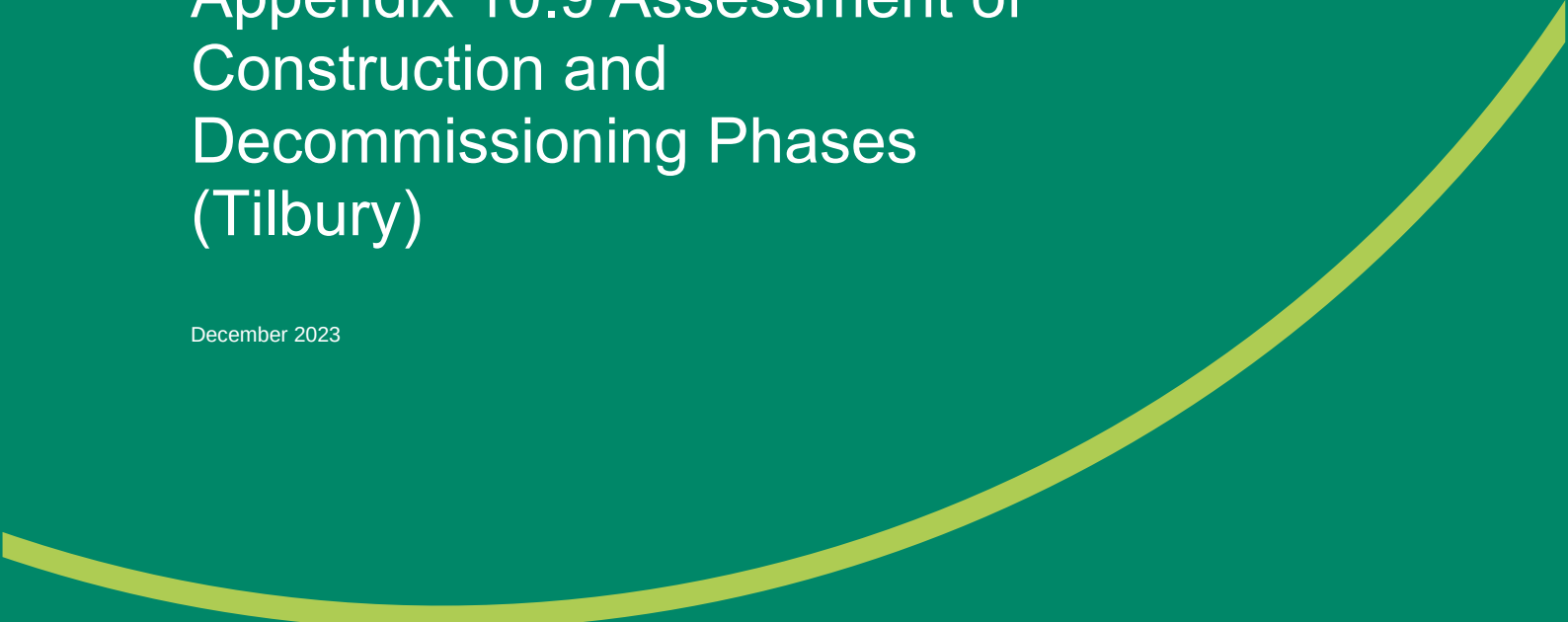


National Grid Cable Tunnel Replacement Project

Environmental Statement Volume VI

Appendix 10.9 Assessment of Construction and Decommissioning Phases (Tilbury)

December 2023



Quality information

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1 Assessment of Construction and Decommissioning Phases

Table 1: Severance/ Pedestrian Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RL1	Road Link	A13 West	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL2	Road Link	A13 East	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	Key route, dual carriageway (north) becoming single carriageway (south) where enters an industrial setting, 30-40mph, some pedestrian and cycle facilities on one or both sides towards the south	Low	30 or more movements, <60% total traffic increase AND <40% HGV increase	Low	Negligible	NO
T-RL5	Road Link	Station Approach	Local route serving industrial uses, single carriageway, 30-40mph, cycle/footway on southern side	Low	30 or more movements, 90%+ total traffic increase (with no HGV increase) during PM development peak (due to very low baseline flows). However <90% during the AM development peak and <30% during the network peaks and across the day.	Medium	Minor	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RJ1	Road Junction	A13/A1089 Junction	Strategic junction in a rural setting with no ped/cycle facilities	Negligible	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	Five-arm roundabout on periphery of an industrial area, pedestrian/cycle facilities on majority of the arms	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RJ3	Road Junction	A1089/Station Approach Junction	Three-arm priority junction in industrial area with footways	Low	30 or more movements, <60% total traffic increase AND <40% HGV increase	Low	Negligible	NO

Table 2: Fear and Intimidation

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RL1	Road Link	A13 West	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO
T-RL2	Road Link	A13 East	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	Key route, dual carriageway (north) becoming single carriageway (south) where enters an industrial setting, 30-40mph, some pedestrian and cycle facilities on one or both sides towards the south	Low	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO
T-RL5	Road Link	Station Approach	Local route serving industrial uses, single carriageway, 30-40mph, cycle/footway on southern side	Low	One step change in overall level, but with <400 daily vehicle increase or <500 daily HGV increase.	Low	Negligible	NO
T-RJ1	Road Junction	A13/A1089 Junction	Strategic junction in a rural setting with no ped/cycle facilities	Negligible	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	Five-arm roundabout on periphery of an industrial area, pedestrian/cycle facilities on majority of the arms	Medium	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds.	Negligible	Negligible	NO
T-RJ3	Road Junction	A1089/Station Approach Junction	Three-arm priority junction in industrial area with footways	Low	One step change in overall level, but with <400 daily vehicle increase or <500 daily HGV increase.	Low	Negligible	NO

