneously along certain points.
Local Authority	North Lincolnshire.
Width	2.1 m - 4.8 m.
Speed Limit	30 mph – 50 mph.
Street Lighting	Yes, near settlements.
Bus Route	96.
Character	This route is rural as it is fronted by agricultural land however the route does pass a small residential development.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways available near residential developments.
Cycling Infrastructure	No cycling infrastructure available.

### A18 (PAR 43)

Description	The route assessed it from Barnetby Interchange to the B1211 / A18 junction. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.8 m - 7.5 m.
Speed Limit	40 mph speed limit between Barnetby Interchange and A18 / Kings Road and increasing to 60 mph to the east. 30 mph through Melton Ross.
Street Lighting	Yes – at junction.
Bus Route	X4.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements). Horse-Riding warning signs present through Melton Ross.
On-carriageway parking	Due to the absence of trip generators, the character of the road, posted speed limit and existing traffic flows strongly discourage on-carriageway parking. No observed-on-carriageway parking.
Walking Infrastructure	Narrow footway predominantly on the eastbound side of the carriageway between A18 / Kings Road roundabout and to the west of entering Melton Ross settlement.  Footway on the westbound side of the carriageway when entering Melton Ross. This is present for the majority of the assessed route.  Shared pedestrian footway and cycleway eastbound to the east of Westhome Lane junction, 90 m in length, and becomes only a footway for the remainder of the assessed route.
Cycling Infrastructure	Shared pedestrian footway and cycleway eastbound to the east of Westhome Lane junction, 90 m in length.

### Franklin Way (PAR 43b)

Description	The route assessed is from the A18/Franklin Way roundabout up to site access A705. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.5m – 15.7 m.

Speed Limit	20mph.
Street Lighting	Yes
Bus Route	N/A
Character	The character of the road is urban due to it being surrounded by hotels, car parks and warehouse style buildings.
On-carriageway parking	Due to the absence of trip generators, the character of the road, posted speed limit and existing traffic flows strongly discourage on-carriageway parking. No observed-on-carriageway parking.
Walking Infrastructure	Footways are available on the east side of the carriageway. After Franklin Way/ Schipol Way roundabout sufficient footways are available on both sides of the carriageway
Cycling Infrastructure	No designated cycle infrastructure

### B1211 (PAR 44)

Description	The route assessed it from B1211 / A18 junction. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6 m - 7 m.
Speed Limit	60 mph speed limit through rural sections between settlements, 30 mph through Croxton.
Street Lighting	Yes – through Croxton.
Bus Route	No.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements). Warning to slow down/take precaution as there is a heavy vehicle plant crossroad at the beginning of the assessed route. Cyclist warning on the bend northbound approach to Wootton access road.

On-carriageway parking	Due to the absence of trip generators, the character of the road, posted speed limit and existing traffic flows strongly discourage on-carriageway parking. No observed-on-carriageway parking.
Walking Infrastructure	Footpath on westbound side of the carriageway upon entering Croxton from the west until the junction.
Cycling Infrastructure	No designated cycle infrastructure.

### Unnamed Road / Barton Road (PAR 45)

Description	The route assessed it from B1211 / W End Road junction to the south and Caistor Road / B1206. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.8 m - 16.4 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	This route is rural as it is fronted by agricultural land.
On-carriageway parking	Due to the absence of trip generators, the character of the road and existing traffic flows strongly discourage on-carriageway parking. No observed on-carriageway parking.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Wootton Road (PAR 46)

Description	The route assessed is from Wootton Road to the east. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.

Width	6 m - 26.2 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	This route is rural as it is fronted by agricultural land.
On-carriageway parking	Due to the absence of trip generators, the character of the road and existing traffic flows strongly discourage on-carriageway parking. No observed-on-carriageway parking.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Thornton Road (PAR 46b)

Description	The route is accessed from Barton Road and extends west to site access A301b. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.7 m – 7.3 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	This route is rural as it is fronted by agricultural land.
On-carriageway parking	Due to the absence of trip generators, the character of the road and existing traffic flows strongly discourage on-carriageway parking. No observed-on-carriageway parking.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### A15 (PAR 47)

Description	Route is between M180 J5 and to the junction with the B1206. The route is a dual carriageway with two lanes in each direction.
Local Authority	North Lincolnshire.
Width	7.3 m – 9 m.
Speed Limit	National Speed Limit.
Street Lighting	Lighting present at/on the approach to the M10 J5.
Bus Route	N/A.
Character	The character of the road changing between being rural in nature (fronted by agricultural fields and farms) and industrial.
On-carriageway parking	No stopping permitted along the route excluding the designated stopping bays available.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### B1218 Brigg Road (PAR 48)

Description	The route is accessed from Brigg Road / A15 to the north and B1206 to the south. The route is a dual carriageway with two lanes in each direction.
Local Authority	North Lincolnshire.
Width	4.2 m - 8.6 m.
Speed Limit	National speed limit.
Street Lighting	No.
Bus Route	No.

Character	The character of the road is rural with the route surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### B1206 (PAR 49)

Description	The route is accessed between the A15, and the junction with A1077 The route is a single carriageway with one lane in each direction. 7.5 tonne restriction through Barrow upon Humber.
Local Authority	North Lincolnshire.
Width	6 m – 7 m.
Speed Limit	National speed limit for most of the route, reducing to 30 mph through Barrow upon Humber.
Street Lighting	Lighting present through Barrow upon Humber.
Bus Route	N/A
Character	The character of the road changing between being rural in nature (fronted by agricultural fields and farms) and urban with residential properties fronting the carriageway.
On-carriageway parking	No On-carriageway parking observed.
Walking Infrastructure	Footways present along the northern side of the carriageway, on the section which goes through Barrow upon Humber.
Cycling Infrastructure	No designated cycle infrastructure. There is a warning sign to watch out for cyclists to the west of the junction with Burnham Road.

## B1206 (PAR 50)

Description	The route is accessed between A1077 to the west and College Road to the east. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.7 m - 8.6 m.
Speed Limit	30 mph.
Street Lighting	Yes.
Bus Route	No.
Character	The character of the road is urban, with the route being fronted by residential settlements.
On-carriageway parking	On-carriageway parking observed outside residential properties.
Walking Infrastructure	Footways are available along the western side of the carriageway for the whole extent of the route and available to the east where there is housing on that side of the carriageway.
Cycling Infrastructure	No designated cycle infrastructure.

## A1077 (PAR 51)

Description	The route is accessed between A1077 / B1206 to the northwest and Main Street to the south. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.7 m - 6.3 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	No.

On-carriageway parking	The character of the route is largely rural with few houses located along this route.
Walking Infrastructure	Footways are available along both sides of the carriageway on entrance to the road from the B1206 / A1077 junction. Footways to the north are consistent along route until there is no longer housing, footways to the south become unavailable shortly after entrance to the road from the northwest.
Cycling Infrastructure	No designated cycle infrastructure.

### College Road (PAR 52)

Description	The route is accessed between College Road / Beck Lane / B1206 to the west and College Road / Thornton Road to the east. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.2 m – 6.7m.
Speed Limit	National Speed Limit.
Street Lighting	No lighting present.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms).
On-carriageway parking	No On-carriageway parking observed.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Ferry Road (PAR 53)

Description	The route is accessed between E Marsh Road to the north and College Road / Thornton Road junction to the south. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.2 m - 7.1 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Occasionally through residential settlements.
Bus Route	260.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms) however the route does pass some residential properties.
On-carriageway parking	No designated cycle infrastructure.
Walking Infrastructure	Footways become available along both sides of the road after Barrow Road/Gatehouse Road junction, where the route passes a residential settlement. Where there are hedges footways are only available to the east side of the carriageway. Once past the residential development footways are no longer available on either side of the carriageway. Footways are available to the west when going past another residential development.
Cycling Infrastructure	No designated cycle infrastructure.

### East Marsh Road (PAR 54)

Description	The route is accessed between Ferry Road to the east and an unnamed road to the south. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.2 m - 5.2 m.
Speed Limit	National Speed Limit.
Street Lighting	No.

Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms).
On-carriageway parking	Laybys are available along the road, no other on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Chapel Field Road / Soff Lane (PAR 55)

Description	The route is accessed between E Marsh Road to the northeast and College Road / Soff Lane to the south. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3 m - 5.9 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms) however the route does pass some residential properties.
On-carriageway parking	Laybys are available sporadically throughout the route.
Walking Infrastructure	Footways are available through settlements
Cycling Infrastructure	No designated cycle infrastructure.

### College Road (PAR 56)

Description	The route is accessed between College Road to the east and College Road / Thornton Road to the west. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.5 m - 6.8 m.
Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms) however the route does pass some residential properties.
On-carriageway parking	Laybys are available sporadically throughout the route.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### College Road (PAR 57)

Description	The route is accessed between Kettlebridge Lane / Townside to the east and College Road to the west. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.1 m - 7.2 m.
Speed Limit	20 mph – 40 mph.
Street Lighting	Yes, through residential settlements.
Bus Route	560.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms) however the route does pass some residential properties.

On-carriageway parking	On-carriageway parking observed outside residential properties.
Walking Infrastructure	Footways are available along the north carriageway where there are residential properties.
Cycling Infrastructure	No designated cycle infrastructure.

### Ulceby Road (PAR 58)

Description	The route is accessed between Habrough roundabout to the east and Ulceby Road to the west. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.6 m.
Speed Limit	National Speed Limit.
Street Lighting	Yes.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms).
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Shared cycle and walking footways available on the south side of the carriageway, this then switches to the north side of the carriageway on approach to Habrough roundabout.
Cycling Infrastructure	Shared cycle and walking footways available on the south side of the carriageway, this then switches to the north side of the carriageway on approach to Habrough roundabout.

### East Halton Road (PAR 59)

Description	The route is accessed between Habrough roundabout to the south and Crook Mill Road / Townside to the north. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.4 m - 10.7 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, on entrance to the road from Habrough roundabout.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms) however the route does pass some residential properties.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Shared cycle and walking footpaths are available for most of the route along the carriageway to the east.
Cycling Infrastructure	Shared cycle and walking footpaths are available for most of the route along the carriageway to the east.

### Crook Mill Road (PAR 60)

Description	The route is accessed between Townside / E Halton Road to the east and Crook Mill Road to the west. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	2.5 m - 10.8 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms).

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Townside (Southern Section) (PAR 61)

Description	The route is accessed between College Road to the north and Crook Mill Road / E Halton Road to the south. The route is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.4 m - 5.7 m.
Speed Limit	20 mph - 30 mph.
Street Lighting	Yes.
Bus Route	260 and 560.
Character	The route has a mixed character as it is fronted by both residential properties and agricultural/farming land.
On-carriageway parking	On-carriageway parking is observed through the residential settlements.
Walking Infrastructure	Footways are available along the eastern carriageway for the extent of the route. Footways to the west are available at some points along the route, particularly through the residential settlement.
Cycling Infrastructure	No designated cycle infrastructure available.

### Townside / Skitter Road (PAR 62)

Description	The route is accessed between College Road / Kettlebridge Lane to the south and Crook Mill Road/E Halton Road to the south. The route is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may
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	struggle to pass simultaneously. It should be noted some passing points are available along the route.
Local Authority	North Lincolnshire.
Width	3.5 m - 9.1 m.
Speed Limit	30 mph – National Speed Limit.
Street Lighting	Yes, through residential settlement.
Bus Route	No.
Character	The route has a mixed character as it is fronted by both residential properties and agricultural / farming land.
On-carriageway parking	On-carriageway parking is observed through the residential settlements.
Walking Infrastructure	Footways are available through the residential development.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed Road (towards East Halton Skitter) (PAR 63)

Description	The route is accessed between Skitter Road to the west an unnamed road to the east. The route is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously. It should be noted some passing points are available along the route.
Local Authority	North Lincolnshire.
Width	3 m - 6.8 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural as it is surrounded by agricultural/farming land.

On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Greengate Lane/Staple Road (PAR 64)

Description	The route is accessed between Eastfield Road to the east and E Halton Road to the west. For the extent of the cycle path, Staple Road is one way (east) and become a single carriageway with one lane in each direction on approach to the residential properties.
Local Authority	North Lincolnshire.
Width	2.9 m - 14.1 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlement.
Bus Route	260.
Character	The character of the route is mixed with the road passing through residential settlements, agricultural land and industrial estates.
On-carriageway parking	On-carriageway parking observed through residential settlement.
Walking Infrastructure	Footways are available through residential settlements.
Cycling Infrastructure	A designated cycle lane is available along Staple Lane along the southern carriageway.

### Eastfield Road (PAR 65)

Description	The route is accessed between Eastfield Road to the south and Chase Hill Road to the north. This road is a single carriageway with one lane in each direction.
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Local Authority	North Lincolnshire.
Width	7 m - 9.7 m.
Speed Limit	40 mph.
Street Lighting	Yes, intermittently along the route.
Bus Route	No.
Character	The character of the road is industrial by nature as its main surroundings consist of industrial estates.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available intermittently along the route.
Cycling Infrastructure	No designated cycle infrastructure available.

### Church Lane (PAR 66)

Description	The route is from Eastfield Road to the east. This road is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.8 m - 6.6 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, on approach to residential settlement.
Bus Route	No.
Character	The character of the road is rural as it is surrounded by agricultural land however the route does approach near a residential development.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure.

Cycling Infrastructure	No designated cycle infrastructure.
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### Humber Road / Rosper Road (PAR 67)

Description	The assessed route connects to Manby Roundabout and extends northwards to Haven Road / Chase Hill Road. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	6.2 m – 7.7 m. The carriageway is notably wider towards Killingholme docks.
Speed Limit	Rosper Road is predominantly subject to the National Speed Limit, reducing to 40 mph on the approach to Haven Road / Chase Hill Road junction.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is both rural and urban in nature, as it is fronted by a mixture of fields and industrial units.
On-carriageway parking	On-carriageway parking does not seem to occur.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Chase Hill Road (PAR 68)

Description	The assessed route connects to Haven Road / Rosper Road to the east and Eastfield / Chase Hill Road roundabout to the southwest. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	7.2 m - 7.4 m.

Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is both rural and urban in nature, as it is fronted by a mixture of fields and industrial units.
On-carriageway parking	On-carriageway parking does not seem to occur.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Burnham Road (PAR 69)

Description	The assessed route connects to B1206 to the south. This is a single carriageway, with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.5 m - 5.7 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the route is rural as it is surrounded by farming / agricultural land, however the route does pass through some residential settlements.
On-carriageway parking	On-carriageway parking is present near residential settlements.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Paull Road (PAR 70)

Description	The assessed route is located to the southeast of Salt End roundabout, connecting to the Paull Road / Back Road junction. This is a single carriageway, with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	7.3 m - 7.4 m.
Speed Limit	60 mph speed limit for most of the route, with a 40 mph speed limit towards the Salt End roundabout.
Street Lighting	Present through the sections fronted by an industrial setting.
Bus Route	No.
Character	The character of the road is both rural and urban in nature, as it is fronted by a mixture of fields and industrial units.
On-carriageway parking	Parking does not seem to occur.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Farbridge Lane (PAR 71)

Description	The assessed route is connected to Main Street to the east. This route is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	4.8 m – 5.4 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.

Character	The character of the road is rural in nature fronted by agricultural fields and farms; however, the route does pass an industrial estate.
On-carriageway parking	Parking does not seem to occur.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Thorngumbald Road (PAR 72)

Description	The assessed route is connected to Dark Lane to the east. This route is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	4.8 m - 6.7 m.
Speed Limit	40 mph.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature fronted by agricultural fields and farms; however, the route does pass an industrial estate.
On-carriageway parking	On-carriageway parking is not present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Dark Lane (PAR 73)

Description	The assessed route connects to Thorngumbald Road to the west and Dark Lane / Newlands Lane junction to the south. This is a single carriageway, with one lane in each direction.
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Local Authority	East Riding of Yorkshire.
Width	4.3 m – 5.5 m.
Speed Limit	30 mph speed limit on the section which goes through the edge of the Thorngumbald settlement and increases to the National Speed Limit for the remainder of the rural section of the route.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural as it is surrounded by agricultural / farming land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### Newlands Lane (PAR 74)

Description	The assessed route connects to Dark Lane to the north. This road is a single carriageway with one lane in each direction. The road becomes narrow at some points where vehicles travelling in opposing directions may struggle to pass simultaneously. Passing points are available along the route where this occurs.
Local Authority	East Riding of Yorkshire.
Width	3.8 m - 4.2 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural; it is surrounded by agricultural/farming land.

On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycling infrastructure.

### A1033 (PAR 75)

Description	The assessed route can be accessed from the A1033 / New Road roundabout to the southeast and Salt End roundabout to the west. This road is a single one-way carriageway (eastbound) from Salt End roundabout however, an additional lane in the opposing direction is available after 510m from this roundabout.
Local Authority	East Riding of Yorkshire.
Width	3.09 m - 8.7 m.
Speed Limit	40 mph.
Street Lighting	Yes.
Bus Route	72, 75, 173 and X7.
Character	The character of the route is rural as it is surrounded by agricultural land however, the route does approach housing developments and industrial estates.
On-carriageway parking	Some on-carriageway parking available on entrance to the road from Salt End roundabout.
Walking Infrastructure	Shared walking and cycling paths are available along the northern carriageway.
Cycling Infrastructure	Shared walking and cycling paths are available along the northern carriageway.

### A1033 Main Road (PAR 76)

Description	The assessed section of the A1033 routes from A1033 / New Road roundabout to the A1033 Hull Road / Marsh Lane junction. The A1033 is
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	a single carriageway road with one lane in each direction. The road connects to the SRN section of the A1033 and Hull City in the west and the B1445 and Patrington in the east.
Local Authority	East Riding of Yorkshire.
Width	6.4 m – 7.6 m, with sections of carriageway adjacent to junctions widened to up to 15 m to accommodate right-turn pockets and/or acceleration lanes.
Speed Limit	Subject to the National Speed Limit through rural sections and between settlements, 40 mph and 30 mph through Thorngumbald, 30 mph through Cameron, and 40 mph through Ryehill.
Street Lighting	Present through settlement.
Bus Route	75, 75h and X7.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements. Warning horse-riders signs are present.
On-carriageway parking	Laybys are present along rural sections of the road.
Walking Infrastructure	No designated pedestrian infrastructure along rural sections of the road. Footways of various widths on one or both sides of the carriageway through settlements (Thorngumbald, Camerton, and Ryehill).
Cycling Infrastructure	No designated cycle infrastructure.

### **A1033 (through Thorngumbald) (PAR 77)**

Description	The assessed route connects to the B1204 to the east and Hull Lane / Marsh Lane junction to the south. This road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	5.6 m - 11.2 m.
Speed Limit	30 mph - National Speed Limit.

Street Lighting	Yes, through settlements.
Bus Route	72, 75h, 75, 934, and X7.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements).
On-carriageway parking	Laybys are present along rural sections of the road.
Walking Infrastructure	Footways are present through settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

#### **A1033 Hull Road / Patrington Road / Station Road (PAR 78)**

Description	The assessed route connects to Hull Lane / Marsh Lane junction to the south and the B1455 / Northside junction to the east. This road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	5.3 m - 10.6 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlements.
Bus Route	72, 75, X7 and 75H.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements).
On-carriageway parking	Laybys are present along rural sections of the road.
Walking Infrastructure	Footways are present through settlements.

Cycling Infrastructure	No designated cycle infrastructure available.
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### A1033 (north of Patrington) (PAR 79)

Description	The assessed route connects to the B1455 / Northside junction to the west. This road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	6.3 m - 10.6 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlements.
Bus Route	71, 71b, 72, 75, X7 and 75H.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements).
On-carriageway parking	Laybys are present along rural sections of the road.
Walking Infrastructure	Footways are present through settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### B1445 (PAR 80)

Description	The assessed section of the B1445 routes from Patrington to Easington and connects to the A1033 Patrington. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	6 m along most of the length. Approximately 8 m through Patrington, however the effective width is affected by cars parked on one or both sides of the carriageway.
Speed Limit	30 mph - National Speed Limit.

Street Lighting	Mostly no, some intermittent lighting is present through Patrington.
Bus Route	71, 71a and 71b.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and a village road (when it passes through settlements).
On-carriageway parking	Cars parked on one or both sides of the carriageway through Patrington.
Walking Infrastructure	No designated pedestrian infrastructure along rural sections of the road. Footways of various widths on one or both sides of the carriageway through settlements and villages.
Cycling Infrastructure	No designated cycle infrastructure.

### Humber Lane/Southside (PAR 81)

Description	The assessed route connects Westgate / Ings Lane junction to the north and Welwick Road / Southside junction to the east. The road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	3.6 m - 5.6 m.
Speed Limit	30 mph.
Street Lighting	Yes.
Bus Route	No.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms).
On-carriageway parking	On-carriageway parking is observed through settlements.

