

Appendix 8
AST Worksheet

Impact Assessment - Severance - Without Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	3%	2.7%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.3%	3	7.5	1.0	8	negligible	disbenefit
	Troon Way East of Niklaus Road	2%	0%	1.0%	3	7.5	1.0	8	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	-1%	4%	1.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	10%	7%	8.8%	3	7.5	2.5	19	minor	disbenefit
	Hamilton Way east of Maidenwell Avenue	13%	6%	9.8%	3	7.5	2.5	19	minor	disbenefit
A607	Melton Road south of A563	-1%	0%	-0.3%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	3%	1.4%	3	7.5	1.0	8	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	2%	0.9%	3	7.5	1.0	8	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-4%	-9%	-6.7%	2	5.0	-2.5	-13	minor	benefit
A46	Melton Road south A46	12%	13%	12.3%	2	5.0	10.0	50	minor	disbenefit
	North of Hobby Horse	-1%	1%	0.1%	1	1.0	1.0	1	negligible	disbenefit
Barkby Thorpe Lane	West of Hobby Horse	3%	4%	3.5%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-1%	0%	-0.4%	2	5.0	-1.0	-5	negligible	benefit
Barkby Thorpe Lane	East of Retail Park	2%	-1%	0.4%	3	7.5	1.0	8	negligible	disbenefit
	West of Barkby Thorpe	-57%	-60%	-58.4%	1	1.0	-20.0	-20	moderate	benefit
	North of Humberstone Lane	53%	-14%	19.6%	3	7.5	10.0	75	moderate	disbenefit
Barkbythorpe Rd	North of Mountain Road	-34%	-57%	-45.7%	3	7.5	-20.0	-150	major	benefit
	South of Barkby Thorpe	-22%	-23%	-22.2%	3	7.5	-10.0	-75	moderate	benefit
Hamilton Lane	North of Keyham Lane W	-28%	-33%	-30.5%	1	1.0	-20.0	-20	minor	benefit
	South of Keyham Lane W	-56%	-58%	-56.8%	3	7.5	-20.0	-150	major	benefit
	Keyham Lane West	-16%	-19%	-17.5%	4	20.0	-10.0	-200	major	benefit
Villages	Thorpe Lane north of Barkby Thorpe	-21%	-24%	-22.4%	1	1.0	-10.0	-10	negligible	benefit
	Queniborough Road north of Barkby	-1%	-6%	-3.6%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	-10%	5%	-2.6%	4	20.0	-1.0	-20	minor	benefit
	Beeby Road east of Barkby	43%	45%	44.1%	4	20.0	20.0	400	major	disbenefit
Syston	Queniborough Road north of Barkby Road	5%	-2%	1.7%	1	1.0	1.0	1	negligible	disbenefit
	Melton Road North of A 607	-9%	-10%	-9.5%	3	7.5	-2.5	-19	minor	benefit
	Melton Road North of Fosse Way	-6%	-11%	-8.3%	3	7.5	-2.5	-19	minor	benefit
	Fosse Way, south of High Street	-12%	-15%	-13.4%	3	7.5	-10.0	-75	moderate	benefit
	Barkby Lane east of Syston	20%	-3%	8.4%	3	7.5	2.5	19	minor	disbenefit
	Melton Road North of Barkby Lane	6%	0%	2.8%	3	7.5	1.0	8	negligible	disbenefit
A6030	Fosse Way	-3%	1%	-1.2%	3	7.5	-1.0	-8	negligible	benefit
	North of Gypsy Lane	10%	10%	9.9%	2	5.0	2.5	13	minor	disbenefit
	South of Gypsy Lane	5%	3%	4.0%	3	7.5	1.0	8	negligible	disbenefit
	East of Tailby Avenue	-2%	0%	-0.9%	3	7.5	-1.0	-8	negligible	benefit
Hastings Road South of Tailby Avenue		7%	1%	4.1%	3	7.5	1.0	8	negligible	disbenefit
AVERAGE		-2%	-6%	-4%		7.0	-1.9	-4	negligible	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	20.0	150.0	100.0	20.0
	Medium	10%-30%	10.0	200.0	75.0	50.0	10.0
	Low	5%-10%	2.5	50.0	18.8	12.5	2.5
	Negligible	<5%	1.0	20.0	7.5	5.0	1.0