Table 3: Non-Motorised User Amenity

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RL1	Road Link	A13 West	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO
T-RL2	Road Link	A13 East	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	Key route, dual carriageway (north) becoming single carriageway (south) where enters an industrial setting, 30-40mph, some pedestrian and cycle facilities on one or both sides towards the south	Low	30 or more movements, <70% total traffic increase	Low	Negligible	NO
T-RL5	Road Link	Station Approach	Local route serving industrial uses, single carriageway, 30-40mph, cycle/footway on southern side	Low	30 or more movements, 100%+ total traffic increase (with no HGV increase) during PM development peak (due to very low baseline flows). However <70% during the AM development peak and <50% during the network peaks and across the day.	Medium	Minor	NO
T-RJ1	Road Junction	A13/A1089 Junction	Strategic junction in a rural setting with no ped/cycle facilities	Negligible	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	Five-arm roundabout on periphery of an industrial area, pedestrian/cycle facilities on majority of the arms	Medium	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO
T-RJ3	Road Junction	A1089/Station Approach Junction	Three-arm priority junction in industrial area with footways	Low	30 or more movements, <50% total traffic increase	Negligible	Negligible	NO

Table 4: Driver Delay

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RL1	Road Link	A13 West	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO
T-RL2	Road Link	A13 East	Strategic route (dual carriageway) in a rural setting, with no sensitive users or pedestrian facilities present	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	Key route, dual carriageway (north) becoming single carriageway (south) where enters an industrial setting, 30-40mph, some pedestrian and cycle facilities on one or both sides towards the south	Low	30 or more movements, <60% total traffic increase	Low	Negligible	NO
T-RL5	Road Link	Station Approach	Local route serving industrial uses, single carriageway, 30-40mph, cycle/footway on southern side	Low	30 or more movements, 90%+ total traffic increase (with no HGV increase) during PM development peak (due to very low baseline flows). However <90% during the AM development peak and <30% during the network peaks and across the day.	Medium	Minor	NO
T-RJ1	Road Junction	A13/A1089 Junction	Strategic junction in a rural setting with no ped/cycle facilities	Negligible	30 or more movements, <30% total traffic increase	Negligible	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	Five-arm roundabout on periphery of an industrial area, pedestrian/cycle facilities on majority of the arms, understood to experience congestion at peak times	High	30 or more movements, <30% total traffic increase	Negligible	Minor	NO
T-RJ3	Road Junction	A1089/Station Approach Junction	Three-arm priority junction in industrial area with footways	Low	30 or more movements, <60% total traffic increase	Low	Negligible	NO

Table 5: Road Safety

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RL1	Road Link	A13 West	15 collisions (including 2 serious) in five years, however, collision rate below the national average for a rural A-road	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL2	Road Link	A13 East	5 collisions (including 1 serious and 1 fatal) in five years, collision rate below the national average for a rural A-road	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	10 collisions (including 2 serious and 1 fatal) in five years, however, collision rate below the national average for a rural A-road	Medium	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Negligible	NO
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	4 collisions (no serious or fatal) in five years, however, collision rate above the national average for a rural A-road	Medium	30 or more movements, <60% total traffic increase AND <30% HGV increase	Low	Minor	NO
T-RL5	Road Link	Station Approach	No recorded collisions in five years	Negligible	30 or more movements, >90% total traffic increase (with no HGV increase) during the PM development peak hour (due to very low baseline flows). However <90% during the AM development peak and <30% during the network peaks and across the day.	Medium	Negligible	NO

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect	Significant
T-RJ1	Road Junction	A13/A1089 Junction	23 collisions (including 5 serious) in five years	High	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Minor	NO
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	12 collisions (including 1 serious) in five years	High	30 or more movements, <30% total traffic increase AND <10% HGV increase	Negligible	Minor	NO
T-RJ3	Road Junction	A1089/Station Approach Junction	No recorded collisions in five years	Negligible	30 or more movements, <60% total traffic increase AND <30% HGV increase	Low	Negligible	NO

Table 6: Hazardous and Large Loads

Ref	Receptor Type	Receptor	Description	Sensitivity	Impact	Magnitude	Effect
T-RL1	Road Link	A13 West	1 serious collision involving a goods vehicle (>3.5 tonnes) in five years	Low	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RL2	Road Link	A13 East	No serious or fatal collisions involving a goods vehicle (>3.5 tonnes) in five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RL3	Road Link	A1089 North (North of A1089/Dock Road/Thurrock Park Way Roundabout)	1 fatal collision involving a goods vehicle (>3.5 tonnes) in five years	Medium	Limited AILs and Hazardous Loads (to be managed)	Low	Minor
T-RL4	Road Link	A1089 South (South of A1089/Dock Road/Thurrock Park Way Roundabout)	No serious or fatal collisions involving a goods vehicle (>3.5 tonnes) in five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RL5	Road Link	Station Approach	No serious or fatal collisions involving a goods vehicle (>3.5 tonnes) in five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RJ1	Road Junction	A13/A1089 Junction	1 serious collision involving a goods vehicle (>3.5 tonnes) in five years	Low	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RJ2	Road Junction	A1089/Dock Road/Thurrock Park Way (ASDA) Roundabout	No serious or fatal collisions involving a goods vehicle (>3.5 tonnes) in five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible
T-RJ3	Road Junction	A1089/Station Approach Junction	No serious or fatal collisions involving a goods vehicle (>3.5 tonnes) in five years	Negligible	Limited AILs and Hazardous Loads (to be managed)	Low	Negligible