Walking Infrastructure	Footways are available through residential settlement, and these continue along the extent of the route along the carriageway to the south.
Cycling Infrastructure	No designated cycle infrastructure is available.

### Holmpton Road (PAR 82)

Description	The assessed route connects to High Street / Welwick Road to the west. The road is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously, passing points are available along the route.
Local Authority	East Riding of Yorkshire.
Width	3.1 m - 3.9 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlement.
Bus Route	No.
Character	The character of the road is rural as it is surrounded by farming and agricultural land, however the route does pass through a settlement.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	Footways are present along the eastern carriageway on entrance to the road from High Street / Welwick Road junction; however, this stops shortly after.
Cycling Infrastructure	No designated cycle infrastructure available.

### Dimlington Road (PAR 83)

Description	The assessed route connects to the B1445 to the west. The road is a single carriageway with one lane in each direction. Some points along the route become narrow meaning vehicles travelling in opposing directions would struggle to pass simultaneously. Passing points are available where this occurs.
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Local Authority	East Riding of Yorkshire.
Width	4.2 m - 8.6 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through industrial estates and settlements.
Bus Route	No.
Character	The character of the road varies between urban and rural as the route is fronted by a combination of agricultural land, residential settlements and industrial estates.
On-carriageway parking	On-carriageway parking observed through settlements.
Walking Infrastructure	Footways are available through industrial estates and residential settlements.
Cycling Infrastructure	No designated cycle infrastructure.

*Table 16-1-8 – Secondary Access Routes (SAR) Summary*

<b>Unnamed Road (SAR 1)</b>	
Description	The route assessed is from Redhouse Lane / Carr Lane to the south and Pear Tree Avenue to the north. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	5.1 m - 12.3 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural in nature (fronted by agricultural fields and farms).

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure.
Cycling Infrastructure	No designated cycle infrastructure.

### Main Road (SAR 2)

Description	The route assessed is from New Road / A645/Main Road roundabout to the west and Church Dike Lane / Main Road to the northeast. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	6 m - 8 m.
Speed Limit	30 mph.
Street Lighting	Yes.
Bus Route	8 and 641.
Character	The character of road is mixed with the road being fronted by residential properties and farming/agricultural land.
On-carriageway parking	Available outside residential properties.
Walking Infrastructure	Footways are available on both sides of the road temporarily from the New Road / A645 / Main Road roundabout to entrance before then only being available along the northern side of the carriageway. On approach and through residential settlements footways are available on both sides of the carriageway.
Cycling Infrastructure	No designated cycle infrastructure is available.

### Church Dike Lane (SAR 3)

Description	The route assessed is from Church Dike Lane / Main Road to the west and Rusholme Lane / Brier Lane to the east. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	3.4 m - 6 m.
Speed Limit	National Speed Limit.
Street Lighting	Yes.
Bus Route	No.
Character	The character of road is rural with the road being fronted by farming / agricultural land mainly with the occasional residential property.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available along the southern carriageway on entrance to the road from its junction with Main Road but stop shortly after.
Cycling Infrastructure	No designated cycle infrastructure is available.

#### **Brier Lane / Mill Lane (SAR 4)**

Description	The route assessed is from Church Dike Lane / Main Road to the west and New Road / Brier Lane to the north and New Lane / Mill Lane to the northwest. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	3.6 m – 6 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is largely rural surrounded by agricultural and framing land with the occasional residential property.

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure is available.
Cycling Infrastructure	No designated cycle infrastructure is available.

### A645 (SAR 5)

Description	The route assessed is from A1041 / Station Road roundabout to the west and New Road / Main Road roundabout to the east. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	8.6 m - 17.4 m.
Speed Limit	National Speed Limit.
Street Lighting	Available near residential properties and on approach to junctions.
Bus Route	8, 400, 401 and 641.
Character	The character of the road is mixed with the road passing by residential settlements and agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available along the extent of the route along the northern carriageway, with footways to the south available near the New Road / Main Road roundabout.
Cycling Infrastructure	No designated cycle infrastructure is available.

### High Street / Station Road (SAR 6)

Description	The route assessed is from A1041 / Station Road roundabout to the north and Mill Lane / A1041 junction to the south This is a single carriageway, with one lane in each direction.
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Local Authority	North Yorkshire.
Width	6.6 m - 8.5 m.
Speed Limit	30 mph.
Street Lighting	Yes.
Bus Route	401 and 616.
Character	The character of the road is mixed with the northern end of the road being rural surrounded by agricultural land and the southern end being more urban going through residential developments.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available along the eastern extent of the carriageway. Footways become available on both sides on approach and when passing residential properties.
Cycling Infrastructure	No designated cycle infrastructure.

### Mill Lane (SAR 7)

Description	The route assessed is from Mill Lane / A1041 junction to the east and Mill Lane / Wheels Lane / Ings Lane junction. This is a single carriageway, with one lane in each direction.
Local Authority	North Yorkshire.
Width	4. m - 6.4 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, near residential settlements.
Bus Route	No.
Character	The character of the road is mixed with the northern end of the road being rural surrounded by agricultural land and the southern end being more urban going through residential developments.

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available on the carriageway side that have residential properties.
Cycling Infrastructure	No designated cycling infrastructure available.

### Main Street (SAR 8)

Description	The assessed route at the junction with Outgate and extends southwards up to the junction with Bonnyhale Road. The route is a single carriageway.
Local Authority	North Lincolnshire.
Width	5 m – 5.5 m.
Speed Limit	30 mph speed limit through settlement and increase to the National Speed Limit through rural sections.
Street Lighting	Yes.
Bus Route	90 and 361.
Character	The character of the road is predominantly urban, fronted by residential property, with some rural aspects towards the junction with Bonnyhale Road.
On-carriageway parking	Some on-carriageway parking observed on both sides of the carriageway.
Walking Infrastructure	There are footways predominantly on the southbound side of the carriageway.
Cycling Infrastructure	No designated cycling infrastructure.

### Outgate (SAR 9)

Description	The assessed route connects to two unnamed roads. It is a single carriageway, in which vehicles can travel in both directions, even though
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	there are no lane markings distinguishing lanes for the two traffic movements.
Local Authority	North Lincolnshire.
Width	3 m - 4.3 m. Road width narrows further towards the east as the stretch of the assessed route becomes more rural.
Speed Limit	30 mph speed limit through settlement and 60 mph through rural sections.
Street Lighting	Present through settlement.
Bus Route	90 and 361.
Character	The character of the road changing between being rural in nature (when it routes between settlements and is fronted by agricultural fields and farms) and more urban (when it passes through settlements).
On-carriageway parking	Parking on both sides of the carriageway through the settlement, however, number of parking seems to be low.
Walking Infrastructure	No designated pedestrian infrastructure along rural sections of the road. Narrow footways present through the settlement. Footway is present along most of the eastbound side of the carriageway. Where there is no pavement along the eastbound side of the carriageway, there is a footway on the westbound side of the carriageway.
Cycling Infrastructure	No designated cycling infrastructure.

### Bonnyhale Road (SAR 10)

Description	The assessed route commences at Main Street / Asquith Avenue and Bonnyhale Road and continues eastwards towards and unnamed road. It is a single carriageway with one lane in each direction. The rural sections of the route which does not go through any settlements is a single carriageway, in which vehicles can travel in both directions, even though there are no lane markings distinguishing lanes for the two traffic movements.
Local Authority	North Lincolnshire.

Width	4.2 m – 6.3 m roads narrow along the rural sections of the assessed route.
Speed Limit	20 mph speed limit through settlement and increases to the National Speed Limit through rural sections.
Street Lighting	Present through settlement.
Bus Route	No.
Character	The character of the road is largely rural, with a small number of residential properties to the west of the route.
On-carriageway parking	Parking is present along both side of Bonnyhale Road which is through the settlement. This mostly occurs on the southbound side of the carriageway. Along the rural section of the route, parking on the carriageway does not typically occur.
Walking Infrastructure	No designated pedestrian infrastructure along rural sections of the road.
Cycling Infrastructure	There are footways on south sides of the carriageway along Bonnyhale Road.

### A18 / B1395(SAR 11)

Description	The assessed route connects to the A18 / A161 roundabout to the west and Chapel Lane / Trent Side to the north. It is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.3 m - 10.3 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, on approach and near residential settlements.
Bus Route	35, 360, 361, 90, 97a and 399.
Character	The character of this route is mixed with agricultural / farming land fronting some of the route, however residential properties also front the route at some points.

On-carriageway parking	On-carriageway parking is observed outside residential properties. There are also 2 laybys available along the route.
Walking Infrastructure	Footways are available along both sides of the carriageway over the river Torne. Footways are also available to the north after the Crowle Bank Road junction. Footways become available on both sides of the carriageway partially through the residential settlements but footways to the south stop shortly after the junction with Kelsey Lane. Footways continue to be available along the carriageway where there are residential properties.
Cycling Infrastructure	No designated cycle infrastructure.

### Chapel Lane (SAR 12)

Description	The assessed route connects to Trent Side to the east and an unnamed road to the west. It is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.45 m - 7.7 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through residential settlements.
Bus Route	No.
Character	The character of the road is mainly urban with the carriageway being fronted by housing for the most part, however the western end of the route does pass through agricultural / farming land.
On-carriageway parking	On-carriageway parking observed outside residential properties, more prominently along the northern side of the carriageway.
Walking Infrastructure	Footways are available along both sides of the carriageway where there are residential properties. The footways along the southern carriageway stop where the route passes along field type areas. Footways become unavailable where the residential settlements end.

Cycling Infrastructure	No designated cycle infrastructure available.
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### Skitter Road (SAR 13)

Description	The assessed route connects to an unnamed road to the west. It is a single carriageway with one lane in each direction. The road is narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	3 m - 5.7 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Haven Road (SAR 14)

Description	The assessed route connects to Rosper Road / Chase Hill Road to the south and Clough Lane to the northwest. It is a single carriageway with one lane in each direction. The road is narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	7.1 m - 10.6 m.
Speed Limit	40 mph.

Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural surrounded by agricultural and farming land as well as industrial estates.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Dark Lane / Hooks Lane (SAR 15)

Description	The assessed route connects to A1033 to the east and Newland Lane / Dark Lane to the south It is a single carriageway with one lane in each direction. The road is narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	7.1 m - 10.6 m.
Speed Limit	30 mph.
Street Lighting	Yes, through residential settlements.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land however, the route does pass through a residential settlement on entrance from the A1033.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	Footways are available through the residential settlement.

Cycling Infrastructure	No designated cycling infrastructure available.
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### Bellcroft Lane (SAR 16)

Description	The assessed route connects to Church Lane/Hooks Lane junction to the north. It is a single carriageway with one lane in each direction. The road is narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously. Passing points are available sporadically along the route.
Local Authority	East Riding of Yorkshire.
Width	2.8 m - 8.7 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Marsh Lane (SAR 17)

Description	The assessed route connects to A1033 the north. It is a single carriageway with one lane in each direction. After the settlements, the road becomes 'dirt track' type and is narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.8 m - 5.5 m.

Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, near settlements, not when the road becomes 'dirt track' type.
Bus Route	X7.
Character	The character of the road is mainly rural surrounded by agricultural and farming land; however, it does pass through a residential settlement on entrance from the A1033.
On-carriageway parking	On-carriageway parking observed through residential settlement.
Walking Infrastructure	Footways are available through the settlement.
Cycling Infrastructure	No designated cycling infrastructure available.

### Marsh Lane (SAR 18)

Description	The assessed route connects to A1033 the north. It is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.1 m - 8.1 m.
Speed Limit	40 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.

Cycling Infrastructure	No designated cycling infrastructure available.
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### Marsh Road (SAR 19)

Description	The assessed route connects to Marsh Lane to the east. It is a single carriageway with one lane in each direction. The road narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.5 m - 5.2 m.
Speed Limit	40 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Dam Lane (SAR 20)

Description	The assessed route connects to A1033 the north. It is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.2 m - 12.4 m.
Speed Limit	30 mph.

Street Lighting	No.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land.
On-carriageway parking	No on-carriageway parking available. Laybys are available on entrance to the road from the A1033.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycling infrastructure available.

### Winestead Ings Lane (SAR 21)

Description	The assessed route connects to Patrington Road to the north. It is a single carriageway with one lane in each direction. The road becomes narrow at some points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3 m - 8.9 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is mainly rural surrounded by agricultural and farming land; however, the route does past some residential properties on entrance form Patrington Road.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.

Cycling Infrastructure	No designated cycling infrastructure available.
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*Table 16-10 – Private Road Access Routes Summary*

<b>New Lane (PRAR 1)</b>	
Description	The assessed route can be accessed from Mill Lane to the south. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	North Yorkshire.
Width	2.3 m - 3.4 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming/agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

<b>Unnamed (West to the A614) (PRAR 2)</b>	
Description	The assessed route can be accessed from A614 to the east. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.4 m - 4.4 m.

Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming/agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (West to the A614) (PRAR 3)

Description	The assessed route can be accessed from A614 to the east. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.6 m - 4.4 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming/agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

#### Unnamed (West to the A614) (PRAR 4)

Description	The assessed route can be accessed from A614 to the east. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	1.87 m - 3.2 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming/agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

#### Unnamed (North of the A1041) (PRAR 5)

Description	The assessed route can be accessed from A1041 to the south. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.4 m - 5.9 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.

Character	The character of this road is rural with it being surrounded by farming/agricultural land and an industrial estate.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Snaith Road (PRAR 6)

Description	The assessed route can be accessed from A1041 to the south. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.4 m - 15.9 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming/agricultural land and an industrial estate.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (East to the A614) (PRAR 7)

Description	The assessed route can be accessed from A614 to the west. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.3 m - 12.5 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (East of Bridge Lane) (PRAR 8)

Description	The assessed route can be accessed from Moor Road to the west. This road is a single carriageway with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	3.4 m - 5.3 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (East of Bridge Lane) (PRAR 9)

Description	The assessed route can be accessed from Bridge Lane to the west. This road is a dirt track style road that is quite narrow meaning vehicles travelling in opposing directions may find it difficult to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	2.1 m - 4.2 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Via access A16 (PRAR 10)

Description	The assessed route can be accessed from an unnamed road to the north and A18 to the south. This road is a single carriageway with one lane in each direction.
Local Authority	North Lincolnshire.
Width	5.2 m - 7.2 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (West of Chapel Lane) (PRAR 11)

Description	The assessed route can be accessed from an unnamed road to the west and Chapel Lane to the east. This road is a dirt track style road which means that vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	North Lincolnshire.
Width	2.3 m - 7.5 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.

On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed (South of Sluice Road) (PRAR 12)

Description	The assessed route can be accessed from Sluice Road to the north. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3 m - 5.3 m.
Speed Limit	Unknown.
Street Lighting	No
Bus Route	No
Character	The character of this road is rural with it being surrounded by farming / agricultural land, however, there are some residential properties that front the route partially.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed Road (west of East Halton Road) (PRAR 13)

Description	The assessed route can be accessed from Skitter Road to the east. This road is a 'dirt track' that goes directly through farming property.
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Local Authority	North Lincolnshire.
Width	2.9 m - 22.6 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The route goes directly through farming property but outside this it is surrounded by agricultural land.
On-carriageway parking	On-carriageway parking is observed along the route.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

#### Clough Lane (PRAR 14)

Description	The assessed route can be accessed from Haven Road to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	7.2 m - 12.25 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The route is surrounded by industrial estates.
On-carriageway parking	On-carriageway parking is observed along the route.
Walking Infrastructure	No designated walking infrastructure available.

Cycling Infrastructure	No designated cycle infrastructure available.
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### Unnamed Road (east of the A15) (PRAR 15)

Description	The assessed route can be accessed from Brigg Road to the northwest. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	2.5 m - 4.6 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The route is surrounded by agricultural and farming land.
On-carriageway parking	On-carriageway parking is observed along the route.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Farm Track (PRAR 16)

Description	The assessed route can be accessed from Thorngumbald Road to the south and an Unnamed Road to the north. This road is a single carriageway road with one lane in each direction. The road becomes narrow at some points meaning vehicles travelling in opposing directions may struggle to pass simultaneously. Passing points are available along the route sporadically.
Local Authority	East Riding of Yorkshire.
Width	4.8 m - 7.5 m.
Speed Limit	Unknown.

Street Lighting	No.
Bus Route	No.
Character	The route is surrounded by agricultural and farming land.
On-carriageway parking	On-carriageway parking is observed along the route.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed Road (southwest of the A1033) (PRAR 17)

Description	The assessed route can be accessed from A1033 to the northeast. This road is a 'dirt track' style road with a grass verge separating the two lanes.
Local Authority	East Riding of Yorkshire.
Width	3.5 m - 5.8 m.
Speed Limit	5 mph.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural with the route surrounded by agricultural / farming land.
On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Hook Pasture Lane (PRAR 18)

Description	The assessed route can be accessed from Cottingham Street to the east. This road is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	4.2 m - 6.2 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is largely rural with the route surrounded by agricultural/farming land, however on entering from Cottingham Street, the route does pass some industrial estates.
On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

#### Unnamed Road (west of Goole Fields) (PRAR 19)

Description	The assessed route can be accessed from A161 to the north. This road is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	3.1 m - 6.8 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is largely rural with the route surrounded by agricultural land; however, the route does pass some residential properties.

On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed Road (east of Goole Fields) (PRAR 20)

Description	The assessed route can be accessed from A161 to the north. This road is a single carriageway road with one lane in each direction. The road is quite narrow at points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.8 m - 4.4 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural with the route surrounded by agricultural land.
On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Unnamed Road (west of Quay Lane) (PRAR 21)

Description	The assessed route can be accessed from A161 to the north. This road is a single carriageway road with one lane in each direction. The road is
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	quite narrow at points, vehicles travelling in opposing directions may struggle to pass simultaneously.
Local Authority	East Riding of Yorkshire.
Width	3.8 m - 7.3 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of the road is rural with the route surrounded by agricultural land.
On-carriageway parking	No on-carriageway parking is available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

*Table 16-1-10 – Minor Access Routes Summary*

<b>Reading Gate (MAR 1)</b>	
Description	The assessed route can be accessed from A161 to the north and Quart Lane to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	3 m - 5.8 m.
Speed Limit	National Speed Limit.
Street Lighting	No.

Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Puddiners Lane (MAR 2)

Description	The assessed route can be accessed from A161 to the north and Puddiners Lane to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	East Riding of Yorkshire.
Width	2.4 m - 3.4 m.
Speed Limit	National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of this road is rural with it being surrounded by farming / agricultural land.
On-carriageway parking	No on-carriageway parking available.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### B1395 (MAR 3)

Description	The assessed route can be accessed from Shore Road / Meredyke Road to the north and Chapel Lane / Trent Side to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.6 m - 6.49 m.
Speed Limit	30 mph – 50 mph.
Street Lighting	Yes, through residential settlements.
Bus Route	35 and 360.
Character	The character of this route is mainly rural surrounded by agricultural land mainly, however, it is more urban in nature through section of the route passing residential settlements through Keadby.
On-carriageway parking	On-carriageway parking observed through residential settlements. There are also some laybys available sporadically along the rural sections of the route.
Walking Infrastructure	Yes, through residential settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

#### Shore Road / Adlingfleet Road (MAR 4)

Description	The assessed route can be accessed from Shore Road / Meredyke Road to the south and Ness Lane / Garthorpe Road to the north. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.6 m - 6.5 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through residential settlements.
Bus Route	35 and 360
Character	The character of this route is mainly rural surrounded by agricultural land mainly. The route passes through a couple of residential settlements.

On-carriageway parking	On-carriageway parking observed through residential settlements. There are also some laybys available sporadically along the rural sections of the route.
Walking Infrastructure	Yes, through residential settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Coleby Road (MAR 5)

Description	The assessed route can be accessed from Whitton Road to the north and an unnamed road to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.4 m - 6.7 m
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlements.
Bus Route	60.
Character	The character of the road is mixed with the road passing through residential developments as well as agricultural land.
On-carriageway parking	On-carriageway parking is observed outside residential properties on both sides of the carriageway.
Walking Infrastructure	Footways are available through residential settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Alkborough Lane / West Halton Lane (MAR 6)

Description	The assessed route can be accessed from Whitton Road to the east and Walcot Road / W Halton Lane to the west. This road is a single carriageway road with one lane in each direction.
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Local Authority	North Lincolnshire.
Width	3.4 m - 7.4 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlements.
Bus Route	60.
Character	The character of the road is mixed with the road passing through residential developments as well as agricultural land.
On-carriageway parking	On-carriageway parking is observed outside residential properties on both sides of the carriageway.
Walking Infrastructure	Footways are available through residential settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Walcot Road (MAR 7)

Description	The assessed route can be accessed from Walcot Road / W Halton Lane to the north and Walcot Road to the south. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	3.9 m - 7.4 m.
Speed Limit	30 mph - National Speed Limit
Street Lighting	Yes, through settlements.
Bus Route	No.
Character	The character of the route is mainly rural although the route does pass a residential settlement.