Magnitude

High disbenefit = more than	30%	increase
Medium disbenefit = -10% to	30%	increase
Low disbenefit = -5% to	10%	increase
Negligible disbenefit = 0% to	5%	increase
Negligible benefit = 0% to	-5%	decrease
Low benefit = 5% to	-10%	decrease
Medium benefit = -10% to	-30%	decrease
High benefit = more than	-30%	decrease

Sensitivity

Road type 1	= warehouse / industrial road, open space
Road type 2	= office / retail area
Road type 3	= residential distributor road
Road type 4	= hospital, school, residential street, high pedestrian

Overall Impact Criteria

benefit		
major	= greater than	100
moderate	= greater than	50
minor	= greater than	10
negligible	= greater than	0
disbenefit		
major	= less than	-100
moderate	= less than	-50
minor	= less than	-10
negligible	= less than	0

Impact Assessment - Severance - With Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.8%	3	7.5	1.0	8	negligible	disbenefit
	Troon Way East of Niklaus Road	1%	0%	0.8%	3	7.5	1.0	8	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	1%	7%	4.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	4%	3%	3.9%	3	7.5	1.0	8	negligible	disbenefit
	Hamilton Way east of Maidenwell Avenue	6%	3%	4.8%	3	7.5	1.0	8	negligible	disbenefit
A607	Melton Road south of A563	0%	0%	-0.4%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	2%	1.1%	3	7.5	1.0	8	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	1%	0.8%	3	7.5	1.0	8	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-9%	-12%	-10.7%	2	5.0	-10.0	-50	minor	benefit
A46	Melton Road south A46	8%	7%	7.3%	2	5.0	2.5	13	minor	disbenefit
	North of Hobby Horse	-1%	0%	-0.3%	1	1.0	-1.0	-1	negligible	benefit
Barkby Thorpe Lane	West of Hobby Horse	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-14%	-12%	-13.3%	2	5.0	-10.0	-50	minor	benefit
Barkby Thorpe Lane	East of Retail Park	-19%	-22%	-20.5%	3	7.5	-10.0	-75	moderate	benefit
	West of Barkby Thorpe	-77%	-95%	-85.7%	1	1.0	-20.0	-20	minor	benefit
	North of Humberstone Lane	2%	-40%	-19.2%	3	7.5	-10.0	-75	moderate	benefit
Barkbythorpe Rd	North of Mountain Road	-44%	-55%	-49.4%	3	7.5	-20.0	-150	major	benefit
	South of Barkby Thorpe	-33%	-32%	-32.5%	3	7.5	-20.0	-150	major	benefit
Hamilton Lane	North of Keyham Lane W	-25%	-36%	-30.3%	1	1.0	-20.0	-20	minor	benefit
	South of Keyham Lane W	-7%	-12%	-9.7%	3	7.5	-2.5	-19	minor	benefit
	Keyham Lane West	-4%	-2%	-3.3%	4	20.0	-1.0	-20	minor	benefit
Villages	Thorpe Lane north of Barkby Thorpe	-3%	-5%	-3.8%	1	1.0	-1.0	-1	negligible	benefit
	Queniborough Road north of Barkby	-3%	-3%	-2.8%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	17%	31%	24.2%	4	20.0	10.0	200	major	disbenefit
	Beeby Road east of Barkby	-30%	-32%	-31.0%	4	20.0	-20.0	-400	major	benefit
Syston	Queniborough Road north of Barkby Road	4%	-6%	-1.0%	1	1.0	-1.0	-1	negligible	benefit
	Melton Road North of A 607	-6%	-6%	-6.0%	3	7.5	-2.5	-19	minor	benefit
	Melton Road North of Fosse Way	3%	-3%	0.4%	3	7.5	1.0	8	negligible	disbenefit
	Fosse Way, south of High Street	-2%	-5%	-3.6%	3	7.5	-1.0	-8	negligible	benefit
	Barkby Lane east of Syston	-3%	-3%	-3.1%	3	7.5	-1.0	-8	negligible	benefit
	Melton Road North of Barkby Lane	4%	-5%	-0.4%	3	7.5	-1.0	-8	negligible	benefit
A6030	Fosse Way	-2%	7%	2.7%	3	7.5	1.0	8	negligible	disbenefit
	North of Gypsy Lane	10%	7%	8.8%	2	5.0	2.5	13	minor	disbenefit
	South of Gypsy Lane	6%	3%	4.6%	3	7.5	1.0	8	negligible	disbenefit
	East of Tailby Avenue	-1%	0%	-1.0%	3	7.5	-1.0	-8	negligible	benefit
AVERAGE	Hastings Road South of Tailby Avenue	8%	3%	5.3%	3	7.5	2.5	19	minor	disbenefit
		-5%	-8%	-7%		7.0	-3.4	-21	minor	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	150.0	100.0	20.0
	Medium	10%-30%	10.0	200.0	75.0	50.0	10.0
	Low	5%-10%	2.5	50.0	18.8	12.5	2.5
	Negligible	<5%	1.0	20.0	7.5	5.0	1.0

