

National Grid  
Cable Tunnel Replacement  
Project

Environmental Statement  
Volume VI  
Appendix 18.8 Assessment of  
Construction and  
Decommissioning Phases  
(Gravesend)

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## Quality information

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# 1 Assessment of Construction and Decommissioning Phase

**Table 1: Severance/ Pedestrian Delay/ Fear and Intimidation/ Non-Motorised User Amenity**

| Ref   | Receptor Type | Receptor                                         | Description                                                                                                                                                                                          | Sensitivity | Impact                  | Magnitude  | Effect     |
|-------|---------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|------------|------------|
| G-RL1 | Road Link     | A2 (West)                                        | Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                             | Negligible  | Fewer than 30 movements | Negligible | Negligible |
| G-RL2 | Road Link     | M2 (East)                                        | Strategic route (motorway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                                     | Negligible  | Fewer than 30 movements | Negligible | Negligible |
| G-RL3 | Road Link     | A289                                             | Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                             | Negligible  | Fewer than 30 movements | Negligible | Negligible |
| G-RL4 | Road Link     | A226 (between A289 and Peartree Lane)            | Key route, mostly single carriageway, mainly rural, typically 40mph, on road cycle lanes, footways on one or both sides, passes by school and residential dwellings                                  | Medium      | Fewer than 30 movements | Negligible | Negligible |
| G-RL5 | Road Link     | A226 (between Peartree Lane and Lion Roundabout) | Key route, mostly single carriageway, mainly rural, typically 40-50mph, on road cycle lanes, footways on one or both sides, passes by public house, residential dwellings, more built up to the west | Medium      | Fewer than 30 movements | Negligible | Negligible |
| G-RL6 | Road Link     | A226 (between Lion Roundabout and Ordnance Road) | Key route, single carriageway, urban, 30mph, footways on both sides, residential dwellings, school, churches, public houses, car showroom, PFS, high street                                          | High        | Fewer than 30 movements | Negligible | Minor      |
| G-RL7 | Road Link     | Ordnance Road and Canal Road                     | Local route, single carriageway, 30mph, footways, school, public house, industrial area                                                                                                              | Medium      | Fewer than 30 movements | Negligible | Negligible |
| G-RL8 | Road Link     | Norfolk Road and Mark Lane                       | Local route, single carriageway, 30mph, limited footways, industrial area                                                                                                                            | Low         | Fewer than 30 movements | Negligible | Negligible |

| Ref   | Receptor Type | Receptor                                                             | Description                                                                                       | Sensitivity | Impact                  | Magnitude  | Effect     |
|-------|---------------|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-------------|-------------------------|------------|------------|
| G-RL9 | Road Link     | Thames and Medway Canal Road                                         | Local narrow route, 20mph, single footway, cycle route, serving industrial uses                   | Low         | Fewer than 30 movements | Negligible | Negligible |
| G-RJ1 | Road Junction | M2/A2/A289 Junction                                                  | Strategic junction in a rural setting with no ped/cycle facilities                                | Negligible  | Fewer than 30 movements | Negligible | Negligible |
| G-RJ2 | Road Junction | A289/A226 Junction                                                   | Strategic junction in a rural setting with no ped/cycle facilities                                | Negligible  | Fewer than 30 movements | Negligible | Negligible |
| G-RJ3 | Road Junction | A226/ Peartree Lane Signalised Junction                              | Four-arm signalised junction on the edge of Higham, surrounded by footways, crossings on two arms | Low         | Fewer than 30 movements | Negligible | Negligible |
| G-RJ4 | Road Junction | A226/ Dering Way/ Lower Higham Road/ Old Road East (Lion) Roundabout | Five-arm roundabout in an urban area, surrounding by footways with crossings on arms              | Medium      | Fewer than 30 movements | Negligible | Negligible |
| G-RJ5 | Road Junction | A226/Ordnance Road Signalised Junction                               | Four-arm signalised junction in an urban area, surrounded by footways, crossings on three arms    | Medium      | Fewer than 30 movements | Negligible | Negligible |
| G-RJ6 | Road Junction | Mark Lane/Thames and Medway Canal Road Junction                      | Three-arm priority junction in industrial area with footways                                      | Low         | Fewer than 30 movements | Negligible | Negligible |