On-carriageway parking	On-carriageway parking is observed outside residential properties.
Walking Infrastructure	Footways are available along the western carriageway until the junction with Prospect Lane.
Cycling Infrastructure	No designated cycle infrastructure available.

### College Road (MAR 8)

Description	The assessed route can be accessed from Townside / Kettlebridge Lane to the east and College Road / Station Road to the southwest. This road is a single carriageway road with one lane in each direction.
Local Authority	North Lincolnshire.
Width	4.5 m - 6.4 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the route is rural surrounded by agricultural / farming land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Bellcroft Lane (MAR 9)

Description	The assessed route can be accessed from Hooks Lane to the north and Thorn Marsh Road to the south. This road is a single carriageway road with one lane in each direction. At points the road becomes narrow meaning vehicles travelling in opposing directions would be find it difficult
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	to pass simultaneously, however passing points are available throughout the length of the road.
Local Authority	East Riding of Yorkshire.
Width	3.5 m - 3.8 m.
Speed Limit	Unknown.
Street Lighting	No.
Bus Route	No.
Character	The character of the route is rural surrounded by agricultural / farming land.
On-carriageway parking	No on-carriageway parking present.
Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

### Saltaugh Road (MAR 10)

Description	The assessed route can be accessed from A1033 to the north. This road is a single carriageway road with one lane in each direction. The road becomes narrow when surrounded by agricultural land, vehicles travelling in opposing directions may struggle to pass simultaneously. Passing points are present along the route.
Local Authority	East Riding of Yorkshire.
Width	2.9m - 9.1 m.
Speed Limit	30 mph - National Speed Limit
Street Lighting	Yes, through settlement.
Bus Route	No.
Character	The character of the route is mainly rural although the route does pass a residential settlement.

On-carriageway parking	On-carriageway parking is observed through the residential settlement.
Walking Infrastructure	Footways are present through settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Sunk Island Road (MAR 11)

Description	The assessed route can be accessed from A1033 to the north. This road is a single carriageway road with one lane in each direction
Local Authority	East Riding of Yorkshire.
Width	4.5 m - 12 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlement.
Bus Route	No.
Character	The character of the route is mainly rural although the route does pass a residential settlement.
On-carriageway parking	On-carriageway parking is observed through the residential settlement
Walking Infrastructure	Footways are present through settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Northfield Lane (MAR 12)

Description	The assessed route can be accessed from B1445 to the south. This road is a single carriageway road with one lane in each direction. The road becomes narrow when travelling north, vehicles travelling in opposing directions may struggle to pass simultaneously.
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Local Authority	East Riding of Yorkshire.
Width	2.7 m - 6 m.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	Yes, through settlements.
Bus Route	No.
Character	The character of the route is mainly rural although the route does pass a residential settlement.
On-carriageway parking	On-carriageway parking is observed through the residential settlement.
Walking Infrastructure	Footways are present through settlements.
Cycling Infrastructure	No designated cycle infrastructure available.

### Rysome Road (MAR 13)

Description	The assessed route can be accessed from B1445 to the south.
Local Authority	East Riding of Yorkshire.
Width	This road is a single carriageway road with one lane in each direction. The road is quite narrow when travelling north, vehicles travelling in opposing directions may struggle to pass simultaneously.
Speed Limit	30 mph - National Speed Limit.
Street Lighting	No.
Bus Route	No.
Character	The character of the route is mainly rural although the route does pass a residential settlement.
On-carriageway parking	The character of the route is mainly rural although the route does pass a residential settlement.

Walking Infrastructure	No designated walking infrastructure available.
Cycling Infrastructure	No designated cycle infrastructure available.

## Existing Baseline - Traffic Flows

Table 16-1-11 – Base Year, 12 hr AAWT, Primary Access Routes

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
DfT 73458	PAR 1	2024	508	6563
DfT 99179		2024	508	6563
ID ATC 68	PAR 2	2025	194	1450
-	PAR 3	-	0	0
ID ATC 70	PAR 4	2025	0	17
ID ATC 70	PAR 5	2025	0	17
ID ATC 71	PAR 6	2025	1	131
ID ATC 71	PAR 7	2025	1	131
DfT 60060	PAR 8	2024	851	11534
ID ATC 66	PAR 9	2025	121	4326
ID ATC 41	PAR 10	2025	167	5331
ID ATC 65	PAR 11	2025	211	8289
NWDC ATC 30	PAR 12	2022	7	801
DfT 6057	PAR 13	2024	2151	15564
DfT 91071	PAR 14	2024	829	13853
DfT 91069	PAR 15	2024	454	6770
ID ATC 67	PAR 16	2025	13	1598
-	PAR 17	-	0	0
ID ATC 39	PAR 18	2025	289	6951

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
ID ATC 63		2025	188	9081
ID ATC 42	PAR 19	2025	0	67
ID ATC 42	PAR 20	2025	0	67
ID ATC 42	PAR 21	2025	0	67
NWDC ATC 32	PAR 22	2022	3	37
ID ATC 38	PAR 23	2025	42	1604
ID ATC 62		2025	31	1467
DfT 38499	PAR 24	2024	338	4571
DfT 73461	PAR 25	2024	74	1742
ID ATC 36		2025	30	2013
ID ATC 37		2025	31	1601
NWDC ATC 4		2022	70	8003
NWDC ATC 5		2022	47	7037
-	PAR 26	-	0	0
DfT 36233	PAR 27	2024	246	6438
-	PAR 28	-	0	0
-	PAR 29	-	0	0
ID ATC 61	PAR 30	2025	2	288
DfT 36061	PAR 31	2024	3095	15420
DfT 18735	PAR 32	2024	2032	12276
DfT 77700		2024	1332	12705
DfT 77701		2024	426	4996
DfT 77701	PAR 33	2024	426	4996
ID ATC 21	PAR 34	2025	143	7424
ID ATC 9		2025	129	5051
ID ATC 8	PAR 35	2025	17	2276
ID ATC 7		2025	18	2642

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
ID ATC 26		2025	9	1199
ID ATC 25	PAR 36	2025	3	1007
ID ATC 27	PAR 37	2025	3	512
ID ATC 22	PAR 38	2025	13	1459
DfT 92231	PAR 39	2024	294	6180
DfT 27534	PAR 40	2019	339	6901
-	PAR 41	-	0	0
ID ATC 20	PAR 42	2025	16	1272
DfT 48482	PAR 43	2024	982	14694
DfT 92218		2024	536	8817
	PAR 43b	-	-	-
NWDC ATC 11	PAR 44	2022	38	1360
ID ATC 2	PAR 45	2025	6	703
-	PAR 46	-	-	-
	PAR 46b	-	-	-
DfT 57942	PAR 47	2024	1934	20510
DfT 949497	PAR 48	2019	65	1506
ID ATC 1	PAR 49	2025	169	2526
NWDC ATC 28	PAR 50	2022	153	3020
DfT 37577	PAR 51	2024	74	1322
ID ATC 17	PAR 52	2025	35	1962
North Lincs ATC	PAR 53	2024	35	655
DfT 802356	PAR 54	2019	24	151
NWDC ATC 38	PAR 55	2022	8	194
ID ATC 15		2025	23	618
NWDC ATC 12	PAR 56	2022	13	2194
NWDC ATC 12	PAR 57	2022	13	2194

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
DfT 89302	PAR 58	2024	31	1977
DfT 800934	PAR 59	2024	903	4679
ID ATC 5	PAR 60	2025	7	334
ID ATC 13	PAR 61	2025	22	2265
ID ATC 14	PAR 62	2025	2	141
-	PAR 63	-	-	-
ID ATC 11	PAR 64	2025	0	74
ID ATC 10	PAR 65	2025	629	3552
ID ATC 12	PAR 66	2025	2	280
NWDC ATC 14	PAR 67	2022	892	4096
ID ATC 3	PAR 68	2025	428	2161
ID ATC 19	PAR 69	2025	2	350
DfT 949183	PAR 70	2019	49	1522
NWDC ATC 16	PAR 71	2022	16	1705
ID ATC 51	PAR 72	2025	3	507
ID ATC 51	PAR 73	2025	3	507
ID ATC 50	PAR 74	2025	2	53
ID ATC 60	PAR 75	2025	124	17327
DfT 73469	PAR 76	2019	240	7414
DfT 92229	PAR 77	2024	211	10996
ID ATC 40		2025	128	8917
NWDC ATC 17	PAR 78	2022	72	7772
ID ATC 47		2025	115	5741
ID ATC 46		2025	91	4898
ID ATC 45		2025	85	4831
ID ATC 44		2025	84	5205
NWDC ATC 19	PAR 79	2022	15	2648

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
ID ATC 56		2025	33	3170
NWDC ATC 20	PAR 80	2022	31	1815
ID ATC 43		2025	19	1369
NWDC ATC 13		2022	13	1205
NWDC ATC 37	PAR 81	2022	12	1626
NWDC ATC 36		2022	3	674
ID ATC 55	PAR 82	2025	8	273
ID ATC 54	PAR 83	2025	11	830

Table 16-1-12 – Base Year, 12 hr AAWT, Secondary Access Routes

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
-	SAR 1	-	0	0
ID ATC 74	SAR 2	2025	8	1562
ID ATC 69	SAR 3	2025	4	464
NWDC ATC 1	SAR 4	2022	1	213
ID ATC 71		2025	1	131
ID ATC 73	SAR 5	2025	234	7125
ID ATC 72	SAR 6	2025	47	7763
DfT 810776	SAR 7	2019	15	266
NWDC ATC 6	SAR 8	2022	2	712
NWDC ATC 33	SAR 9	2022	2	107
NWDC ATC 34	SAR 10	2022	0	99

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
ID ATC 28	SAR 11	2025	112	8112
ID ATC 29		2025	20	2903
ID ATC 30	SAR 12	2025	2	341
-	SAR 13	-	0	0
ID ATC 6	SAR 14	2025	595	2559
NWDC ATC 15	SAR 15	2022	6	1145
ID ATC 48	SAR 16	2025	2	166
ID ATC 59	SAR 17	2025	1	333
ID ATC 58	SAR 18	2025	2	131
ID ATC 49	SAR 19	2025	0	43
-	SAR 20	-	0	0
-	SAR 21	-	0	0

*Table 16-1-13 – Base Year, 12 hr AAWT, Minor Access Routes*

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
-	MARs 1	-	0	0
-	MARs 2	-	0	0
ID ATC 32	MARs 3	2025	9	1066
ID ATC 33		2025	10	926
ID ATC 34	MARs 4	2025	4	364
ID ATC 35		2025	2	291
ID ATC 22	MARs 5	2025	13	1459
ID ATC 23	MARs 6	2025	6	646
ID ATC 24	MARs 7	2025	2	503

DfT and ATC Counter Ref.	Road Link ID	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
			HGVs	Total Traffic
NWDC ATC 12	MARs 8	2022	13	2194
ID ATC 48	MARs 9	2025	2	166
DfT 806723	MARs 10	2019	10	868
ID ATC 57	MARs 11	2025	20	732
ID ATC 53	MARs 12	2025	3	193
ID ATC 52	MARs 13	2025	2	66

## Existing Baseline – Sensitive Receptors

Table 16-1-14 – Sensitive receptors along the Primary Access Routes

Link ID	Sensitive Receptor	Sensitivity of Receptor
PAR 1	Playground	High
	Drax Golf Club	Medium
	Hales Garth Kennels	Medium
	Houses fronting carriageway	High
PAR 2	N/A	N/A
PAR 3	Houses fronting carriageway	High
PAR 4	Houses fronting carriageway	High
PAR 5	N/A	N/A
PAR 6	N/A	N/A
PAR 7	N/A	N/A
PAR 8	N/A	N/A
PAR 9	Rawcliffe Cemetery	Low
	Breath Manor Farm	Low
	Gospel Hall	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
	St James' Church: Rawcliffe	Low
	Residential Settlement	Low
	Creykes Lodge Care Home	High
	Rawcliffe Village Hall	Medium
	Rawcliffe Primary School	High
PAR 10	Turnbridge Lodge	Low
	Kids Planet Turnbridge	High
	Shepherd House	Low
PAR 11	N/A	N/A
PAR 12	Hinchcliffe Farms	Low
	Residential Settlement	High
PAR 13	Residential Settlement	High
PAR 14	N/A	N/A
PAR 15	Houses fronting carriageway	Low
PAR 16	Asselby Nurseries	High
	Houses fronting carriageway	Low
	Willow Lodge	Low
	Residential Settlement	Low
PAR 17	N/A	N/A
PAR 18	Oakhill Nature Reserve	Low
	Residential Settlement	Low
	The Moorlands Youth Community Centre	Medium
	Marshlands Day Nursery	High
	Marshlands Children Centre	High
	Manor Cottage	Low
	Goole Hall Residential Care Home	High

Link ID	Sensitive Receptor	Sensitivity of Receptor
PAR 19	Houses fronting carriageway	High
PAR 20	Houses fronting carriageway	High
PAR 21	N/A	N/A
PAR 22	Mawgre Farm	Low
PAR 23	Swinefleet Primary School	High
	Swinefleet Village Hall	Medium
	Saint Margaert's Church Swinefleet in the Marshlands Benefice	Low
	Sand House Farm	Low
	Houses fronting carriageway	High
	Halenby Farm	Low
	W R Brown Farms	Low
	St Bartholomew's Church	Low
	St Bartholomew's C of E Primary School	High
	Eastoft Village Hall	Medium
	Residential Settlement	High
Hall Farm Eastoft CIC	Low	
PAR 24	Kingfisher Nursery	High
	Richmond & Bailey Hall Nurseries	High
PAR 25	Residential Settlement	High
	The River Don Tavern and Lodge	Low
	Houses fronting carriageway	High
	Porter's Lodge	Low
	Amcotts Parish Council	Low
	Crowle Community Hall	Medium
	St Oswalds Parish Church	Low
	St Norberts RC School	High

Link ID	Sensitive Receptor	Sensitivity of Receptor
	St Norberts Catholic Church	Low
	Methodist Church Crowle	Low
	The Axholme Academy	High
	Masonic Hall	Medium
	7 Lakes Countryside Park	Low
	I Learn Education Crowle	High
	Ealand Playground	High
	Crowle Primary School	High
	Secret Garden Private Childcare	High
PAR 26	N/A	N/A
PAR 27	The Lincolnshire Golf Course	Medium
PAR 28	N/A	N/A
PAR 29	N/A	N/A
PAR 30	N/A	N/A
PAR 31	N/A	N/A
	St Mary's Care Home	Medium
PAR 32	Residential Settlement	Low
	Phoenix Park Care Village	High
	St Mary	Low
PAR 33	Residential Settlement	Low
	Hall Farm	Low
	Teanby Drive Playground	High
PAR 34	Houses fronting carriageway	High
	Playground	High
	Residential Settlement	High
PAR 35	Houses fronting carriageway	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Residential Settlement	Low
	Acornwood Caravan Park, Glamping Pods	Low
PAR 36	Residential Settlement	Low
PAR 37	N/A	N/A
PAR 38	N/A	N/A
	Residential Settlement	High
PAR 39	Houses fronting carriageway	High
	The Old Methodist Chapel	Low
PAR 40	Residential Settlement	High
PAR 41	N/A	N/A
	Natural Spring	Low
	Cemetery	Low
PAR 42	St Nicholas' Church: South Ferriby	Low
	South Ferriby Primary School	High
	Houses fronting carriageway	Low
	Hall Farm	Low
	Hampton By Hilton Humberside Airport	Low
PAR 43	Knabbs Cottage	Low
	Houses fronting Carriageway	Low
	Holy Ascension Church	Low
PAR 43b	Hampton By Hilton Humberside Airport	Low
PAR 44	St John the Evangelist , Croxton	Low
	Croxton House	Low
PAR 45	Houses fronting Carriageway	High
	Residential Development	High
	Wootton Park	Medium

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Wootton Village Hall	Medium
PAR 46	N/A	N/A
PAR 46b	N/A	N/A
PAR 47	N/A	N/A
PAR 48	N/A	N/A
PAR 49	Houses fronting Carriageway	High
	Residential Settlement	High
	Deepdale Farm	Low
PAR 50	Residential Settlement	Low
PAR 51	Barrow Upon Humber Cemetery	Low
	Home Farm	Low
PAR 52	Houses fronting carriageway	High
	Foxhill Farm	Low
PAR 53	Abbey Boarding Kennels	Medium
	Garners Hill Farm	Low
	Field Farm Feeds	Low
	Houses fronting carriageway	Low
	Goxhill Primary School	High
	Goxhill Childrens Playground	High
	Residential Settlement	Low
	Ferrys Farm	Low
	Salt Marsh Farm	Low
	Riverbank Caravan Services	Low
PAR 54	Riverbank Kennels	Medium
	The Woodbine Centre	Medium
	East Marsh Farm	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Firtree Farm	Low
PAR 55	Butterswood Lodge	Low
	Sycamore Cottage Caravan and Camping	Low
	Field House Farm	Low
	Houses fronting Carriageway	Low
PAR 56	Finch Farms	Low
	Sandes By Water Holiday Cottage	Low
	College Farm	Low
	Thornton Abbey and Gatehouse	Low
	The Farmhouse	Low
PAR 57	Residential Settlement	Low
	East Halton Primary School	High
	Houses fronting Carriageway	Low
PAR 58	N/A	N/A
PAR 59	Baysgarth Farm	Low
	Residential Settlement	Low
	St Peter	Low
	Cemetery	Low
	RAF Northing Killingholme(former) Memorial	Low
	South Killingholme Youth Development	Medium
	Riverdale Dog Training& Rehabilitation	Medium
PAR 60	East Halton Cemetery	Low
PAR 61	East Halton Village Hall	Medium
	Townside Farm	Low
	East Halton Hotel	Low
	Baysgarth Farm	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
PAR 62	Residential Settlement	Low
	Houses fronting carriageway	Low
PAR 63	N/A	N/A
PAR 64	Park Lodge Guest House	Low
PAR 65	N/A	N/A
PAR 66	N/A	N/A
PAR 67	Able Humber Port	Medium
	Fire Station	Medium
PAR 68	N/A	N/A
PAR 69	N/A	N/A
PAR 70	N/A	N/A
PAR 71	Battery Cottage Boarding Kennels	Medium
PAR 72	N/A	N/A
PAR 73	Paull Holme Tower	Low
	Paull Holme Farm Bed and Breakfast	Low
	Boreas Hill Farm	Low
PAR 74	N/A	N/A
PAR 75	Eastside Community Sports Trust – Youth Organisation	Medium
PAR 76	Little Haven Farm	Low
	Residential Settlement	High
	Sandy Bottom Farm	Low
PAR 77	Thorngumbald Parish Cemetery	Low
	Thorn Hall Residential Care Home	High
	Residential Settlement	Loq
	Playground	High
	Thorngumbald Community Institute	Medium

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Saint Mary the Virgin Thorngumbald	Low
	Thorngumbald Village Hall – Community Centre	Medium
	Wishing Well Lodge	Low
	Houses fronting Carriageway	Low
	Peak Health & Fitness	Medium
	Ryehill Village Hall	Medium
PAR 78	Residential Settlement	Low
	Keyingham Village Hall	Medium
	Evergreen Lodge	Low
	East Lodge Cottage	Low
	St Germain’s Church: Winestead	Low
	Houses fronting carriageway	Low
	Station Hotel	Low
	St Patricks Surgery	Medium
	Holderness Home Care Ltd	High
	Pattingham Parish Council	Medium
St Nicholas’ Church Keyingham	Low	
PAR 79	St Patrick’s Church:Pattingham	Low
	St Patricks Surgery	Medium
	Pattingham Parish Council	Medium
	Houses fronting Carriageway	Low
PAR 80	Easington Youth Club	Medium
	Residential Settlement	High
	Playground	High
	Houses fronting Carriageway	High
	Sandalwood Campsite	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Wheatshead House Bed and Breakfast	Low
	St Mary's Church: Welwick	Low
	Patrington Playing Field	Medium
PAR 81	Patrington C of E Primary School	High
PAR 82	N/A	N/A
PAR 83	N/A	N/A

*Table 16-1-15 – Sensitive receptors along the Secondary Access Routes*

Link ID	Sensitive Receptor	Sensitivity of Receptor
SAR 1	N/A	N/A
	Houses fronting Carriageway	Low
SAR 2	Residential Settlement	Low
	Kids' Corner Nursery	High
SAR 3	N/A	N/A
SAR 4	Houses fronting Carriageway	High
SAR 5	Residential Settlement	High
	Camblesforth Primary School	High
SAR 6	Carlton Primary School	High
	Residential Settlement	Low
	The Holy Family Catholic High School	High
SAR 7	N/A	N/A
SAR 8	I Learn Education Crowle	High
	Residential Settlement	High
	Ealand Victory Hall	Medium
SAR 9	Ealand Farm	Low
SAR 10	Residential Settlement	High