Magnitude

High disbenefit = more than	30%	increase
Medium disbenefit = -10% to	30%	increase
Low disbenefit = -5% to	10%	increase
Negligible disbenefit = 0% to	5%	increase
Negligible benefit = 0% to	-5%	decrease
Low benefit = 5% to	-10%	decrease
Medium benefit = -10% to	-30%	decrease
High benefit = more than	-30%	decrease

Sensitivity

Road type	1	= warehouse / industrial road, open space
Road type	2	= office / retail area
Road type	3	= residential distributor road
Road type	4	= hospital, school, residential street, high pedestrian

Overall Impact Criteria

benefit		
major	= greater than	100
moderate	= greater than	50
minor	= greater than	10
negligible	= greater than	0
disbenefit		
major	= less than	-100
moderate	= less than	-50
minor	= less than	-10
negligible	= less than	0

Impact Assessment - Pedestrian Delay - Without Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	3%	2.7%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.3%	3	10.0	1.0	10	negligible	disbenefit
	Troon Way East of Niklaus Road	2%	0%	1.0%	3	10.0	1.0	10	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	-1%	4%	1.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	10%	7%	8.8%	3	10.0	5.0	50	moderate	disbenefit
A607	Hamilton Way east of Maidenwell Avenue	13%	6%	9.8%	3	10.0	5.0	50	moderate	disbenefit
	Melton Road south of A563	-1%	0%	-0.3%	4	20.0	-1.0	-20	negligible	benefit
	Melton Road north of A563	0%	3%	1.4%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	2%	0.9%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-4%	-9%	-6.7%	2	6.0	-5.0	-30	minor	benefit
A46	Melton Road south A46	12%	13%	12.3%	2	6.0	15.0	90	moderate	disbenefit
	North of Hobby Horse	-1%	1%	0.1%	1	1.0	1.0	1	negligible	disbenefit
Barkby Thorpe Lane	West of Hobby Horse	3%	4%	3.5%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-1%	0%	-0.4%	2	6.0	-1.0	-6	negligible	benefit
Barkbythorpe Rd	East of Retail Park	2%	-1%	0.4%	3	10.0	1.0	10	negligible	disbenefit
	West of Barkby Thorpe	-57%	-60%	-58.4%	1	1.0	-20.0	-20	negligible	benefit
	North of Humberstone Lane	53%	-14%	19.6%	3	10.0	15.0	150	major	disbenefit
Hamilton Lane	North of Mountain Road	-34%	-57%	-45.7%	3	10.0	-20.0	-200	major	benefit
	South of Barkby Thorpe	-22%	-23%	-22.2%	3	10.0	-15.0	-150	major	benefit
Villages	North of Keyham Lane W	-28%	-33%	-30.5%	1	1.0	-20.0	-20	negligible	benefit