**Table 2: Driver Delay**

| Ref   | Receptor Type | Receptor                                         | Description                                                                                                                                                                                          | Sensitivity | Impact                  | Magnitude  | Effect     | Significant |
|-------|---------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|------------|------------|-------------|
| G-RL1 | Road Link     | A2 (West)                                        | Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                             | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL2 | Road Link     | M2 (East)                                        | Strategic route (motorway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                                     | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL3 | Road Link     | A289                                             | Strategic route (dual carriageway) in a rural setting, with no sensitive users present and limited pedestrian facilities                                                                             | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL4 | Road Link     | A226 (between A289 and Peartree Lane)            | Key route, mostly single carriageway, mainly rural, typically 40mph, on road cycle lanes, footways on one or both sides, passes by school and residential dwellings                                  | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL5 | Road Link     | A226 (between Peartree Lane and Lion Roundabout) | Key route, mostly single carriageway, mainly rural, typically 40-50mph, on road cycle lanes, footways on one or both sides, passes by public house, residential dwellings, more built up to the west | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL6 | Road Link     | A226 (between Lion Roundabout and Ordnance Road) | Key route, single carriageway, urban, 30mph, footways on both sides, residential dwellings, school, churches, public houses, car showroom, PFS, high street                                          | Medium      | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL7 | Road Link     | Ordnance Road and Canal Road                     | Local route, single carriageway, 30mph, footways, school, public house, industrial area                                                                                                              | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL8 | Road Link     | Norfolk Road and Mark Lane                       | Local route, single carriageway, 30mph, limited footways, industrial area                                                                                                                            | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL9 | Road Link     | Thames and Medway Canal Road                     | Local narrow route, 20mph, single footway, cycle route, serving industrial uses                                                                                                                      | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |

| Ref   | Receptor Type | Receptor                                                             | Description                                                                                                                                                                                                      | Sensitivity | Impact                  | Magnitude  | Effect     | Significant |
|-------|---------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|------------|------------|-------------|
| G-RJ1 | Road Junction | M2/A2/A289 Junction                                                  | Strategic junction in a rural setting with no ped/cycle facilities                                                                                                                                               | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ2 | Road Junction | A289/A226 Junction                                                   | Strategic junction in a rural setting with no ped/cycle facilities                                                                                                                                               | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ3 | Road Junction | A226/ Peartree Lane Signalised Junction                              | Four-arm signalised junction on the edge of Higham, surrounded by footways, crossings on two arms. Queues of 10+ vehicles occasionally form on one arm of the junction during the AM and PM peak hours.          | Medium      | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ4 | Road Junction | A226/ Dering Way/ Lower Higham Road/ Old Road East (Lion) Roundabout | Five-arm roundabout in an urban area, surrounding by footways with crossings on arms. Queues of 10+ vehicles occasionally form on two arms of the junction during the AM peak and on one arm during the PM peak. | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RJ5 | Road Junction | A226/Ordnance Road Signalised Junction                               | Four-arm signalised junction in an urban area, surrounded by footways, crossings on three arms. Queues of 10+ vehicles typically form on two arms of the junction during the AM and PM peak hours.               | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RJ6 | Road Junction | Mark Lane/Thames and Medway Canal Road Junction                      | Three-arm priority junction in industrial area with footways                                                                                                                                                     | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |

**Table 3: Road Safety**

| Ref   | Receptor Type | Receptor                                         | Description                                                                                                              | Sensitivity | Impact                  | Magnitude  | Effect     | Significant |
|-------|---------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|-------------|-------------------------|------------|------------|-------------|
| G-RL1 | Road Link     | A2 (West)                                        | 17 collisions (including 2 serious) in five years, however, collision rate below the national average for a rural A-road | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RL2 | Road Link     | M2 (East)                                        | 3 collisions (no serious or fatal) in five years, collision rate below the national average for a motorway               | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL3 | Road Link     | A289                                             | 3 collisions (no serious or fatal) in five years, collision rate below the national average for a rural A-road           | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL4 | Road Link     | A226 (between A289 and Peartree Lane)            | 4 collisions (including 1 serious) in five years, collision rate above the national average for a rural A-road           | Medium      | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL5 | Road Link     | A226 (between Peartree Lane and Lion Roundabout) | 28 collisions (including 6 serious) in five years, collision rate above the national average for a rural/urban A-road    | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RL6 | Road Link     | A226 (between Lion Roundabout and Ordnance Road) | 33 collisions (including 3 serious) in five years, collision rate above the national average for an urban A-road         | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RL7 | Road Link     | Ordnance Road and Canal Road                     | 3 collisions (no serious or fatal) in five years, collision rate below the national average for an urban other A-road    | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL8 | Road Link     | Norfolk Road and Mark Lane                       | 1 collision (no serious or fatal) in five years, collision rate below the national average for an urban other A-road     | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RL9 | Road Link     | Thames and Medway Canal Road                     | No data available (private road)                                                                                         | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ1 | Road Junction | M2/A2/A289 Junction                              | 39 collisions (including 6 serious and 1 fatal) in five years                                                            | High        | Fewer than 30 movements | Negligible | Minor      | NO          |
| G-RJ2 | Road Junction | A289/A226 Junction                               | 4 collisions (no serious or fatal) in five years                                                                         | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |

| Ref   | Receptor Type | Receptor                                                                   | Description                                      | Sensitivity | Impact                  | Magnitude  | Effect     | Significant |
|-------|---------------|----------------------------------------------------------------------------|--------------------------------------------------|-------------|-------------------------|------------|------------|-------------|
| G-RJ3 | Road Junction | A226/ Peartree Lane<br>Signalised Junction                                 | 3 collisions (including 1 serious) in five years | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ4 | Road Junction | A226/ Dering Way/ Lower<br>Higham Road/ Old Road East<br>(Lion) Roundabout | 9 collisions (no serious or fatal) in five years | Medium      | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ5 | Road Junction | A226/Ordnance Road<br>Signalised Junction                                  | 3 collisions (no serious or fatal) in five years | Low         | Fewer than 30 movements | Negligible | Negligible | NO          |
| G-RJ6 | Road Junction | Mark Lane/Thames and<br>Medway Canal Road Junction                         | No collisions in five years                      | Negligible  | Fewer than 30 movements | Negligible | Negligible | NO          |

**Table 4: Hazardous and Large Loads**

| Ref   | Receptor Type | Receptor                                         | Description                                                                          | Sensitivity | Impact                                           | Magnitude | Effect     | Significant |
|-------|---------------|--------------------------------------------------|--------------------------------------------------------------------------------------|-------------|--------------------------------------------------|-----------|------------|-------------|
| G-RL1 | Road Link     | A2 (West)                                        | 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 | NO          |
| G-RL2 | Road Link     | M2 (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 | NO          |
| G-RL3 | Road Link     | A289                                             | 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 | NO          |
| G-RL4 | Road Link     | A226 (between A289 and Peartree Lane)            | 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 | NO          |
| G-RL5 | Road Link     | A226 (between Peartree Lane and Lion Roundabout) | 1 serious collision involving a goods vehicle (>3.5 tonnes) in five years            | Low         | Limited AILs and Hazardous Loads (to be managed) | Low       | Negligible | NO          |
| G-RL6 | Road Link     | A226 (between Lion Roundabout and Ordnance Road) | 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 | NO          |
| G-RL7 | Road Link     | Ordnance Road and Canal Road                     | 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 | NO          |
| G-RL8 | Road Link     | Norfolk Road and Mark Lane                       | 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 | NO          |
| G-RL9 | Road Link     | Thames and Medway Canal Road                     | No data available (private road)                                                     | Negligible  | Limited AILs and Hazardous Loads (to be managed) | Low       | Negligible | NO          |
| G-RJ1 | Road Junction | M2/A2/A289 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 | NO          |
| G-RJ2 | Road Junction | A289/A226 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 | NO          |

| Ref   | Receptor Type | Receptor                                                             | Description                                                                          | Sensitivity | Impact                                           | Magnitude | Effect     | Significant |
|-------|---------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------|--------------------------------------------------|-----------|------------|-------------|
| G-RJ3 | Road Junction | A226/ Peartree Lane Signalised 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 | NO          |
| G-RJ4 | Road Junction | A226/ Dering Way/ Lower Higham Road/ Old Road East (Lion) 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 | NO          |
| G-RJ5 | Road Junction | A226/Ordnance Road Signalised 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 | NO          |
| G-RJ6 | Road Junction | Mark Lane/Thames and Medway Canal Road 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 | NO          |