Link ID	Sensitive Receptor	Sensitivity of Receptor
SAR 11	Residential Settlement	Low
	NGRA Keadby Village Hall	Medium
	Althorpe&Keadby Primary School	High
	Althorpe Nursing Home	High
SAR 12	Residential Settlement	Low
SAR 13	N/A	N/A
SAR 14	N/A	N/A
SAR 15	Houses fronting Carriageway	Low
SAR 16	N/A	N/A
SAR 17	Houses fronting Carriageway	Low
SAR 18	N/A	N/A
SAR 19	N/A	N/A
SAR 20	N/A	N/A
SAR 21	N/A	N/A

*Table 16-1-16 – Sensitive receptors along the Private Roads Access Routes*

Link ID	Sensitive Receptor	Sensitivity of Receptor
PRAR 1	N/A	N/A
PRAR 2	N/A	N/A
PRAR 3	N/A	N/A
PRAR 4	N/A	N/A
PRAR 5	N/A	N/A
PRAR 6	N/A	N/A
PRAR 7	N/A	N/A
PRAR 8	N/A	N/A
PRAR 9	N/A	N/A
PRAR 10	N/A	N/A

Link ID	Sensitive Receptor	Sensitivity of Receptor
PRAR 11	N/A	N/A
PRAR 12	N/A	N/A
PRAR 13	N/A	N/A
PRAR 14	N/A	N/A
PRAR 15	Kingsforth Farm	Low
PRAR 16	N/A	N/A
PRAR 17	N/A	N/A
PRAR 18	Percy Park	Medium
	Residential Settlement	High
PRAR 19	N/A	N/A
PRAR 20	Ashtree Boarding and Rehabilitation Centre	Medium
PRAR 21	N/A	N/A

*Table 16-1-17 – Sensitive receptors along the Minor Access Routes*

Link ID	Sensitive Receptor	Sensitivity of Receptor
MAR 1	N/A	N/A
MAR 2	N/A	N/A
MAR 3	Residential Settlement	Low
	Houses fronting Carriageway	Low
	St Mark, Amcotts	Low
MAR 4	Residential Settlement	Low
	Houses fronting Carriageway	Low
	St Mark, Amcotts	Low
	Garthorpe Village Hall	Medium
	St Mary's Church	Low
	Folly Field (Caravan&Camping Club)	Low
MAR 5	St Etheldreda's Church	Low

Link ID	Sensitive Receptor	Sensitivity of Receptor
	Residential Settlement	Low
	Village Hall	Medium
	Houses fronting Carriageway	Low
MAR 6	St Etheldreda's Church	Low
	Residential Settlement	Low
	Village Hall	Medium
	Houses fronting Carriageway	Low
MAR 7	Houses fronting Carriageway	High
	Walcot Hall	Medium
	College Farm	Low
	Residential Settlement	High
MAR 8	N/A	N/A
MAR 9	N/A	N/A
MAR 10	Saltaugh Road Playing Fields	Medium
	Keyingham Primary School	High
	Residential Settlement	Low
MAR 11	Houses fronting Carriageway	Low
MAR 12	N/A	N/A
MAR 13	N/A	N/A

## Existing Baseline – Collision Analysis Summary

Table 16-1-18 – Summary of collisions involving pedestrian and cyclist casualties by severity on routes forming the Primary Construction Routes

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PAR 1	A645	3	1	1	5
PAR 2	New Road	3	1	1	5
PAR 3	Carr Lane/Redhouse Lane	0	0	0	0

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PAR 4	New Lane/Brier Lane	0	0	0	0
PAR 5	Rusholme Lane	0	0	0	0
PAR 6	Brier Lane/Seg Lane/Wheels Lane	0	0	0	0
PAR 7	Ings Lane	0	0	0	0
PAR 8	A614 Rawcliffe Road	2	2	0	4
PAR 9	A614 Rawcliffe Road	2	0	0	2
PAR 10	A614	9	5	0	14
PAR 11	A1041	2	0	0	2
PAR 12	Greenland Lane/Johnny Moor Long Lane	1	0	0	1
PAR 13	A614	3	1	0	4
PAR 14	Boothferry Road	7	1	0	8
PAR 15	A63	2	4	0	6
PAR 16	Main Street	1	3	0	4
PAR 17	Station Lane/Gateland Field Lane	0	0	0	0
PAR 18	A161 (Goole)	6	3	0	9
PAR 19	Quay Lane	0	1	0	1
PAR 20	Crossmoor Bank	0	1	0	1
PAR 21	Quart Lane	0	0	0	0
PAR 22	Oldlane Gate	0	0	0	0
PAR 23	A161 (Swinefleet/Eastoft)	1	2	0	3
PAR 24	A161 (M180)	3	0	0	3
PAR 25	A161 (Eastoft/Crowle)	10	5	0	15
PAR 26	Carr Lane	0	0	0	0
PAR 27	A18	1	0	0	1
PAR 28	Unnamed Road – east of Bonnyhale Road	0	0	0	0
PAR 29	Unnamed Road – north of Bonnyhale Road	0	0	0	0
PAR 30	Garthorpe Road/Ness Lane/Old River Don	0	0	0	0

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PAR 31	A1077	13	1	1	15
PAR 32	A1077	10	7	1	18
PAR 33	Winterton Road	6	0	0	6
PAR 34	Roxy Road/Top Road	5	1	0	6
PAR 35	B1430 Thelby Road/Burton Road	1	2	0	3
PAR 36	Tee Lane/ Walcot Road	0	0	0	0
PAR 37	Unnamed Road (north of the B1430)	0	0	0	0
PAR 38	Unnamed Road (west of Earlsgate Road)	0	0	0	0
PAR 39	A1077 Sluice Road	9	5	0	14
PAR 40	A1077	4	1	1	6
PAR 41	Ermine Street/Ings Lane	2	0	0	2
PAR 42	Horkstow Road/Main Street	0	0	0	0
PAR 43	A18	6	3	1	10
PAR 43b	Franklin Way	0	0	0	0
PAR 44	B1211	0	0	0	0
PAR 45	Unnamed Road/Barton Road	0	2	0	2
PAR 46	Wootton Road	0	0	0	0
PAR 46b	Thornton Road	0	0	0	0
PAR 47	A15	8	2	1	11
PAR 48	B1218 Brigg Road	1	0	1	2
PAR 49	B1206	5	1	0	6
PAR 50	B1206	4	1	0	5
PAR 51	A1077	2	0	1	3
PAR 52	College Road	5	2	0	7
PAR 53	Ferry Road	3	1	0	4
PAR 54	East Marsh Road	0	0	0	0

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PAR 55	Chape Field Road/Soff Lane	1	0	0	1
PAR 56	College Road	1	0	0	1
PAR 57	College Road	0	0	0	0
PAR 58	Ulceby Road	0	0	0	0
PAR 59	East Halton Road	4	0	0	4
PAR 60	Crook Mill Road	0	0	0	0
PAR 61	Townside (southern section	0	0	0	0
PAR 62	Townside/Skitter Road	0	0	0	0
PAR 63	Unnamed Road (towards East Halton Skitter)	0	0	0	0
PAR 64	Greengate Lane/Staple Road	2	0	0	2
PAR 65	Eastfield Road	1	0	0	1
PAR 66	Church Lane	0	0	0	0
PAR 67	Humber Road/Rosper Road	1	0	0	1
PAR 68	Chase Hill Road	2	0	0	2
PAR 69	Burnham Road	0	0	1	1
PAR 70	Paull Road	1	0	0	1
PAR 71	Farbridge Lane	1	0	0	1
PAR 72	Thorngumbald Road	0	0	0	0
PAR 73	Dark Lane	0	0	0	0
PAR 74	Newlands Lane	0	0	0	0
PAR 75	A1033	0	0	0	0
PAR 76	A1033 Main Road	1	0	0	1
PAR 77	A1033(through Thorngumbald)	6	3	0	9
PAR 78	A1033 Hull Road/Patrington Road/Station Road	6	5	3	14
PAR 79	A1033 (north of Patrington)	0	0	0	0
PAR 80	B1445	0	1	0	1
PAR 81	Humber Lane/Southside	0	0	0	0

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PAR 82	Holmpton Road	0	0	0	0
PAR 83	Dimlington Road	0	1	0	1

Table 16-1-191 – Summary of collisions involving pedestrian and cyclist casualties by severity on routes forming the Preliminary Construction Routes

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 1	A645	0	0	0	0	0	0	1	1
PAR 2	New Road	0	0	0	0	0	0	1	1
PAR 3	Carr Lane/Redhouse Lane	0	0	0	0	0	0	0	0
PAR 4	New Lane/Brier Lane	0	0	0	0	0	0	0	0
PAR 5	Rusholme Lane	0	0	0	0	0	0	0	0
PAR 6	Brier Lane/Seg Lane/Wheels Lane	0	0	0	0	0	0	0	0
PAR 7	Ings Lane	0	0	0	0	0	0	0	0
PAR 8	A614 Rawcliffe Road	0	0	0	0	0	0	0	0
PAR 9	A614 Rawcliffe Road	0	0	0	0	0	0	0	0
PAR 10	A614	1	0	0	1	0	0	0	0
PAR 11	A1041	0	0	0	0	0	0	0	0
PAR 12	Greenland Lane/Johnny Moor Long Lane	0	0	0	0	0	0	0	0
PAR 13	A614	0	0	0	0	0	0	0	0
PAR 14	Boothferry Road	0	1	0	1	0	0	0	0

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 15	A63	0	2	0	2	0	0	0	0
PAR 16	Main Street	0	1	0	1	0	0	0	0
PAR 17	Station Lane/Gateland Field Lane	0	0	0	0	0	0	0	0
PAR 18	A161 (Goole)	2	0	0	2	1	1	0	2
PAR 19	Quay Lane	0	0	0	0	0	0	0	0
PAR 20	Crossmoor Bank	0	0	0	0	0	0	0	0
PAR 21	Quart Lane	0	0	0	0	0	0	0	0
PAR 22	Oldlane Gate	0	0	0	0	0	0	0	0
PAR 23	A161 (Swinefleet/Eastoft)	0	1	0	1	0	0	0	0
PAR 24	A161 (M180)	0	0	0	0	0	0	0	0
PAR 25	A161 (Eastoft/Crowle)	0	0	0	0	1	0	0	1
PAR 26	Carr Lane	0	0	0	0	0	0	0	0
PAR 27	A18	0	0	0	0	0	0	0	0
PAR 28	Unnamed Road – east of Bonnyhale Road	0	0	0	0	0	0	0	0
PAR 29	Unnamed Road – north of Bonnyhale Road	0	0	0	0	0	0	0	0
PAR 30	Garthorpe Road/Ness Lane/Old River Don	0	0	0	0	0	0	0	0

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 31	A1077	1	0	0	1	0	0	0	0
PAR 32	A1077	1	0	0	1	0	1	0	1
PAR 33	Winterton Road	0	0	0	0	0	0	0	0
PAR 34	Roxy Road/Top Road	0	0	0	0	0	0	0	0
PAR 35	B1430 Thelby Road/Burton Road	0	0	0	0	0	0	0	0
PAR 36	Tee Lane/ Walcot Road	0	0	0	0	0	0	0	0
PAR 37	Unnamed Road (north of the B1430)	0	0	0	0	0	0	0	0
PAR 38	Unnamed Road (west of Earlsgate Road)	0	0	0	0	0	0	0	0
PAR 39	A1077 Sluice Road	0	0	0	0	0	0	0	0
PAR 40	A1077	0	0	1	1	0	0	0	0
PAR 41	Ermine Street/Ings Lane	0	0	0	0	0	0	0	0
PAR 42	Horkstow Road/Main Street	0	0	0	0	0	0	0	0
PAR 43	A18	1	0	0	1	0	0	0	0
PAR 43 b	Franklin Way	0	0	0	0	0	0	0	0
PAR 44	B1211	0	0	0	0	0	0	0	0
PAR 45	Unnamed Road/Barton Road	0	0	0	0	0	1	0	1

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 46	Wootton Road	0	0	0	0	0	0	0	0
PAR 46b	Thornton Road	0	0	0	0	0	0	0	0
PAR 47	A15	0	0	0	0	0	0	0	0
PAR 48	B1218 Brigg Road	0	0	0	0	1	0	0	1
PAR 49	B1206	1	0	1	2	0	0	0	0
PAR 50	B1206	1	0	0	1	0	0	0	0
PAR 51	A1077	1	0	0	1	0	0	0	0
PAR 52	College Road	1	0	0	1	0	0	0	0
PAR 53	Ferry Road	1	0	0	1	0	0	0	0
PAR 54	East Marsh Road	0	0	0	0	0	0	0	0
PAR 55	Chape Field Road/Soff Lane	0	0	0	0	0	0	0	0
PAR 56	College Road	1	0	0	1	0	0	0	0
PAR 57	College Road	0	0	0	0	0	0	0	0
PAR 58	Ulceby Road	0	0	0	0	0	0	0	0
PAR 59	East Halton Road	0	0	0	0	0	0	0	0
PAR 60	Crook Mill Road	0	0	0	0	0	0	0	0
PAR 61	Townside (southern section)	0	0	0	0	0	0	0	0
PAR 62	Townside/Skitter Road	0	0	0	0	0	0	0	0

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 63	Unnamed Road (towards East Halton Skitter)	0	0	0	0	0	0	0	0
PAR 64	Greengate Lane/Staple Road	0	0	0	0	0	0	0	0
PAR 65	Eastfield Road	0	0	0	0	0	0	0	0
PAR 66	Church Lane	0	0	0	0	0	0	0	0
PAR 67	Humber Road/Rosper Road	0	0	0	0	0	0	0	0
PAR 68	Chase Hill Road	0	0	0	0	0	0	0	0
PAR 69	Burnham Road	0	0	0	0	0	0	0	0
PAR 70	Paull Road	0	0	0	0	0	0	0	0
PAR 71	Farbridge Lane	0	0	0	0	0	0	0	0
PAR 72	Thorngumbald Road	0	0	0	0	0	0	0	0
PAR 73	Dark Lane	0	0	0	0	0	0	0	0
PAR 74	Newlands Lane	0	0	0	0	0	0	0	0
PAR 75	A1033	0	0	0	0	0	0	0	0
PAR 76	A1033 Main Road	0	0	0	0	0	0	0	0
PAR 77	A1033(through Thorngumbald)	0	0	0	0	0	0	0	0
PAR 78	A1033 Hull Road/Patrington Road/Station Road	2	0	1	3	1	1	0	2

Location		Cyclist				Pedestrian			
Link ID	Road Name	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
PAR 79	A1033 (north of Patrington)	0	0	0	0	0	0	0	0
PAR 80	B1445	0	1	0	1	0	0	0	0
PAR 81	Humber Lane/Southside	0	0	0	0	0	0	0	0
PAR 82	Holmpton Road	0	0	0	0	0	0	0	0
PAR 83	Dimlington Road	0	0	0	0	0	0	0	0

Table 16-1-20 – Summary of Collisions between 2021-2023, Secondary Access Routes

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
SAR 1	Unnamed Road	0	0	0	0
SAR 2	Main Road	0	0	0	0
SAR 3	Church Dike Lane	0	0	0	0
SAR 4	Brier Lane/Mill Lane	0	0	0	0
SAR 5	A645	3	0	0	3
SAR 6	High Street/Station Road	0	1	0	1
SAR 7	Mill Lane	0	0	0	0
SAR 8	Main Street	1	0	0	1
SAR 9	Outgate	0	0	0	0
SAR 10	Bonnyhale Road	0	0	0	0
SAR 11	A18/B1395	5	0	0	5
SAR 12	Chapel Lane	0	0	0	0
SAR 13	Skitter Road	0	0	0	0
SAR 14	Haven Road	0	0	0	0
SAR 15	Dark Lane/Hooks Lane	0	0	0	0
SAR 16	Bellcroft Lane	0	0	0	0
SAR 17	Marsh Lane	0	0	0	0
SAR 18	Marsh Lane	0	1	0	1
SAR 19	Marsh Road	0	0	0	0
SAR 20	Dam Lane	0	1	0	1
SAR 21	Winestead Ings Lane	0	1	0	1

Table 16-1-21 – Summary of collisions involving pedestrian and cyclist casualties by severity on routes forming the Secondary Construction Routes

Location		Cyclist			Pedestrian		
Link ID	Road Name	Slight	Serious	Fatal	Slight	Serious	Fatal
SAR 1	Unnamed Road	0	0	0	0	0	0

Location		Cyclist			Pedestrian		
Link ID	Road Name	Slight	Serious	Fatal	Slight	Serious	Fatal
SAR 2	Main Road	0	0	0	0	0	0
SAR 3	Church Dike Lane	0	0	0	0	0	0
SAR 4	Brier Lane/Mill Lane	0	0	0	0	0	0
SAR 5	A645	1	0	0	0	0	0
SAR 6	High Street/Station Road	0	0	0	0	0	0
SAR 7	Mill Lane	0	0	0	0	0	0
SAR 8	Main Street	0	0	0	0	0	0
SAR 9	Outgate	0	0	0	0	0	0
SAR 10	Bonnyhale Road	0	0	0	0	0	0
SAR 11	A18/B1395	0	0	0	0	0	0
SAR 12	Chapel Lane	0	0	0	0	0	0
SAR 13	Skitter Road	0	0	0	0	0	0
SAR 14	Haven Road	0	0	0	0	0	0
SAR 15	Dark Lane/Hooks Lane	0	0	0	0	0	0
SAR 16	Bellcroft Lane	0	0	0	0	0	0
SAR 17	Marsh Lane	0	0	0	0	0	0
SAR 18	Marsh Lane	0	0	0	0	0	0
SAR 19	Marsh Road	0	0	0	0	0	0
SAR 20	Dam Lane	0	0	0	0	0	0
SAR 21	Winestead Ings Lane	0	0	0	0	0	0

Table 16-1-22 – Summary Collisions 2021-2023, Minor Access Routes

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
MAR 1	Reading Gate	0	0	0	0

MAR 2	Puddiners Lane	0	0	0	0
MAR 3	B1395	1	1	0	2
MAR 4	Shore Road/Adlingfleet Road	1	2	0	3
MAR 5	Coleby Road	1	0	0	1
MAR 6	Alkborough Lane/West Halton Lane	1	0	0	1
MAR 7	Walcot Road	0	0	0	0
MAR 8	College Road	0	1	0	1
MAR 9	Bellcroft Lane	0	0	0	0
MAR 10	Saltaugh Road	1	0	0	1
MAR 11	Sunk Island Road	0	0	0	0
MAR 12	Northfield Lane	0	0	0	0
MAR 13	Rysome Road	0	0	0	0

Table 16-1-23 – Summary of collisions involving pedestrian and cyclists along Minor Construction Routes

Location		Cyclist			Pedestrian		
Link ID	Road Name	Slight	Serious	Fatal	Slight	Serious	Fatal
MAR 1	Reading Gate	0	0	0	0	0	0
MAR 2	Puddiners Lane	0	0	0	0	0	0
MAR 3	B1395	0	0	0	0	0	0
MAR 4	Shore Road/Adlingfleet Road	0	0	0	0	0	0
MAR 5	Coleby Road	1	0	0	0	0	0
MAR 6	Alkborough Lane/West Halton Lane	1	0	0	0	0	0
MAR 7	Walcot Road	0	0	0	0	0	0
MAR 8	College Road	0	0	0	0	0	0
MAR 9	Bellcroft Lane	0	0	0	0	0	0
MAR 10	Saltaugh Road	0	0	0	0	0	0
MAR 11	Sunk Island Road	0	0	0	0	0	0
MAR 12	Northfield Lane	0	0	0	0	0	0
MAR 13	Rysome Road	0	0	0	0	0	0

Table 16-1-24 – Summary of Collisions 2021-2023, Private Roads Access Routes

Location		Severity			
Link ID	Road Name	Slight	Serious	Fatal	Total
PRAR 1	New Lane	0	0	0	0
PRAR 2	Unnamed (west of the A614)	0	0	0	0
PRAR 3	Unnamed (west of the A614)	0	0	0	0
PRAR 4	Unnamed (west of the A614)	0	0	0	0
PRAR 5	Unnamed (west of the A614)	0	0	0	0
PRAR 6	Snaith Road (north of the A1041)	0	0	0	0
PRAR 7	Unnamed (east of the A614)	0	0	0	0
PRAR 8	Unnamed (east of Bridge Lane)	0	0	0	0
PRAR 9	Unnamed (east of Bridge Lane)	0	0	0	0
PRAR 10	Via access A16	0	0	0	0
PRAR 11	Unnamed Road (west of Chapel Lane)	0	0	0	0
PRAR 12	Unnamed Road (south of Sluice Road)	1	0	0	1
PRAR 13	Unnamed Road (west of East Halton Road)	0	0	0	0
PRAR 14	Clough Lane	0	1	0	1
PRAR 15	Unnamed Road (east of the A15)	0	0	0	0
PRAR 16	Farm Track	0	0	0	0
PRAR 17	Unnamed Road (southwest of the A1033)	0	0	0	0
PRAR 18	Hook Pasture Lane	1	0	0	1
PRAR 19	Unnamed Road (west of Goole Fields)	0	0	0	0
PRAR 20	Unnamed Road (east of Goole Fields)	0	0	0	0
PRAR 21	Unnamed Road (west of Quay Lane)	0	0	0	0