	South of Keyham Lane W	-56%	-58%	-56.8%	3	10.0	-20.0	-200	major	benefit
	Keyham Lane West	-16%	-19%	-17.5%	4	20.0	-15.0	-300	major	benefit
Syston	Thorpe Lane north of Barkby Thorpe	-21%	-24%	-22.4%	1	1.0	-15.0	-15	negligible	benefit
	Queniborough Road north of Barkby	-1%	-6%	-3.6%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	-10%	5%	-2.6%	4	20.0	-1.0	-20	negligible	benefit
	Beeby Road east of Barkby	43%	45%	44.1%	4	20.0	20.0	400	major	disbenefit
A6030	Queniborough Road north of Barkby Road	5%	-2%	1.7%	1	1.0	1.0	1	negligible	disbenefit
	Melton Road North of A 607	-9%	-10%	-9.5%	3	10.0	-5.0	-50	moderate	benefit
	Melton Road North of Fosse Way	-6%	-11%	-8.3%	3	10.0	-5.0	-50	moderate	benefit
	Fosse Way, south of High Street	-12%	-15%	-13.4%	3	10.0	-15.0	-150	major	benefit
	Barkby Lane east of Syston	20%	-3%	8.4%	3	10.0	5.0	50	moderate	disbenefit
AVERAGE	Melton Road North of Barkby Lane	6%	0%	2.8%	3	10.0	1.0	10	negligible	disbenefit
	Fosse Way	-3%	1%	-1.2%	3	10.0	-1.0	-10	negligible	benefit
	North of Gypsy Lane	10%	10%	9.9%	2	6.0	5.0	30	minor	disbenefit
	South of Gypsy Lane	5%	3%	4.0%	3	10.0	1.0	10	negligible	disbenefit
		-2%	0%	-0.9%	3	10.0	-1.0	-10	negligible	benefit
		7%	1%	4.1%	3	10.0	1.0	10	negligible	disbenefit
AVERAGE		-2%	-6%	-4%		8.5	-2.1	-9	negligible	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	200.0	120.0	20.0
	Medium	10%-30%	15.0	300.0	150.0	90.0	15.0
	Low	5%-10%	5.0	100.0	50.0	30.0	5.0
	Negligible	<5%	1.0	20.0	10.0	6.0	1.0

Magnitude of Change

High disbenefit = more than 30% increase
 Medium disbenefit = -10% to 30% increase
 Low disbenefit = -5% to 10% increase
 Negligible disbenefit = 0% to 5% increase
 Negligible benefit = 0% to -5% decrease
 Low benefit = 5% to -10% decrease
 Moderate disbenefit = -10% to -30% decrease
 High benefit = more than -30% decrease

Sensitivity of Receptor

Road type 1 = warehouse / industrial road, open space
 Road type 2 = office / retail area
 Road type 3 = residential distributor road
 Road type 4 = hospital, school residential street, high pedestrian movement

Overall Impact Criteria

benefit
 major = greater than 100
 moderate = greater than 40
 minor = greater than 20
 negligible = greater than 0

disbenefit
 major = less than -100
 moderate = less than -40
 minor = less than -20
 negligible = less than 0