Table 16-1-25 – Summary of collisions involving pedestrians and cyclists along Private Access Construction Routes

Location		Cyclist			Pedestrian		
Link ID	Road Name	Slight	Serious	Fatal	Slight	Serious	Fatal
PRAR 1	New Lane	0	0	0	0	0	0
PRAR 2	Unnamed (west of the A614)	0	0	0	0	0	0
PRAR 3	Unnamed (west of the A614)	0	0	0	0	0	0
PRAR 4	Unnamed (west of the A614)	0	0	0	0	0	0
PRAR 5	Unnamed (west of the A614)	0	0	0	0	0	0
PRAR 6	Snaith Road (north of the A1041)	0	0	0	0	0	0
PRAR 7	Unnamed (east of the A614)	0	0	0	0	0	0
PRAR 8	Unnamed (east of Bridge Lane)	0	0	0	0	0	0
PRAR 9	Unnamed (east of Bridge Lane)	0	0	0	0	0	0
PRAR 10	Via access A16	0	0	0	0	0	0
PRAR 11	Unnamed Road (west of Chapel Lane)	0	0	0	0	0	0
PRAR 12	Unnamed Road (south of Sluice Road)	0	0	0	0	0	0
PRAR 13	Unnamed Road (west of East Halton Road)	0	0	0	0	0	0
PRAR 14	Clough Lane	0	0	0	0	0	0
PRAR 15	Unnamed Road (east of the A15)	0	0	0	0	0	0
PRAR 16	Farm Track	0	0	0	0	0	0
PRAR 17	Unnamed Road (southwest of the A1033)	0	0	0	0	0	0

Location		Cyclist			Pedestrian		
Link ID	Road Name	Slight	Serious	Fatal	Slight	Serious	Fatal
PRAR 18	Hook Pasture Lane	1	0	0	0	0	0
PRAR 19	Unnamed Road (west of Goole Fields)	0	0	0	0	0	0
PRAR 20	Unnamed Road (east of Goole Fields)	0	0	0	0	0	0
PRAR 21	Unnamed Road (west of Quay Lane)	0	0	0	0	0	0

## Existing Baseline – Road Sensitivity

Table 16-1-26 – Primary Access Routes – Road Sensitivity

Links ID	Road Name	Description	Sensitivity
PAR 1	A645	Section between A614 and A645 / Main Road / New Road roundabout	Not Sensitive
PAR 2	New Road	Section north of A645 / Main Road / New Road roundabout	Not Sensitive
PAR 3	Carr Lane / Redhouse Lane	Section leading / connecting to access points - A02, A03, A04 & A701 - to the east of New Road	Not Sensitive
PAR 4	New Lane / Brier Lane	Section between the A645 and Church Dike Lane / Rusholme Lane	Not Sensitive
PAR 5	Rusholme Lane	Section to the northeast of Church Dike Lane / Rusholme Lane connecting to access points - A09 & A08	Not Sensitive
PAR 6	Brier Lane/ Seg Lane / Wheels Lane	Section south of New Lane, connecting to High Street (Carlton)	Not Sensitive
PAR 7	Ings Lane	Section connecting Mill Lane to access points - A18 & A19	Not Sensitive
PAR 8	A614 Rawcliffe Road	Section between junction with the M62 & A625 / A614 roundabout	Not Sensitive
PAR 9	A614 Rawcliffe Road	Section between the M62 & A625 / A614 roundabout & junction with Mill Lane	Sensitive
PAR 10	A614	Section between junction with Mill Lane & M18	Not Sensitive
PAR 11	A1041	Section west of the A614, providing a connection to access points - A21b, A21c & A21d	Not Sensitive
PAR 12	Greenland Lane / Johnny Moor Long Lane	Section west of the A614, providing a connection to access points - A24, A25, A25b, A26, A26b, A27, & AP02	Not Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 13	A614	Section between M63 J37 & Howden Spur Roundabout	Not Sensitive
PAR 14	Boothferry Road	Section between Howden Spur Roundabout & A63	Not Sensitive
PAR 15	A63	Section between Boothferry Road & junction with Main Street / B1228	Not Sensitive
PAR 16	Main Street	Section between the A63 & Station Lane / Gateland Field Lane	Sensitive
PAR 17	Station Lane / Gateland Field Lane	Section south of Main Street, connecting to access points - A05 & A06	Not Sensitive
PAR 18	A161 (Goole)	Section between roundabout connecting to the M62 & junction with Quay Lane	Sensitive
PAR 19	Quay Lane	Section to the south of A161 (Goole)	Sensitive
PAR 20	Crossmoor Bank	Section between Quay Lane & Oldlane Gate	Not Sensitive
PAR 21	Quart Lane	Section between Quay Lane & Oldlane Gate	Not Sensitive
PAR 22	Oldlane Gate	Section south of the A161 (Goole)	Not Sensitive
PAR 23	A161 (Swinefleet / Eastoft)	Section through Swinefleet & into Eastoft, junction with the B1392	Sensitive
PAR 24	A161	Section between A18 & M180	Sensitive
PAR 25	A161 (Eastoft / Crowle)	Section through Eastoft, south of junction with the B1392, connecting to the A18	Not Sensitive
PAR 26	Carr Lane	Section to the east of the A161 (Crowle) to access points - A211 & A212	Sensitive
PAR 27	A18	Section to the east of the A161 (south of Ealand)	Not Sensitive
PAR 28	Unnamed Road	To the east of Bonnyhale Road	Not Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 29	Unnamed Road	To the north of Bonnyhale Road	Not Sensitive
PAR 30	Garthorpe Road / Ness Lane / Old River Don	Section to the north of Aldingfleet Road (Garthorpe) connecting to access points - A42, A43 & A44	Not Sensitive
PAR 31	A1077	Section between the M180 & the A18	Not Sensitive
PAR 32	A1077	Section between the A18 & Winterton Road	Not Sensitive
PAR 33	Winterton Road	Section between A1077 & North Street	Sensitive
PAR 34	Roxy Road / Top Road / Earlsgate Road / Cliff Road	Section north of Winterton Road	Sensitive
PAR 35	B1430	Section between Top Road & Tee Lane	Sensitive
PAR 36	Tee Lane / Walcot Road	Section between B1430 & A45 & A46	Not Sensitive
PAR 37	Unnamed Road	Section to the north of the B1430	Not Sensitive
PAR 38	Unnamed Road (west of Earlsgate Road)	Section to the west of Top Road / Earlsgate Road	Not Sensitive
PAR 39	A1077 Sluice Road	Section between Earlsgate Road / Cliff Road & High Street	Sensitive
PAR 40	A1077	Section between A1077 Sluice Road & the A15	Sensitive
PAR 41	Ermine Street / Ings Lane	Section to the south of the A1077, connecting to access points - A59 - A62	Not Sensitive
PAR 42	Horkstow Road / Main Street	Section to the south of the A1077, connecting to access points - A64 - A69	Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 43	A18	Section between Barnetby Interchange & junction with Franklin Way	Not Sensitive
PAR 43b	Franklin Way	Section connecting to A18/Franklin Way roundabout connecting to access point A705	Not Sensitive
PAR 44	B1211	Section between the A18 & Unnamed Road	Not Sensitive
PAR 45	Unnamed Road / Barton Road	Section between the B1211 & the B1206	Not Sensitive
PAR 46	Wootton Road	Section to the west of Barton Road, connecting to access points - A303 & A304	Not Sensitive
PAR 46b	Thornton Road	Section to the west of Barton Road, connecting to access points - A301, A301b ,A302 & A302b	Not Sensitive
PAR 47	A15	Section between M180 J5 & B1206	Not Sensitive
PAR 48	B1218 Brigg Road	Section north of the B1206 towards Barrow Mere	Not Sensitive
PAR 49	B1206	Section between A15 and A1077	Sensitive
PAR 50	B1206	Section between A1077 and College Road	Sensitive
PAR 51	A1077 Thorton Road	Section south of the B1206, via Thornton Road - between B1206 and College Road	Not Sensitive
PAR 52	College Road	Section between B1206 and Thornton Road	Not Sensitive
PAR 53	Thornton Road / Ferry Road	Section via Goxhill - between College Road and East Marsh Road	Sensitive
PAR 54	East Marsh Road	Section to the north of Goxhill, between Ferry Road and site access	Sensitive
PAR 55	Chapel Field Road / Soff Lane	Section between East Marsh Road & College Road	Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 56	College Road	Section to the east of Thornton Road, to access point AP6	Not Sensitive
PAR 57	College Road	Section to the west of East Halton, connecting to Townside	Sensitive
PAR 58	Ulceby Road	Section to the west of between Habrough Roundabout connecting to access point A706	Not Sensitive
PAR 59	East Halton Road	Section between Habrough Roundabout & Crook Mill Road / Townside	Not Sensitive
PAR 60	Crookmill Road	Section to the west of East Halton Road, connecting to access points - A402 & A403	Not Sensitive
PAR 61	Townside (southern section)	Section between East Halton Road & College Road	Sensitive
PAR 62	Townside / Skitter road	Section north of East Halton	Sensitive
PAR 63	Unnamed Road (towards East Halton Skitter)	Section to the east of East Halton Road, towards East Halton Skitter	Not Sensitive
PAR 64	Greengate Lane / Staple Road	Section between East Halton Road & Eastfield Road	Sensitive
PAR 65	Eastfield Road	Section between the A60 & Chase Hill Road	Not Sensitive
PAR 66	Church Lane	Section to the west of East Halton Road, connecting to access points - A501 & AP12	Not Sensitive
PAR 67	Humber Road / Rosper Road	Section between the Manby Roundabout & Chase Hill Road / Haven Road	Not Sensitive
PAR 68	Chase Hill Road	Section between East Halton Road and Haven Road	Not Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 69	Burnham Road	Section northwest of the B1206, through Deepdale	Not Sensitive
PAR 70	Paull Road	Section between Salt End Roundabout & Farbridge Lane	Not Sensitive
PAR 71	Farbridge Lane	Section to the south of Paull Road	Not Sensitive
PAR 72	Thorngumbald Road	Section between the farm track and Dark Lane	Sensitive
PAR 73	Dark Lane	Section between Thorngumbald Road & Newlands Lane	Sensitive
PAR 74	Newlands Lane	Section south of Dark Lane	Not Sensitive
PAR 75	A1033	Section between Salt End Roundabout & the A1033 / B1362 New Road roundabout	Not Sensitive
PAR 76	A1033 Main Road	Section between the A1033 / B1362 New Road roundabout & junction with the B1240	Not Sensitive
PAR 77	A1033 (through Thorngumbald)	Through Thorngumbald - Section between the junction with the B1240 & junction with Marsh Lane	Sensitive
PAR 78	A1033 Hull Road / Patrington Road / Station Road	Section between the junction with Marsh Lane & junction with the B1445	Sensitive
PAR 79	A1033 (north of Patrington)	Section between the junction with the B1445, and access points - A105 & A106	Sensitive
PAR 80	B1445	Section between Patrington and Easington	Not Sensitive
PAR 81	Humber Lane / Southside	Through Patrington, between the A1033 Station Road & the B1445	Sensitive

Links ID	Road Name	Description	Sensitivity
PAR 82	Holmpton Road	To the east of Patrington, between junction with Eastgate/Welwick Road and access points - A107, A108 & AP8	Sensitive
PAR 83	Dimlington Road	North of the B1445, Easington	Not Sensitive

Table 16-1-27 – Secondary Access Routes - Road Sensitivity

Links ID	Road Name	Description	Sensitivity
SAR 1	Unnamed Road	Connecting to access points - A02 & A03 - north of Carr Lane / Redhouse Lane	Not Sensitive
SAR 2	Main Road	Section between A645 / Main Road / New Road roundabout and junction with Church Dike Lane	Sensitive
SAR 3	Church Dike Lane	Section between A645 / Main Road / New Road roundabout and junction with Rusholme Lane	Sensitive
SAR 4	Brier Lane / Mill Lane	Section between Mill Lane (primary route) & New Lane	Sensitive
SAR 5	A465	Section between A645 / A1041 roundabout & New Road / A645 roundabout	Not Sensitive
SAR 6	High Street / Station Road	Section between junction with Mill Lane and the A645 / A1041 roundabout	Sensitive
SAR 7	Mill Lane	Section between High Street and Wheels Lane	Sensitive
SAR 8	Main Street	Section to the east of the A161, through Ealand	Sensitive
SAR 9	Outgate	Connecting northern junction Main Street to A215, A213, & A214	Sensitive
SAR 10	Bonnyhale Road	Connecting southern junction Main Street to A215, A213, & A214	Sensitive
SAR 11	A18 / B1392	A18 towards Althorpe & Keadby	Sensitive

Links ID	Road Name	Description	Sensitivity
SAR 12	Chapel Lane	To the west of the B1392 (Keadby)	Sensitive
SAR 13	Skitter Road	Northern section of Skitter Road, connecting to access point A901B	Not Sensitive
SAR 14	Haven Road	Section to the north of Rosper Road / Chase Hill Road, connecting to access point - A707	Not Sensitive
SAR 15	Dark Lane / Hooks Lane	Section between Newlands Lane and the A1033	Sensitive
SAR 16	Bellcroft Lane	Section south of Hooks Lane, connecting to access points - A1000 & A1001	Not Sensitive
SAR 17	Marsh Lane (Ryehill)	Section to the south of the A1033, via Ryehill	Sensitive
SAR 18	Marsh Lane (west of Keyingham)	Section to the southwest of the A1033 Hull Road, connecting to access points - A94 & A95	Not Sensitive
SAR 19	Marsh Road	Section to the west of Marsh Lane, connecting to access points - A92 & A93	Not Sensitive
SAR 20	Dam Lane	Section to the south of the A1033 (between Keyingham & Otringham), connecting to access points - A98 & A99	Not Sensitive
SAR 21	Winstead Ings Lane	South of the A1033 Patrington Road	Sensitive

*Table 16-1-28 – Minor Access Routes - Road Sensitivity*

Links ID	Road Name	Description	Sensitivity
MARs 1	Reading Gate	Section between A161 & Quart Lane	Not Sensitive
MARs 2	Puddiners Lane	Connecting to A161	Not Sensitive
MARs 3	B1392	Section between the A18 & Meredyke Road, through Keadby	Sensitive

Links ID	Road Name	Description	Sensitivity
MARs 4	Shore Road / Adlingfleet Road	Section between the Meredyke Road & Garthorpe Road / Ness Lane, through Fockerby	Sensitive
MARs 5	Coleby Road	Section between Alkborough lane and A49 & A50	Sensitive
MARs 6	Alkborough Lane / West Halton Lane	Section between Coleby Road & Walcot Road	Sensitive
MARs 7	Walcot Road	Section through Walcot connecting to West Halton Lane	Sensitive
MARs 8	College Road	Section to the north east of Thornton Abbey	Sensitive
MARs 9	Bellcroft Lane	Section south of Hooks Lane, connecting to access points - A88 & A89	Not Sensitive
MARs 10	Saltaugh Road (Keyingham)	Section to the south of the A1033, via Keyingham connecting to access points - A96 & A97	Sensitive
MARs 11	Sunk Island Road	Section to the south of the A1033, via Ottringham, connecting to access points - A100 & A101	Sensitive
MARs 12	Northfield Lane	North of the B1445, to the north of Welwick	Sensitive
MARs 13	Rysome Road	North of the B1445, to the north of Weeton	Sensitive

Table 16-1-29 – Private Road Access Routes - Road Sensitivity

Links ID	Road Name	Description	Sensitivity
PRAR 1	New Lane	Section between A645 and Mill Lane	Not Sensitive
PRAR 2	Unnamed Road (west to the A614)	Section to the west of the A614	Not Sensitive

Links ID	Road Name	Description	Sensitivity
PRAR 3	Unnamed Road (west to the A614)	Section to the west of the A614	Not Sensitive
PRAR 4	Unnamed Road (west to the A614)	Section to the west of the A614	Not Sensitive
PRAR 5	Unnamed Road (north of the A1041)	Section to the north of the A1041	Not Sensitive
PRAR 6	Snaith Road (north of the A1041)	Section to the north of the A1041	Not Sensitive
PRAR 7	Unnamed Road (east of the A614)	Section to the east of the A614	Not Sensitive
PRAR 8	Unnamed Road (east of Bridge Lane)	Section to the east of the Bridge Lane	Not Sensitive
PRAR 9	Unnamed Road (east of Bridge Lane)	Section to the east of the Bridge Lane	Not Sensitive
PRAR 10	Unnamed Road	Section to the north of the A18	Not Sensitive
PRAR 11	Unnamed Road	Section to the west Chapel Lane	Not Sensitive
PRAR 12	Unnamed Road (south of Sluice Road)	Section to the south of Sluice Road	Not Sensitive
PRAR 13	Unnamed Road (west of East Halton Road)	Section to the west of East Halton Road	Not Sensitive
PRAR 14	Clough Lane	Section to the north of Haven Road	Not Sensitive

Links ID	Road Name	Description	Sensitivity
PRAR 15	Unnamed Road (east of the A15)	Section to the east of the A15, connecting to the B1218 Bridge Road	Not Sensitive
PRAR 16	Farm Track	via Feeder 9 route - Rose Hill Farm	Not Sensitive
PRAR 17	Unnamed Road (south west of the A1033)	Section to the southwest of the A1033	Not Sensitive
PRAR 18	Hook Pasture Lane	Section of the southwest of the A161 & Old Goole	Not Sensitive
PRAR 19	Unnamed Road (west of Goole Fields)	Section to the south of the A161, to the west of Goole Fields	Not Sensitive
PRAR 20	Unnamed Road (east of Goole Fields)	Section to the south of the A161, to the east of Goole Fields	Not Sensitive
PRAR 21	Unnamed Road (west of Quay Lane)	Section to the south of the A161, to the west of Quay Lane	Not Sensitive

## Future Baseline Traffic Flows

Table 16-1-30 – Future Baseline Traffic Flows, 12 hr AAWT, Primary Access Routes

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
DfT 73458	PAR 1	A645	2031	530	6844
DfT 99179		A645	2031	530	6844
ID ATC 68	PAR 2	New Road	2031	200	1497
-	PAR 3	Carr Lane / Redhouse Lane	2031	0	0
ID ATC 70	PAR 4	New Lane / Brier Lane	2031	0	17
ID ATC 70	PAR 5	Rusholme Lane	2031	0	17
ID ATC 71	PAR 6	Brier Lane/ Seg Lane / Wheels Lane	2031	1	135
ID ATC 71	PAR 7	Ings Lane	2031	1	135
DfT 60060	PAR 8	A614 Rawcliffe Road	2031	887	12027
ID ATC 66	PAR 9	A614 Rawcliffe Road	2031	125	4481
ID ATC 41	PAR 10	A614	2031	173	5525
ID ATC 65	PAR 11	A1041	2031	218	8591
NWDC ATC 30	PAR 12	Greenland Lane / Johnny Moor Long Lane	2031	8	849
DfT 6057	PAR 13	A614	2030	2230	16129
DfT 91071	PAR 14	Boothferry Road	2030	861	14384
DfT 91069	PAR 15	A63	2030	470	7016
ID ATC 67	PAR 16	Main Street	2030	13	1648
-	PAR 17	Station Lane / Gateland Field Lane	2030	0	0
ID ATC 39	PAR 18	A161 (Goole)	2031	299	7204
ID ATC 63		A161 (Goole)	2031	194	9412
ID ATC 42	PAR 19	Quay Lane	2031	0	69
ID ATC 42	PAR 20	Crossmoor Bank	-	0	67

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
ID ATC 42	PAR 21	Quart Lane	-	0	69
NWDC ATC 32	PAR 22	Oldlane Gate	2031	3	39
ID ATC 38	PAR 23	A161 (Swinefleet / Eastoft)	2031	44	1662
ID ATC 62		A161 (Swinefleet / Eastoft)	2031	32	1519
DfT 38499	PAR 24	A161	2032	360	4863
DfT 73461	PAR 25	A161 (Eastoft / Crowle)	2032	78	1853
ID ATC 36		A161 (Eastoft / Crowle)	2032	32	2121
ID ATC 37		A161 (Eastoft / Crowle)	2032	33	1687
NWDC ATC 4		A161 (Eastoft / Crowle)	2032	76	8672
NWDC ATC 5		A161 (Eastoft / Crowle)	2032	51	7625
-	PAR 26	Carr Lane	-	0	0
DfT 36233	PAR 27	A18	2032	261	6848
-	PAR 28	Unnamed Road	2032	0	0
-	PAR 29	Unnamed Road	2032	0	0
ID ATC 61	PAR 30	Garthorpe Road / Ness Lane / Old River Don	2030	2	300
DfT 36061	PAR 31	A1077	2031	3269	16285
DfT 18735	PAR 32	A1077	2031	2146	12965
DfT 77700		A1077	2031	1406	13418
DfT 77701		A1077	2031	450	5276
DfT 77701	PAR 33	Winterton Road	2031	451	5287
ID ATC 21	PAR 34	Roxy Road / Top Road / Earlsgate Road / Cliff Road	2031	149	7784

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
ID ATC 9		Roxy Road / Top Road / Earlsgate Road / Cliff Road	2031	135	5296
ID ATC 8	PAR 35	B1430	2031	18	2386
ID ATC 7		B1430	2031	19	2770
ID ATC 26		B1430	2031	9	1257
ID ATC 25	PAR 36	Tee Lane / Walcot Road	2031	3	1056
ID ATC 27	PAR 37	Unnamed Road	2031	4	537
ID ATC 22	PAR 38	Unnamed Road (west of Earlsgate Road)	2031	14	1529
DfT 92231	PAR 39	A1077 Sluice Road	2031	311	6527
DfT 27534	PAR 40	A1077	-	339	6901
-	PAR 41	Ermine Street / Ings Lane	2031	0	0
ID ATC 20	PAR 42	Horkstow Road / Main Street	2031	16	1334
DfT 48482	PAR 43	A18	2032	1044	15630
DfT 92218		A18	2032	570	9378
	PAR 43b	Franklin Way	2032	-	-
NWDC ATC 11	PAR 44	B1211	2032	41	1478
ID ATC 2	PAR 45	Unnamed Road / Barton Road	2032	6	742
-	PAR 46	Wootton Road	-	-	-
-	PAR 46b	Thornton Road	-	-	-
DfT 57942	PAR 47	A15	2030	2027	21494
DfT 949497	PAR 48	B1218 Brigg Road	2031	72	1671
ID ATC 1	PAR 49	B1206	2031	177	2648

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
NWDC ATC 28	PAR 50	B1206	2032	167	3281
DfT 37577	PAR 51	A1077	2032	79	1406
ID ATC 17	PAR 52	College Road	2032	37	2072
North Lincs ATC	PAR 53	Thornton Road / Ferry Road	2030	36	688
DfT 802356	PAR 54	East Marsh Road	2030	26	167
NWDC ATC 38	PAR 55	Chapel Field Road / Soff Lane	2030	9	207
ID ATC 15		Soff Lane	2032	24	643
NWDC ATC 12	PAR 56	College Road	2032	14	2383
NWDC ATC 12	PAR 57	College Road	2030	14	2383
DfT 89302	PAR 58	Ulceby Road	2032	32	2076
DfT 800934	PAR 59	East Halton Road	-	962	4988
ID ATC 5	PAR 60	Crookmill Road	2032	7	334
ID ATC 13	PAR 61	Townside (southern section)	2030	23	2392
ID ATC 14	PAR 62	Townside / Skitter road	2030	2	147
-	PAR 63	Unnamed Road (towards East Halton Skitter)	2032	-	-
ID ATC 11	PAR 64	Greengate Lane / Staple Road	2032	0	78
ID ATC 10	PAR 65	Eastfield Road	2032	664	3751
ID ATC 12	PAR 66	Church Lane	2031	2	295

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
NWDC ATC 14	PAR 67	Humber Road / Rosper Road	2031	962	4417
ID ATC 3	PAR 68	Chase Hill Road	2031	449	2266
ID ATC 19	PAR 69	Burnham Road	2030	2	367
DfT 949183	PAR 70	Paull Road	2030	52	1635
NWDC ATC 16	PAR 71	Farbridge Lane	2030	17	1794
ID ATC 51	PAR 72	Thorngumbald Road	2030	4	522
ID ATC 51	PAR 73	Dark Lane	2030	4	522
ID ATC 50	PAR 74	Newlands Lane	2030	2	55
ID ATC 60	PAR 75	A1033	2030	128	17837
DfT 73469	PAR 76	A1033 Main Road	2030	248	7633
DfT 92229	PAR 77	A1033 (through Thorngumbald)	2032	219	11395
ID ATC 40		A1033 (through Thorngumbald)	2032	132	9179
NWDC ATC 17	PAR 78	A1033 Hull Road / Patrington Road / Station Road	2030	76	8163
ID ATC 47		A1033 Hull Road / Patrington Road / Station Road	2030	118	5910
ID ATC 46		A1033 Hull Road / Patrington Road / Station Road	2030	93	5042
ID ATC 45		A1033 Hull Road / Patrington Road / Station Road	2030	87	4973

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
ID ATC 44		A1033 Hull Road / Patrington Road / Station Road	2030	86	5358
NWDC ATC 19	PAR 79	A1033 (north of Patrington)	2030	16	2782
ID ATC 56		A1033 (north of Patrington)	2030	34	3263
NWDC ATC 20	PAR 80	B1445	2030	33	1911
ID ATC 43		B1445	2030	19	1409
NWDC ATC 13		B1445	2030	13	1241
NWDC ATC 37	PAR 81	Humber Lane / Southside	2030	13	1712
NWDC ATC 36		Humber Lane / Southside	2030	3	710
ID ATC 55	PAR 82	Holmpton Road	2030	9	281
ID ATC 54	PAR 83	Dimlington Road	2030	11	855

*Table 16-1-31 – Future Baseline Traffic Flows, 12 hr AAWT, Secondary Access Routes*

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
-	SAR 1	Unnamed Road	2031	0	0
ID ATC 74	SAR 2	Main Road	2031	9	1613
ID ATC 69	SAR 3	Church Dike Lane	2031	4	479
NWDC ATC 1	SAR 4	Brier Lane / Mill Lane	2031	1	226

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
ID ATC 71		Brier Lane / Mill Lane	2031	1	138
ID ATC 73	SAR 5	A465	2031	241	7343
ID ATC 72	SAR 6	High Street / Station Road	2031	49	8015
DfT 810776	SAR 7	Mill Lane	2032	16	275
NWDC ATC 6	SAR 8	Main Street	2032	2	773
NWDC ATC 33	SAR 9	Outgate	2032	2	117
NWDC ATC 34	SAR 10	Bonnyhale Road	2032	0	107
ID ATC 28	SAR 11	A18 / B1392	2031	119	8550
ID ATC 29		A18 / B1392	2031	21	3060
ID ATC 30	SAR 12	Chapel Lane	2032	2	360
-	SAR 13	Skitter Road	2030	0	0
ID ATC 6	SAR 14	Haven Road	2031	624	2684
NWDC ATC 15	SAR 15	Dark Lane / Hooks Lane	2030	7	1206
ID ATC 48	SAR 16	Bellcroft Lane	2030	2	171
ID ATC 59	SAR 17	Marsh Lane (Ryehill)	-	1	333
ID ATC 58	SAR 18	Marsh Lane (west of Keyingham)	2030	2	136
ID ATC 49	SAR 19	Marsh Road	2030	0	44
-	SAR 20	Dam Lane	2030	0	0
-	SAR 21	Chapel Lane	2030	0	0

Table 16-1-32 – Future Baseline Traffic Flows, 12 hr AAWT, Primary Access Routes

DfT and ATC Counter Ref.	Road Link ID	Road Name	Year	Total Traffic movements – 12hr (07:00-19:00) AAWT	
				HGVs	Total Traffic
-	MARs 1	Reading Gate	2031	0	0
-	MARs 2	Puddiners Lane	2031	0	0
ID ATC 32	MARs 3	B1392	2031	10	1118
ID ATC 33		B1392	2031	10	971
ID ATC 34	MARs 4	Shore Road / Adlingfleet Road	2031	4	381
ID ATC 35		Shore Road / Adlingfleet Road	2031	2	3
ID ATC 22	MARs 5	Coleby Road	2031	14	1529
ID ATC 23	MARs 6	Alkborough Lane / West Halton Lane	2031	7	677
ID ATC 24	MARs 7	Walcot Road	2031	2	527
NWDC ATC 12	MARs 8	College Road	2032	14	2383
ID ATC 48	MARs 9	Bellcroft Lane	2030	2	171
DfT 806723	MARs 10	Saltaugh Road (Keyingham)	2031	11	938
ID ATC 57	MARs 11	Sunk Island Road	2030	21	755
ID ATC 53	MARs 12	Northfield Lane	-	3	193
ID ATC 52	MARs 13	Rysome Road	2030	2	68

## Predicted Weekday Construction Vehicle Movements

Table 16-1-33 – Predicted Weekday Construction Vehicle Movements, per Primary Access Route

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PAR 1	A645	516	240	756	2031
PAR 2	New Road	516	240	756	2031
PAR 3	Carr Lane / Redhouse Lane	346	162	508	2031
PAR 4	New Lane / Brier Lane	242	66	308	2031
PAR 5	Rusholme Lane	116	38	154	2031
PAR 6	Brier Lane/ Seg Lane / Wheels Lane	242	66	308	2031
PAR 7	Ings Lane	158	66	224	2031
PAR 8	A614 Rawcliffe Road	280	542	822	2031
PAR 9	A614 Rawcliffe Road	298	66	364	2031
PAR 10	A614	298	66	364	2031
PAR 11	A1041	284	66	350	2031
PAR 12	Greenland Lane / Johnny Moor Long Lane	214	66	280	2031
PAR 13	A614	158	46	204	2030
PAR 14	Boothferry Road	158	46	204	2030
PAR 15	A63	158	46	204	2030
PAR 16	Main Street	158	46	204	2030

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PAR 17	Station Lane / Gateland Field Lane	158	46	204	2030
PAR 18	A161 (Goole)	232	252	484	2031
PAR 19	Quay Lane	232	78	310	2031
PAR 20	Crossmoor Bank	0	0	0	-
PAR 21	Quart Lane	0	0	0	-
PAR 22	Oldlane Gate	38	90	128	2031
PAR 23	A161 (Swinefleet / Eastoft)	118	206	324	2031
PAR 24	A161	126	188	314	2032
PAR 25	A161 (Eastoft / Crowle)	126	188	314	2032
PAR 26	Carr Lane	0	0	0	-
PAR 27	A18	96	46	142	2032
PAR 28	Unnamed Road	96	46	142	2032
PAR 29	Unnamed Road	96	46	142	2032
PAR 30	Garthorpe Road / Ness Lane / Old River Don	78	22	100	2030
PAR 31	A1077	302	250	552	2031
PAR 32	A1077	302	250	552	2031
PAR 33	Winterton Road	302	250	552	2031
PAR 34	Roxy Road / Top Road / Earlsgate	302	250	552	2031

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
	Road / Cliff Road				
PAR 35	B1430	88	144	232	2031
PAR 36	Tee Lane / Walcot Road	44	72	116	2031
PAR 37	Unnamed Road	44	72	116	2031
PAR 38	Unnamed Road (west of Earlsgate Road)	82	142	224	2031
PAR 39	A1077 Sluice Road	282	178	460	2031
PAR 40	A1077	0	0	0	-
PAR 41	Ermine Street / Ings Lane	186	66	252	2031
PAR 42	Horkstow Road / Main Street	206	142	348	2031
PAR 43	A18	108	216	324	2032
PAR 43b	Franklin Way	6	30	36	2032
PAR 44	B1211	102	186	288	2032
PAR 45	Unnamed Road / Barton Road	46	72	118	2032
PAR 46	Wootton Road	-	-	-	-
PAR 46b	Thornton Road	-	-	-	-
PAR 47	A15	448	122	570	2030
PAR 48	B1218 Brigg Road	150	142	292	2031

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PAR 49	B1206	448	122	570	2031
PAR 50	B1206	204	268	472	2032
PAR 51	A1077 Thorton Road	28	144	172	2032
PAR 52	College Road	194	238	432	2032
PAR 53	Thornton Road / Ferry Road	185	26	211	2030
PAR 54	East Marsh Road	185	26	211	2030
PAR 55	Chapel Field Road / Soff Lane	370	52	422	2030
PAR 56	College Road	194	238	432	2032
PAR 57	College Road	56	188	244	2032
PAR 58	Ulceby Road	78	18	96	2030
PAR 59	East Halton Road	234	268	502	2032
PAR 60	Crookmill Road	0	0	0	-
PAR 61	Townside (southern section)	212	238	450	2032
PAR 62	Townside / Skitter road	370	52	422	2030
PAR 63	Unnamed Road (towards East Halton Skitter)	370	52	422	2030
PAR 64	Greengate Lane / Staple Road	58	18	76	2032
PAR 65	Eastfield Road	122	80	202	2032

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PAR 66	Church Lane	64	62	126	2032
PAR 67	Humber Road / Rosper Road	22	30	52	2031
PAR 68	Chase Hill Road	22	30	52	2031
PAR 69	Burnham Road	48	72	120	2031
PAR 70	Paull Road	1535	341	1876	2030
PAR 71	Farbridge Lane	1535	341	1876	2030
PAR 72	Thorngumbald Road	1495	311	1806	2030
PAR 73	Dark Lane	1495	311	1806	2030
PAR 74	Newlands Lane	1495	311	1806	2030
PAR 75	A1033	1396	370	1766	2030
PAR 76	A1033 Main Road	1396	370	1766	2030
PAR 77	A1033 (through Thorngumbald)	1396	370	1766	2030
PAR 78	A1033 Hull Road / Patrington Road / Station Road	609	127	736	2030
PAR 79	A1033 (north of Patrington)	76	246	322	2030
PAR 80	B1445	34	170	204	2030
PAR 81	Humber Lane / Southside	18	64	82	2030
PAR 82	Holmpton Road	14	114	128	2030

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PAR 83	Dimlington Road	16	60	76	2030

*Table 16-1-34 – Predicted Weekday Construction Vehicle Movements, per Secondary Access Route*

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
SAR 1	Unnamed Road	166	66	232	2031
SAR 2	Main Road	154	142	296	2031
SAR 3	Church Dike Lane	154	142	296	2031
SAR 4	Brier Lane / Mill Lane	242	66	308	2031
SAR 5	A465	242	66	308	2031
SAR 6	High Street / Station Road	242	66	308	2031
SAR 7	Mill Lane	242	66	308	2031
SAR 8	Main Street	96	46	142	2032
SAR 9	Outgate	96	46	142	2032
SAR 10	Bonnyhale Road	96	46	142	2032
SAR 11	A18 / B1392	96	46	142	2032
SAR 12	Chapel Lane	96	46	142	2032
SAR 13	Skitter Road	370	52	422	2030
SAR 14	Haven Road	22	30	52	2031

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
SAR 15	Dark Lane / Hooks Lane	1495	311	1806	2030
SAR 16	Bellcroft Lane	1129	191	1320	2030
SAR 17	Marsh Lane (Ryehill)	0	0	0	-
SAR 18	Marsh Lane (west of Keyingham)	556	94	650	2030
SAR 19	Marsh Road	278	47	325	2030
SAR 20	Dam Lane	573	97	670	2030
SAR 21	Winstead Ings Lane	480	96	576	2030

*Table 16-1-35 – Predicted Weekday Construction Vehicle Movements, per Minor Access Route*

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
MARs 1	Reading Gate	0	90	90	2031
MARs 2	Puddiners Lane	0	194	194	2031
MARs 3	B1392	0	144	144	2031
MARs 4	Shore Road / Adlingfleet Road	0	88	88	2031
MARs 5	Coleby Road	0	142	142	2031

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
MARs 6	Alkborough Lane / West Halton Lane	0	142	142	2031
MARs 7	Walcot Road	0	142	142	2031
MARs 8	College Road	0	72	72	2032
MARs 9	Bellcroft Lane	0	284	284	2030
MARs 10	Saltaugh Road (Keyingham)	0	152	152	2031
MARs 11	Sunk Island Road	0	160	160	2030
MARs 12	Northfield Lane	0	0	0	-
MARs 13	Rysome Road	0	18	18	2030

*Table 16-1-36 – Predicted Weekday Construction Vehicle Movements, per Private Road Access Route*

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PRAR 1	New Lane	242	66	308	2031
PRAR 2	Unnamed Road (west to the A614)	20	18	38	2030
PRAR 3	Unnamed Road	20	18	38	2030

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
	(west to the A614)				
PRAR 4	Unnamed Road (west to the A614)	284	66	350	2031
PRAR 5	Unnamed Road (north of the A1041)	284	66	350	2031
PRAR 6	Snaith Road (north of the A1041)	284	66	350	2031
PRAR 7	Unnamed Road (east of the A614)	298	66	364	2031
PRAR 8	Unnamed Road (east of Bridge Lane)	16	114	130	2031
PRAR 9	Unnamed Road (east of Bridge Lane)	24	26	50	2030
PRAR 10	Unnamed Road	90	34	124	2032

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
PRAR 11	Unnamed Road	28	160	188	2031
PRAR 12	Unnamed Road (south of Sluice Road)	42	18	60	2030
PRAR 13	Unnamed Road (west of East Halton Road)	30	142	172	2032
PRAR 14	Clough Lane	370	52	422	2030
PRAR 15	Unnamed Road (east of the A15)	12	72	84	2031
PRAR 16	Farm Track	1495	311	1806	2030
PRAR 17	Unnamed Road (south west of the A1033)	0	0	0	
PRAR 18	Hook Pasture Lane	16	18	34	2030
PRAR 19	Unnamed Road (west of	94	34	128	2031

Link ID	Road Name	HGV Movements	Cars / LGV Movements	Total Traffic Movements	Construction Peak Year
	Goole Fields)				
PRAR 20	Unnamed Road (east of Goole Fields)	94	34	128	2031
PRAR 21	Unnamed Road (west of Quay Lane)	94	34	128	2031

## Future Baseline - Predicted Traffic Increase

Table 16-1-37 – Predicted increase from daily peak construction traffic flows on the Primary Access Routes

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
DfT 73458	PAR 1	A645	530	6844	516	756	1046	7600	49%	10%	Not Sensitive	yes	Rule 1
DfT 99179		A645	530	6844	516	756	1046	7600	49%	10%	Not Sensitive	no	Rule 1
ID ATC 68	PAR 2	New Road	200	1497	516	756	716	2253	72%	34%	Not Sensitive	yes	Rule 1
-	PAR 3	Carr Lane / Redhouse Lane	0	0	346	508	346	508	100%	100%	Not Sensitive	yes	Rule 1
ID ATC 70	PAR 4	New Lane / Brier Lane	0	17	242	308	242	325	100%	95%	Not Sensitive	yes	Rule 1
ID ATC 70	PAR 5	Rusholme Lane	0	17	116	154	116	171	100%	90%	Not Sensitive	yes	Rule 1
ID ATC 71	PAR 6	Brier Lane/ Seg Lane / Wheels Lane	1	135	242	308	243	443	100%	70%	Not Sensitive	yes	Rule 1
ID ATC 71	PAR 7	Ings Lane	1	135	158	224	159	359	99%	62%	Not Sensitive	yes	Rule 1
DfT 60060	PAR 8	A614 Rawcliffe Road	887	12027	280	822	1167	12849	24%	6%	Not Sensitive	no	Rule 1
ID ATC 66	PAR 9	A614 Rawcliffe Road	125	4481	298	364	423	4845	70%	8%	Sensitive	yes	Rule 2
ID ATC 41	PAR 10	A614	173	5525	298	364	471	5889	63%	6%	Not Sensitive	yes	Rule 1
ID ATC 65	PAR 11	A1041	218	8591	284	350	502	8941	57%	4%	Not Sensitive	yes	Rule 1
NWDC ATC 30	PAR 12	Greenland Lane / Johnny Moor Long Lane	8	849	214	280	222	1129	97%	25%	Not Sensitive	yes	Rule 1
DfT 6057	PAR 13	A614	2230	16129	158	204	2388	16333	7%	1%	Not Sensitive	no	Rule 1

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
DfT 91071	PAR 14	Boothferry Road	861	14384	158	204	1019	14588	16%	1%	Not Sensitive	no	Rule 1
DfT 91069	PAR 15	A63	470	7016	158	204	628	7220	25%	3%	Not Sensitive	no	Rule 1
ID ATC 67	PAR 16	Main Street	13	1648	158	204	171	1852	92%	11%	Sensitive	yes	Rule 2
-	PAR 17	Station Lane / Gateland Field Lane	0	0	158	204	158	204	100%	100%	Not Sensitive	yes	Rule 1
ID ATC 39	PAR 18	A161 (Goole)	299	7204	232	484	531	7688	44%	6%	Sensitive	yes	Rule 2
ID ATC 63		A161 (Goole)	194	9412	232	484	426	9896	54%	5%	Sensitive	yes	Rule 2
ID ATC 42	PAR 19	Quay Lane	0	67	232	310	232	377	100%	82%	Not Sensitive	yes	Rule 1
ID ATC 42	PAR 20	Crossmoor Bank	0	67	0	0	0	67	0%	0%	Not Sensitive	no	Rule 1
ID ATC 42	PAR 21	Quart Lane	0	69	0	0	0	69	0%	0%	Not Sensitive	no	Rule 1
NWDC ATC 32	PAR 22	Oldlane Gate	3	39	38	128	41	167	93%	77%	Not Sensitive	yes	Rule 1
ID ATC 38	PAR 23	A161 (Swinefleet / Eastoft)	44	1662	118	324	162	1986	73%	16%	Sensitive	yes	Rule 2
ID ATC 62		A161 (Swinefleet / Eastoft)	32	1519	118	324	150	1843	79%	18%	Sensitive	yes	Rule 2
DfT 38499	PAR 24	A161	360	4863	126	314	486	5177	26%	6%	Not Sensitive	no	Rule 1
DfT 73461	PAR 25	A161 (Eastoft / Crowle)	78	1853	126	314	204	2167	62%	14%	Sensitive	yes	Rule 2
ID ATC 36		A161 (Eastoft / Crowle)	32	2121	126	314	158	2435	80%	13%	Sensitive	yes	Rule 2
ID ATC 37		A161 (Eastoft / Crowle)	33	1687	126	314	159	2001	79%	16%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
NWDC ATC 4		A161 (Eastoft / Crowle)	76	8672	126	314	202	8986	62%	3%	Sensitive	yes	Rule 2
NWDC ATC 5		A161 (Eastoft / Crowle)	51	7625	126	314	177	7939	71%	4%	Sensitive	yes	Rule 2
-	PAR 26	Carr Lane	0	0	0	0	0	0	0%	0%	Not Sensitive	no	Rule 1
DfT 36233	PAR 27	A18	261	6848	96	142	357	6990	27%	2%	Not Sensitive	no	Rule 1
-	PAR 28	Unnamed Road	0	0	96	142	96	142	100%	100%	Not Sensitive	yes	Rule 1
-	PAR 29	Unnamed Road	0	0	96	142	96	142	100%	100%	Not Sensitive	yes	Rule 1
ID ATC 61	PAR 30	Garthorpe Road / Ness Lane / Old River Don	2	300	78	100	80	400	97%	25%	Not Sensitive	yes	Rule 1
DfT 36061	PAR 31	A1077	3269	16285	302	552	3571	16837	8%	3%	Not Sensitive	no	Rule 1
DfT 18735		A1077	2146	12965	302	552	2448	13517	12%	4%	Not Sensitive	no	Rule 1
DfT 77700	PAR 32	A1077	1406	13418	302	552	1708	13970	18%	4%	Not Sensitive	no	Rule 1
DfT 77701		A1077	450	5276	302	552	752	5828	40%	9%	Not Sensitive	yes	Rule 1
DfT 77701	PAR 33	Winterton Road	451	5287	302	552	753	5839	40%	9%	Sensitive	yes	Rule 2
ID ATC 21	PAR 34	Roxy Road / Top Road / Earlsgate Road / Cliff Road	149	7784	302	552	451	8336	67%	7%	Sensitive	yes	Rule 2
ID ATC 9		Roxy Road / Top Road / Earlsgate Road / Cliff Road	135	5296	302	552	437	5848	69%	9%	Sensitive	yes	Rule 2
ID ATC 8	PAR 35	B1430	18	2386	88	232	106	2618	83%	9%	Sensitive	yes	Rule 2
ID ATC 7		B1430	19	2770	88	232	107	3002	83%	8%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
ID ATC 26		B1430	9	1257	88	232	97	1489	91%	16%	Sensitive	yes	Rule 2
ID ATC 25	PAR 36	Tee Lane / Walcot Road	3	1056	22	94	25	1150	89%	8%	Not Sensitive	yes	Rule 1
ID ATC 27	PAR 37	Unnamed Road	4	537	22	138	70	675	95%	20%	Not Sensitive	yes	Rule 1
ID ATC 22	PAR 38	Unnamed Road (west of Earlsgate Road)	14	1529	82	224	96	1753	85%	13%	Not Sensitive	yes	Rule 1
DfT 92231	PAR 39	A1077 Sluice Road	311	6527	282	460	593	6987	48%	7%	Sensitive	yes	Rule 2
DfT 27534	PAR 40	A1077	339	6901	0	0	339	6901	0%	0%	Sensitive	no	Rule 2
-	PAR 41	Ermine Street / Ings Lane	0	0	186	252	186	252	100%	100%	Not Sensitive	yes	Rule 1
ID ATC 20	PAR 42	Horkstow Road / Main Street	16	1334	206	348	222	1682	93%	21%	Sensitive	yes	Rule 2
DfT 48482	PAR 43	A18	1044	15630	108	324	1152	15954	9%	2%	Not Sensitive	no	Rule 1
DfT 92218		A18	570	9378	108	324	678	9702	16%	3%	Not Sensitive	no	Rule 1
NWDC ATC 11	PAR 44	B1211	41	1478	102	288	143	1766	71%	16%	Not Sensitive	yes	Rule 1
ID ATC 2	PAR 45	Unnamed Road / Barton Road	6	742	46	118	52	860	88%	14%	Not Sensitive	yes	Rule 1
-	PAR 46	Wootton Road	0	0	0	0	0	0	0%	0%	Not Sensitive	no	Rule 1
DfT 57942	PAR 47	A15	2027	21494	448	570	2475	22064	18%	3%	Not Sensitive	no	Rule 1
DfT 949497	PAR 48	B1218 Brigg Road	72	1671	150	292	222	1963	68%	15%	Not Sensitive	yes	Rule 1
ID ATC 1	PAR 49	B1206	177	2648	448	570	625	3218	72%	18%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
NWDC ATC 28	PAR 50	B1206	167	3281	204	472	371	3753	55%	13%	Sensitive	yes	Rule 2
DfT 37577	PAR 51	A1077	79	1406	28	172	107	1578	26%	11%	Not Sensitive	no	Rule 1
ID ATC 17	PAR 52	College Road	37	2072	194	432	231	2504	84%	17%	Not Sensitive	yes	Rule 1
North Lincs ATC	PAR 53	Thornton Road / Ferry Road	36	688	185	211	221	899	84%	23%	Sensitive	yes	Rule 2
DfT 802356	PAR 54	East Marsh Road	26	167	185	211	211	378	88%	56%	Sensitive	yes	Rule 2
NWDC ATC 38	PAR 55	Chapel Field Road / Soff Lane	9	207	370	422	379	629	98%	67%	Sensitive	yes	Rule 2
ID ATC 15		Soff Lane	24	643	370	422	394	1065	94%	40%	Sensitive	yes	Rule 2
NWDC ATC 12	PAR 56	College Road	14	2383	194	432	208	2815	93%	15%	Not Sensitive	yes	Rule 1
NWDC ATC 12	PAR 57	College Road	14	2383	56	244	70	2627	80%	9%	Sensitive	yes	Rule 2
DfT 89302	PAR 58	Ulceby Road	32	2076	78	96	110	2172	71%	4%	Not Sensitive	yes	Rule 1
DfT 800934	PAR 59	East Halton Road	962	4988	234	502	1196	5490	20%	9%	Not Sensitive	no	Rule 1
ID ATC 5	PAR 60	Crookmill Road	7	334	0	0	7	334	0%	0%	Not Sensitive	no	Rule 1
ID ATC 13	PAR 61	Townside (southern section)	23	2392	212	450	235	2842	90%	16%	Sensitive	yes	Rule 2
ID ATC 14	PAR 62	Townside / Skitter road	2	147	370	422	372	569	99%	74%	Sensitive	yes	Rule 2
-	PAR 63	Unnamed Road (towards East Halton Skitter)	0	0	370	422	370	422	100%	100%	Not Sensitive	yes	Rule 1
ID ATC 11	PAR 64	Greengate Lane / Staple Road	0	83	29	18	47	29	130	99%	36%	Sensitive	yes

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
ID ATC 10	PAR 65	Eastfield Road	636	3900	93	80	173	729	4073	13%	4%	Not Sensitive	no
ID ATC 12	PAR 66	Church Lane	2	295	64	126	66	421	98%	30%	Not Sensitive	yes	Rule 1
NWDC ATC 14	PAR 67	Humber Road / Rosper Road	962	4417	22	52	984	4469	2%	1%	Not Sensitive	no	Rule 1
ID ATC 3	PAR 68	Chase Hill Road	449	2266	22	52	471	2318	5%	2%	Not Sensitive	no	Rule 1
ID ATC 19	PAR 69	Burnham Road	2	367	48	120	50	487	96%	25%	Not Sensitive	yes	Rule 1
DfT 949183	PAR 70	Paull Road	52	1635	1535	1876	1587	3511	97%	53%	Not Sensitive	yes	Rule 1
NWDC ATC 16	PAR 71	Farbridge Lane	17	1794	1535	1876	1552	3670	99%	51%	Not Sensitive	yes	Rule 1
ID ATC 51	PAR 72	Thorngumbald Road	4	522	1495	1806	1499	2328	100%	78%	Sensitive	yes	Rule 2
ID ATC 51	PAR 73	Dark Lane	4	522	1495	1806	1499	2328	100%	78%	Sensitive	yes	Rule 2
ID ATC 50	PAR 74	Newlands Lane	2	55	1495	1806	1497	1861	100%	97%	Not Sensitive	yes	Rule 1
ID ATC 60	PAR 75	A1033	128	17837	1396	1766	1524	19603	92%	9%	Not Sensitive	yes	Rule 1
DfT 73469	PAR 76	A1033 Main Road	248	7633	1396	1766	1644	9399	85%	19%	Not Sensitive	yes	Rule 1
DfT 92229	PAR 77	A1033 (through Thorngumbald)	219	11395	1396	1766	1615	13161	86%	13%	Sensitive	yes	Rule 2
ID ATC 40				132	9179	1396	1766	1528	10945	91%	16%	Sensitive	yes
NWDC ATC 17	PAR 78	A1033 Hull Road / Patrington Road / Station Road	76	8163	609	736	685	8899	89%	8%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Name	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements (07:00 - 19:00)		Baseline + Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
ID ATC 47		A1033 Hull Road / Patrington Road / Station Road	118	5910	609	736	727	6646	84%	11%	Sensitive	yes	Rule 2
ID ATC 46		A1033 Hull Road / Patrington Road / Station Road	93	5042	609	736	702	5778	87%	13%	Sensitive	yes	Rule 2
ID ATC 45		A1033 Hull Road / Patrington Road / Station Road	87	4973	609	736	696	5709	87%	13%	Sensitive	yes	Rule 2
ID ATC 44		A1033 Hull Road / Patrington Road / Station Road	86	5358	609	736	695	6094	88%	12%	Sensitive	yes	Rule 2
NWDC ATC 19	PAR 79	A1033 (north of Patrington)	16	2782	76	322	92	3104	82%	10%	Sensitive	yes	Rule 2
ID ATC 56		A1033 (north of Patrington)	34	3263	76	322	110	3585	69%	9%	Sensitive	yes	Rule 2
NWDC ATC 20	PAR 80	B1445	33	1911	34	204	67	2115	51%	10%	Not Sensitive	yes	Rule 1
ID ATC 43		B1445	19	1409	34	204	53	1613	64%	13%	Not Sensitive	yes	Rule 1
NWDC ATC 13		B1445	13	1241	34	204	47	1445	72%	14%	Not Sensitive	yes	Rule 1
NWDC ATC 37	PAR 81	Humber Lane / Southside	13	1712	18	82	31	1794	58%	5%	Sensitive	yes	Rule 2
NWDC ATC 36		Humber Lane / Southside	3	710	18	82	21	792	87%	10%	Sensitive	yes	Rule 2
ID ATC 55	PAR 82	Holmpton Road	9	281	14	128	23	409	62%	31%	Sensitive	yes	Rule 2
ID ATC 54	PAR 83	Dimlington Road	11	855	16	76	27	931	59%	8%	Not Sensitive	yes	Rule 1

Table 16-1-38 – Predicted increase from daily peak construction traffic flows on the Secondary Access Routes

Counter Ref.	Link ID	Road Name	Existing 12h flows (07:00 - 19:00) Car Movements		Construction traffic flows, per day Total traffic Movements		Baseline +Dev 12h flows (07:00 - 19:00)		% Increase in 12h flows (08:00 - 18:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
			-	SAR 1	Unnamed Road	0	0	166	232	166			
ID ATC 74	SAR 2	Main Road	9	1613	154	296	163	1909	95%	16%	Sensitive	yes	Rule 2
ID ATC 69	SAR 3	Church Dike Lane	4	479	154	296	158	775	97%	38%	Sensitive	yes	Rule 2
NWDC ATC 1	SAR 4	Brier Lane / Mill Lane	1	226	242	308	243	534	100%	58%	Sensitive	yes	Rule 2
ID ATC 71		Brier Lane / Mill Lane	1	138	242	308	243	446	100%	69%	Sensitive	yes	Rule 2
ID ATC 73	SAR 5	A465	241	7343	242	308	483	7651	50%	4%	Not Sensitive	yes	Rule 1
ID ATC 72	SAR 6	High Street / Station Road	49	8015	242	308	291	8323	83%	4%	Sensitive	yes	Rule 2
DfT 810776	SAR 7	Mill Lane	16	275	242	308	258	583	94%	53%	Sensitive	yes	Rule 2
NWDC ATC 6	SAR 8	Main Street	2	773	96	142	98	915	98%	16%	Sensitive	yes	Rule 2
NWDC ATC 33	SAR 9	Outgate	2	117	96	142	98	259	98%	55%	Sensitive	yes	Rule 2
NWDC ATC 34	SAR 10	Bonnyhale Road	0	107	96	142	96	249	100%	57%	Sensitive	yes	Rule 2
ID ATC 28	SAR 11	A18 / B1392	119	8550	96	142	215	8692	45%	2%	Sensitive	yes	Rule 2
ID ATC 29		A18 / B1392	21	3060	96	142	117	3202	82%	4%	Sensitive	yes	Rule 2
ID ATC 30	SAR 12	Chapel Lane	2	360	96	142	98	502	98%	28%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Name	Existing 12h flows (07:00 - 19:00) Car Movements		Construction traffic flows, per day Total traffic Movements		Baseline +Dev 12h flows (07:00 - 19:00)		% Increase in 12h flows (08:00 - 18:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
			-	SAR 13	Skitter Road	0	0	370	422	370			
ID ATC 6	SAR 14	Haven Road	624	2684	22	52	646	2736	3%	2%	Not Sensitive	no	Rule 1
NWDC ATC 15	SAR 15	Dark Lane / Hooks Lane	7	1206	1495	1806	1502	3012	100%	60%	Sensitive	yes	Rule 2
ID ATC 48	SAR 16	Bellcroft Lane	2	171	1129	1320	1131	1491	100%	89%	Not Sensitive	yes	Rule 1
ID ATC 59	SAR 17	Marsh Lane (Ryehill)	1	333	0	0	1	333	0%	0%	Sensitive	no	Rule 2
ID ATC 58	SAR 18	Marsh Lane (west of Keyingham)	2	136	556	650	558	786	100%	83%	Not Sensitive	yes	Rule 1
ID ATC 49	SAR 19	Marsh Road	0	44	278	325	278	369	100%	88%	Not Sensitive	yes	Rule 1
-	SAR 20	Dam Lane	0	0	573	670	573	670	100%	100%	Not Sensitive	yes	Rule 1

Table 16-1-39 – Predicted increase from daily peak construction traffic flows on the Minor Access Routes

Counter Ref.	Link ID	Road Names	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements = (07:00-19:00)		Baseline +Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
			-	MARs 1	Reading Gate	0	0	0	90	0			
-	MARs 2	Puddiners Lane	0	0	0	194	0	194	0%	100%	Not Sensitive	yes	Rule 1
ID ATC 32	MARs 3	B1392	10	1118	0	144	10	1262	0%	11%	Sensitive	yes	Rule 2
ID ATC 33		B1392	10	971	0	144	10	1115	0%	13%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Names	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements = (07:00-19:00)		Baseline +Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
ID ATC 34	MARs 4	Shore Road / Adlingfleet Road	4	381	0	88	4	469	0%	19%	Sensitive	yes	Rule 2
ID ATC 35		Shore Road / Adlingfleet Road	2	305	0	88	2	393	0%	22%	Sensitive	yes	Rule 2
ID ATC 22	MARs 5	Coleby Road	14	1529	0	142	14	1671	0%	8%	Sensitive	no	Rule 2
ID ATC 23	MARs 6	Alkborough Lane / West Halton Lane	7	677	0	142	7	819	0%	17%	Sensitive	yes	Rule 2
ID ATC 24	MARs 7	Walcot Road	2	527	0	142	2	669	0%	21%	Sensitive	yes	Rule 2
NWDC ATC 12	MARs 8	College Road	14	2383	0	72	14	2455	0%	3%	Sensitive	no	Rule 2
ID ATC 48	MARs 9	Bellcroft Lane	2	171	0	284	2	455	0%	62%	Not Sensitive	yes	Rule 1
DfT 806723	MARs 10	Saltaugh Road (Keyingham)	11	938	0	152	11	1090	0%	14%	Sensitive	yes	Rule 2
ID ATC 57	MARs 11	Sunk Island Road	21	755	0	160	21	915	0%	17%	Sensitive	yes	Rule 2
ID ATC 53	MARs 12	Northfield Lane	3	193	0	0	3	193	0%	0%	Sensitive	no	Rule 2
ID ATC 52	MARs 13	Rysome Road	2	68	0	18	2	86	0%	21%	Sensitive	yes	Rule 2

Table 16-1-40 – Predicted increase from daily peak construction traffic flows on the Private Roads Access Routes

Counter Ref.	Link ID	Road Names	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements		Baseline +Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
-	PRAR 1	New Lane	0	0	242	308	242	308	100%	100%	Not Sensitive	yes	Rule 1

Counter Ref.	Link ID	Road Names	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements		Baseline +Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule HGV
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
-	PRAR 2	Unnamed Road (west to the A614)	0	0	20	38	20	38	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 3	Unnamed Road (west to the A614)	0	0	20	38	20	38	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 4	Unnamed Road (west to the A614)	0	0	284	350	284	350	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 5	Unnamed Road (north of the A1041)	0	0	284	350	284	350	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 6	Snaith Road (north of the A1041)	0	0	284	350	284	350	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 7	Unnamed Road (east of the A614)	0	0	298	364	298	364	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 8	Unnamed Road (east of Bridge Lane)	0	0	16	130	16	130	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 9	Unnamed Road (east of Bridge Lane)	0	0	24	50	24	50	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 10	Unnamed Road	0	0	90	124	90	124	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 11	Unnamed Road	0	0	28	188	28	188	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 12	Unnamed Road (south of Sluice Road)	0	0	42	60	42	60	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 13	Unnamed Road (west of East Halton Road)	0	0	30	172	30	172	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 14	Clough Lane	0	0	370	422	370	422	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 15	Unnamed Road (east of the A15)	0	0	12	84	12	84	100%	100%	Not Sensitive	yes	Rule 1

Counter Ref.	Link ID	Road Names	Existing 12h traffic movements (07:00 - 19:00)		Daily construction traffic movements		Baseline +Dev 12h traffic movements (07:00 - 19:00)		% Increase in 12h traffic movements (07:00 - 19:00)		Road Sensitivity	Assessment Required	Rule HGV
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
-	PRAR 16	Farm Track	0	0	1495	1806	1495	1806	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 17	Unnamed Road (south west of the A1033)	0	0	0	0	0	0	0%	0%	Not Sensitive	no	Rule 1
-	PRAR 18	Hook Pasture Lane	0	0	16	34	16	34	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 19	Unnamed Road (west of Goole Fields)	0	0	94	128	94	128	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 20	Unnamed Road (east of Goole Fields)	0	0	94	128	94	128	100%	100%	Not Sensitive	yes	Rule 1
-	PRAR 21	Unnamed Road (west of Quay Lane)	0	0	94	128	94	128	100%	100%	Not Sensitive	yes	Rule 1

Table 16-1-41 – Predicted increase from daily peak construction traffic flows – 10 hr flows

Counter Ref.	Link ID	Road Names	Existing 10h flows Car Movements		Construction traffic flows, per day Total traffic Movements		Baseline +Dev 10 h flows		% Increase in 12h flows (08:00 - 18:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
ID ATC 38	PAR 23	A161 (Swinefleet / Eastoft)	431	5567	118	206	324	549	21%	5%	Sensitive	yes	Rule 2
ID ATC 62		A161 (Swinefleet / Eastoft)	431	5567	118	206	324	549	21%	5%	Sensitive	yes	Rule 2
DfT 92231	PAR 39	A1077 Sluice Road	153	1158	282	178	460	435	65%	28%	Sensitive	yes	Rule 2
ID ATC 20	PAR 42	Horkstow Road / Main Street	0	0	206	142	348	206	100%	100%	Sensitive	yes	Rule 2
North Lincs ATC	PAR 53	Thornton Road / Ferry Road	0	15	185	26	211	185	100%	93%	Sensitive	yes	Rule 2

Counter Ref.	Link ID	Road Names	Existing 10h flows Car Movements		Construction traffic flows, per day Total traffic Movements		Baseline +Dev 10 h flows		% Increase in 12h flows (08:00 - 18:00)		Road Sensitivity	Assessment Required	Rule
			HGV	Total Vehicle	HGV	Total	HGV	Total Vehicle	HGV	Total			
DFT 802356	PAR 54	East Marsh Road	0	15	185	26	211	185	100%	93%	Sensitive	yes	Rule 2
NWDC ATC 12	PAR 57	College Road	1	104	56	188	244	57	98%	70%	Sensitive	yes	Rule 2
ID ATC 5	PAR 60	Crookmill Road	1	104	0	0	0	1	0%	0%	Not Sensitive	no	Rule 1
ID ATC 13	PAR 61	Townside (southern section)	722	9784	212	238	450	934	23%	4%	Sensitive	yes	Rule 2
ID ATC 14	PAR 62	Townside / Skitter Road	102	3591	370	52	422	472	78%	11%	Sensitive	yes	Rule 2
-	PAR 63	Unnamed Road (towards East Halton Skitter)	0	0	370	52	422	370	100%	100%	Not Sensitive	yes	Rule 1
NWDC ATC 37	PAR 81	Humber Lane / Southside	177	6844	18	64	82	195	9%	1%	Sensitive	no	Rule 2
NWDC ATC 36	PAR 81	Humber Lane / Southside	6	645	18	64	82	24	75%	11%	Sensitive	no	Rule 1

# Appendix 18.1 – Hydrology and Land Drainage – Baseline Data

## Introduction

This Hydrology and Land Drainage baseline appendix has been produced to support the application for Development Consent under the Planning Act 2008, for the Project.

This appendix supports Volume 2 - Chapter 18: Hydrology and Land Drainage and sets out the Hydrology and Land Drainage baseline relevant to the Project.

## Surface Water Discharges and Abstractions

The existing consented discharges to surface water and licensed abstractions from surface water sources have been requested from the Environment Agency and local planning authorities and are summarised below.

The data presented below is from 2022 and will be refreshed for the Environmental Statement (ES).

### Consented Discharges to Surface Waters

The data in Table A18-1-1 presents a summary of active consented discharges to surface waters within the draft Order Limits.

Existing consented discharges to surface water have been provided by the Environment Agency (received June 2022) and are summarised in Table 1 below. Information on groundwater abstractions is included in Volume 2 - Chapter 10: Ground Conditions and Hydrogeology.

*Table A18-1-1 – 1 Existing consented surface water discharges*

Consent No.	Discharge Type	Receiving Watercourse
ANNNF13085	Wastewater treatment works (WwTW)/Sewage Treatment Works (STW) (water company)	Skitter Beck tributary
AW3NFF878	WTW/Water Collection/Treatment/Supply	Kettleby Beck
AW3NF113	WwTW/STW (water company)	Skitter Beck tributary
AW3NFF200	WwTW/STW (water company)	Scawby Catchwater

Consent No.	Discharge Type	Receiving Watercourse
ANNNF2373	WwTW/STW (water company)	Scawby Catchwater
3/28/81/1196	Domestic property (single) (including farmhouse)	Cross Drain tributary
T/82/40310/O	Pump Facility on Sewerage Network (water company)	Southy Field Dran tributary
T/82/45624/R	WwTW/STW (water company)	South Field Drain
S34/G/5/927	Undefined or Other	West Common North Drain tributary
2765(T)	WwTW/STW (water company)	Black Tom Staith tributary
H236	Making of Coke + Refined Petroleum Products	Hedon Haven
WRA7617	Pump Facility on Sewerage Network (water company)	The Humber
WRA7618	WwTW/STW (water company)	The Humber

## Licensed Surface Water Abstractions

The Environment Agency have provided data on licensed surface water abstractions located within the Study Area and these are summarised in Table A18-1-2 (received June 2022). The Environment Agency have also provided data on licensed surface water abstractions with abstraction reaches within the Study Area, of which there are 17 with uses reported as spray or trickle irrigation.

*Table A18-1-22 – Existing licensed surface water abstractions*

Licence No.	Purpose / Use	Source	Licensed Quantity <sup>1</sup> (Megalitres – MI)
AN/029/0009/014	Environmental/Wetland Support	Drain at Halton Marshes	N/A
AN/029/0009/005	Agriculture/Spray irrigation	Drain at Frogmore Farm	90,909

<sup>1</sup> Maximum annual quantity

Licence No.	Purpose / Use	Source	Licensed Quantity <sup>1</sup> (Megalitres – MI)
MD/028/0082/020	Industrial	River Trent (tidal)	9,622,067
03/28/83/0257/1	Agriculture/Spray irrigation	North Soak Drain	N/A
2/27/24/195	Agriculture/Spray irrigation	Drax Abbey Fish Pond (tidal)	10,000
03/28/82/0034	Agriculture/Spray irrigation	Rushcarr Lane Drain (point 1)	54,546
03/28/82/0034	Agriculture/Spray irrigation	Rushcarr Lane Drain (point 2)	54,546
03/28/82/0014	Agriculture/Spray irrigation	The Carr Lane Dyke	54,546
03/28/82/0032	Agriculture/Spray irrigation	Rushcarr Lane Drain	45,460
03/28/82/0032	Agriculture/Spray irrigation	Willow Cottage Dyke	45,460

# Appendix 18.2 – Water Framework Directive Assessment – Stages 1 and 2

## Introduction

### Background

A Water Framework Directive (WFD) assessment is being prepared for the Humber Carbon Capture Pipeline (HCCP) Project (termed ‘the Project’), to support an application for Development Consent.

The findings of Stage 1 and 2 of the assessment are reported herein and these assessments have been prepared by surface water, marine and groundwater specialists.

The assessment is being progressed in accordance with the Planning Inspectorate WFD advice (Ref 1), which encourages early engagement with statutory consultation bodies. The Environment Agency Clearing the Waters for All guidance (Ref 2) have also been followed for the intertidal components of the Project.

The purpose of these stages of the assessment are to describe the intended Zones of Influence (Zol) of the Project, identify waterbodies and protected areas within the Humber River Basin District (RBD) within the proposed Zol and to present a screening of those waterbodies for their potential to be impacted by Project activities, based on the source – pathway – receptor principle (WFD Stage 1). Stage 2 provides baseline data and information on objectives and measures for those waterbodies screened in.

This report is shared with a view to gaining agreement with the Environment Agency on the conclusions of Stages 1 and 2 of the assessment.

## Policy and Guidance

In addition to the guidance described above, the later stages of the assessment which will screen activities of the Project and assess their effects on screened-in waterbodies will draw on the following additional guidance:

- Protecting and improving the water environment – WFD compliance of physical works in rivers. Doc No. 488\_10 (Ref 3);
- Water Framework Directive Assessment: estuarine and coastal waters (Ref 4); and
- Water Framework Directive Risk Assessment – How to Assess the Risk of your Activity (Ref 5).

## Approach to Reporting

The WFD assessment is being progressed in four stages:

- Stages 1 and 2, described above;

- Stage 3: Screen activities of the Project (construction, operation and maintenance) and identify embedded and good practice measures (to be secured through their inclusion within a commitments register which will sit alongside an Outline Code of Construction Practice (CoCP)) that reduce the potential for deterioration of screened-in waterbodies; and
- Stage 4: Assess the effects of screened-in activities on screened-in waterbodies.

It is proposed to share reporting on the findings of each stage of the assessment with the Environment Agency for review, providing for the opportunity to address any comments, prior to moving to the next stage of assessment, with the aim of agreeing all matters prior to the submission of the Development Consent Order (DCO) application.

## **WFD Management Catchments and the Project's Zone of Influence**

### **Humber River Basin District**

The Project is located within the Humber RBD. Following consideration of the Zol of the Project (as described in Section 2.3), the Humber River Basin Management Plan (RBMP) (Ref 6), updated for the third cycle of the WFD in December 2022, has been reviewed to identify potentially affected WFD waterbodies. The Environment Agency's Catchment Data Explorer online tool (Ref 7) has also been used to assist in this task.

The Humber RBD is divided into several surface water, artificial water and groundwater management catchments. Those catchments that the Project crosses through comprise:

- Humber groundwater management catchment. This catchment underlies the onshore components of the Project;
- Derwent Humber surface water management catchment. This catchment underlies the western end of the onshore components of the Project;
- Wharfe and Ouse Lower surface water management catchment. This catchment underlies the western end of the onshore components of the Project;
- Aire and Calder surface water management catchment. This catchment underlies the western end of the onshore components of the Project;
- Don and Rother surface water management catchment. This catchment underlies the western end of the onshore components of the Project;
- Idle and Thorne surface water management catchment. This catchment underlies the central part of the onshore components of the Project;
- Trent Lower and Erewash surface water management catchment. This catchment underlies the central part of the onshore components of the Project;
- Louth Grimsby and Ancholme surface water management catchment. This catchment underlies the central part of the onshore components of the Project; and

- Hull and East Riding surface water management catchment. This catchment underlies the eastern end of the onshore components of the Project.

The far eastern end of the Project lies within the Humber transitional and coastal (TraC) management catchment (within the Humber RBD) and the Project also crosses this management catchment further west (including the River Trent and River Humber crossings).

## Water Framework Directive Objectives and Measures

The objective is the planned status of a WFD waterbody that must be achieved or maintained.

There are two different status objectives for each WFD waterbody. For surface waters (including TraC waterbodies) these are the ecological status or potential, and the chemical status objective; for groundwater these are quantitative status and chemical status objectives.

Some of the waterbodies in the Humber RBD within the ZoI (e.g. Ottringham Drain) have an ecological status objective of 'Moderate' which they achieved by 2015. Other WFD surface waterbodies in the Humber RBD within the ZoI (e.g. Burstwick Drain) have an ecological status objective of 'Good' and are expected to achieve this by 2027.

All the surface waterbodies in the Humber RBD have a chemical status objective of 'Good' by 2063.

There are several programmes of measures described in the Humber RBMP which apply across multiple management catchments. These are actions that funding has been committed to or there is an established funding mechanism to support. Examples include measures required to restore habitats, improve sewage treatment, adapt to coastal erosion and manage changes to natural flow and levels of water, amongst others.

## Zones of Influence

The study area for a WFD assessment is defined by a ZoI or ZoIs. ZoI are set following consideration of the nature, scale and duration of a projects' construction and operational activities. The ZoIs proposed for the WFD assessment have also been selected to be consistent with other recent similar linear infrastructure DCO projects.

For the onshore activities proposed by the Project, the proposed ZoI will include all surface and groundwater bodies regulated by the WFD that could be directly impacted (i.e., within the direct footprint of the Project) and those within 500 m of the draft Order Limits (once defined for the DCO application) to account for potential indirect impacts.

Protected areas with a surface or groundwater dependency within 500 m of the draft Order Limits will also be included in the scope of the assessment following consideration of the distance over which the Project's activities (see Section 4) can reasonably have the potential to cause significant effects/influence the achievement of the WFD status.

To address the Project's activities at landfall and in the intertidal zone, the transitional and downstream coastal waterbodies that the Project interacts with will be included within the WFD Assessment.

## **Waterbodies and Protected Areas**

### **Introduction**

Surface (river) water, groundwater and transitional/coastal waterbodies within the ZoI have been identified and tabulated. The screened in waterbodies are presented in Figure 18.4: Water Framework Directive Waterbodies.

To provide geographical context, the Project has been split into three sections summarised below:

- Section 1 - From the Drax area in the west to the River Trent.
- Section 2 - From the River Trent to the eastern bank of the Humber.
- Section 3 - From the eastern bank of the Humber to Mean Low Water springs on the coast north of Easington, with a spur line running north between Paull and Thorngumbald as well.

### **Surface Waterbodies and Water Framework Directive Baseline Status**

Surface (river) waterbodies within the ZoI and their current WFD status are described in Table A18-2-1. This table includes all the WFD surface waterbodies within the ZoI, with a comment as to whether they have been screened in or out of further assessment. This decision has been based on a review of all the waterbodies and whether they have the potential to be directly impacted by the Project (e.g. crossed by the pipeline route and / or construction access roads, or receive a new drainage discharge from the Project), or indirectly impacted (e.g. located immediately downstream of a directly impacted water body or in close proximity to construction compounds, laydown areas etc).

Table A18-2-1 – WFD Surface (River) Waterbodies, Baseline Status and Screening Decisions

Section	Waterbody ID	Waterbody Name	2019/2022* Waterbody Classification	Screened In / Out
1	GB104027064270	Ouse from R Wharfe to Upper Humber	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	In
1	GB104027068311	Derwent from Elvington Beck to River Ouse	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	Out
1	GB104027063037	Aire from Fryston Beck to River Ouse	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	In
1	GB104027064243	Don from Mill Dyke to River Ouse	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
1	GB104027063400	Earnshaw's Warping Drain	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
1	GB104028064310	Adlingfleet Drain Upper Catchment (trib of Trent)	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
1	GB104028064300	Paupers Drain Catchment (trib of Trent)	Hydromorphological designation: artificial Ecological: Moderate	In

Section	Waterbody ID	Waterbody Name	2019/2022* Waterbody Classification	Screened In / Out
			Chemical: Fail	
1	GB104028064350	North Soak Drain Catchment (trib of Torne/Three Rivers)	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	Out
1	GB104028064330	Hatfield Waste Drain Catchment (trib of Torne/Three Rivers)	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	Out
1	GB104028064340	Torne/Three Rivers from Mother Drain to Trent	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	Out
2	GB104029067660	Winterton Beck from Source to the Humber	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	In
2	GB104029067520	Ancholme from Bishopbridge to the Humber	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
2	GB104029067605	Barrow Beck	Hydromorphological designation: heavily modified Ecological: Poor Chemical: Fail	In
2	GB104029067655	Skitter Beck / East Halton Beck	Hydromorphological designation: heavily modified Ecological: Bad	In

Section	Waterbody ID	Waterbody Name	2019/2022* Waterbody Classification	Screened In / Out
			Chemical: Fail	
2	GB104029067575	North Beck Drain	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	Out
3	GB104026067200	Burstwick Drain from Source to Humber	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	Out
3	GB104026067230	Sands/Keyingham/Roos Dr from Source to Humber	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
3	GB104026066510	Ottringham Drain from Ottringham Grange to Humber	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	In
3	GB104026066570	Winestead Drain from Source to Humber	Hydromorphological designation: heavily modified Ecological: Moderate Chemical: Fail	In
3	GB104026066530	Fosse drain / Skeffling Drain	Hydromorphological designation: artificial Ecological: Moderate Chemical: Fail	Out

\*Ecological 2022, chemical 2019

It is noted that the screening decisions tabulated above are based upon the Projects current design and will be reviewed at Stage 3 of the assessment to account for any design changes and the draft Order Limits (once defined for the DCO application).

## Transitional/Coastal Waterbodies and Water Framework Directive Baseline Status

The transitional and coastal waterbodies within the Zol and their current WFD status are described in Table A18-2-2. Based on the current Project design, all of these waterbodies are screened in to the assessment.

Table A18-2-2 – WFD Transitional and Coastal Waterbodies and Baseline Status

Section	Waterbody ID	Waterbody Name	2019/2022* Waterbody Classification
1, 2	GB530402609203	Humber Upper	Hydromorphological designation: Heavily modified Ecological: Moderate Chemical: Fail
2	GB530402609202	Humber Middle	Hydromorphological designation: Heavily modified Ecological: Moderate Chemical: Fail
2, 3	GB530402609201	Humber Lower	Hydromorphological designation: Heavily modified Ecological: Moderate Chemical: Fail
3	GB640402491000	Yorkshire South	Hydromorphological designation: Heavily modified Ecological: Moderate Chemical: Fail

\*Ecological 2022, chemical 2019

## Groundwater Bodies and Water Framework Directive Baseline Status

The groundwater bodies within the Zol and their current WFD status are described in Table A18-2-3. This table includes all the WFD groundwater waterbodies within the Zol, with a comment as to whether they have been screened in or out of further assessment. This decision has been based on a review of all the waterbodies and whether they have the potential to be directly impacted by the Project (e.g. affected by deeper excavations

with associated potential for dewatering). The footprint of the Project activities in the context of the size of the groundwater body has also been considered.

*Table A18-2-3 – WFD Groundwater Bodies and Baseline Status*

Waterbody ID	Waterbody Name	2019/2022* Waterbody Classification	Screened In/Out
GB40401G702400	Wharfe and Lower Ouse Sherwood Sandstone	Overall: Poor Quantitative: Good Chemical: Poor	In
GB40401G701000	Aire & Don Sherwood Sandstone	Overall: Poor Quantitative: Poor Chemical: Poor	In
GB40402G992200	Idle Torne - Secondary Mudrocks	Overall: Good Quantitative: Good Chemical: Good	In
GB40402G990300	Trent Lower Erewash - Secondary Combined	Overall: Good Quantitative: Good Chemical: Good	In
GB40402G445800	Grimsby Ancholme Frodingham Ironstone Unit	Overall: Good Quantitative: Good Chemical: Good	In
GB40401G444600	Grimsby Ancholme Louth Limestone Unit	Overall: Good Quantitative: Good Chemical: Good	In
GB40401G401500	North Lincolnshire Chalk Unit	Overall: Poor Quantitative: Poor Chemical: Poor	In
GB40401G700700	Hull and East Riding Chalk	Overall: Poor Quantitative: Poor Chemical: Poor	In

It is noted that the screening decisions tabulated above are based upon the Project's current design and will be reviewed at Stage 3 of the assessment to account for any design changes and the draft Order Limits (once defined for the DCO application).

## Protected Areas

A number of protected areas within the Zol have been identified that have a known or potential surface or groundwater dependency. These are protected areas for conservation and may include for example Special Areas of Conservation (SACs) and Sites of Special Scientific Interest (SSSIs).

It would be the aim that the Project (during both construction and operational phases) would not compromise the objectives or designated features of these protected areas. However, as a precaution and until all ecological surveys are complete and the hydrological connectivity and reliance of the protected areas' interest features on surface or groundwater flows is more fully understood, all protected areas within the Zol are screened in.

## Assessment of Waterbodies without a Water Framework Directive Status

It is anticipated that many watercourses that are not designated WFD waterbodies (with a Waterbody ID) but are located within WFD operational catchments and drain to WFD waterbodies will be crossed by the Project.

Potential effects on these watercourses will be considered cumulatively within the Stage 4 WFD assessment, with effects on each screened in WFD waterbody to include the indirect effects associated with works to its 'non designated' tributaries. This approach is preceded by being applied on recent linear infrastructure DCO projects of similar nature to the Project and has been accepted by the Regulator (the Environment Agency).

## Summary

This report presents the findings of Stages 1 and 2 of the WFD assessment that is being prepared for the HCCP project and has been produced as a basis for consultation with the Environment Agency. The Project is located entirely within the Humber RBD and the intertidal components cross through the Humber Upper, Middle and Lower TraC WFD waterbodies as well as the Yorkshire South TraC WFD waterbody.

Surface water, transitional, coastal and groundwater bodies have been identified within the Project's Zol and are presented in Table 3-1, Table 3-2 and Table 3-3. In addition, protected areas that have a known or potential surface or groundwater dependency within the Project's Zol have been identified.

Most of the surface waterbodies within the Zol are screened in, with some having been screened out following review of their interaction with the Project. As noted above, all

transitional, coastal and groundwater bodies, as well as protected areas within the Zol are precautionarily screened in.

## References

- Ref 1 Planning Inspectorate (2024). Nationally Significant Infrastructure Projects: Advice on the Water Framework Directive. Available at: <https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-advice-on-the-water-framework-directive> [Accessed 30 June 2025]
- Ref 2 Environment Agency (2023). Clearing the Waters for All / Water Framework Directive Assessment: estuarine and coastal waters. Available at: <https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters> [Accessed 30 June 2025]
- Ref 3 Environment Agency (2016). Protecting and improving the water environment – WFD compliance of physical works in rivers. Doc No. 488\_10.
- Ref 4 Environment Agency (2016). Water Framework Directive assessment: estuarine and coastal waters. Available at: <https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters> [Accessed 30 June 2025]
- Ref 5 Environment Agency (2016). Water Framework Directive assessment for a flood risk activity. Available at: <https://www.gov.uk/government/publications/water-framework-directive-how-to-assess-the-risk-of-your-activity> [Accessed 30 June 2025]
- Ref 6 Environment Agency (2022). River basin management plans: updated 2022. Available at: <https://www.gov.uk/guidance/river-basin-management-plans-updated-2022> [Accessed 30 June 2025]
- Ref 7 Environment Agency (2023). Catchment Data Explorer. Available at: <https://environment.data.gov.uk/catchment-planning/> [Accessed 30 June 2025]

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