Impact Assessment - Pedestrian Delay- With Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Troon Way East of Niklaus Road	1%	0%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	1%	7%	4.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	4%	3%	3.9%	3	10.0	1.0	10	negligible	disbenefit
A607	Hamilton Way east of Maidenwell Avenue	6%	3%	4.8%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road south of A563	0%	0%	-0.4%	4	20.0	-1.0	-20	negligible	benefit
	Melton Road north of A563	0%	2%	1.1%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	1%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-9%	-12%	-10.7%	2	6.0	-15.0	-90	moderate	benefit
A46	Melton Road south A46	8%	7%	7.3%	2	6.0	5.0	30	minor	disbenefit
	North of Hobby Horse	-1%	0%	-0.3%	1	1.0	-1.0	-1	negligible	benefit
Barkby Thorpe Lane	West of Hobby Horse	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-14%	-12%	-13.3%	2	6.0	-15.0	-90	moderate	benefit
Barkbythorpe Rd	East of Retail Park	-19%	-22%	-20.5%	3	10.0	-15.0	-150	major	benefit
	West of Barkby Thorpe	-77%	-95%	-85.7%	1	1.0	-20.0	-20	negligible	benefit
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Hamilton Lane	North of Mountain Road	-44%	-55%	-49.4%	3	10.0	-20.0	-200	major	benefit
	South of Barkby Thorpe	-33%	-32%	-32.5%	3	10.0	-20.0	-200	major	benefit
Villages	North of Keyham Lane W	-25%	-36%	-30.3%	1	1.0	-20.0	-20	negligible	benefit
	South of Keyham Lane W	-7%	-12%	-9.7%	3	10.0	-5.0	-50	moderate	benefit
	Keyham Lane West	-4%	-2%	-3.3%	4	20.0	-1.0	-20	negligible	benefit
Syston	Thorpe Lane north of Barkby Thorpe	-3%	-5%	-3.8%	1	1.0	-1.0	-1	negligible	benefit
	Queniborough Road north of Barkby	-3%	-3%	-2.8%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	17%	31%	24.2%	4	20.0	15.0	300	major	disbenefit
	Beeby Road east of Barkby	-30%	-32%	-31.0%	4	20.0	-20.0	-400	major	benefit
A6030	Queniborough Road north of Barkby Road	4%	-6%	-1.0%	1	1.0	-1.0	-1	negligible	benefit
	Melton Road North of A 607	-6%	-6%	-6.0%	3	10.0	-5.0	-50	moderate	benefit
	Melton Road North of Fosse Way	3%	-3%	0.4%	3	10.0	1.0	10	negligible	disbenefit
	Fosse Way, south of High Street	-2%	-5%	-3.6%	3	10.0	-1.0	-10	negligible	benefit
	Barkby Lane east of Syston	-3%	-3%	-3.1%	3	10.0	-1.0	-10	negligible	benefit
AVERAGE	Melton Road North of Barkby Lane	4%	-5%	-0.4%	3	10.0	-1.0	-10	negligible	benefit
	Fosse Way	-2%	7%	2.7%	3	10.0	1.0	10	negligible	disbenefit
	North of Gypsy Lane	10%	7%	8.8%	2	6.0	5.0	30	minor	disbenefit
	South of Gypsy Lane	6%	3%	4.6%	3	10.0	1.0	10	negligible	disbenefit
AVERAGE	East of Tailby Avenue	-1%	0%	-1.0%	3	10.0	-1.0	-10	negligible	benefit
	Hastings Road South of Tailby Avenue	8%	3%	5.3%	3	10.0	5.0	50	moderate	disbenefit
AVERAGE		-5%	-8%	-7%		8.5	-3.7	-27	minor	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	200.0	120.0	20.0
	Medium	10%-30%	15.0	300.0	150.0	90.0	15.0
	Low	5%-10%	5.0	100.0	50.0	30.0	5.0
	Negligible	<5%	1.0	20.0	10.0	6.0	1.0

Magnitude of Change

High disbenefit = more than	30%	increase
Medium disbenefit=-10% to	30%	increase
Low disbenefit = -5% to	10%	increase
Negligible disbenefit = 0% to	5%	increase
Negligible benefit = 0% to	-5%	decrease
Low benefit = 5% to	-10%	decrease
Medium benefit=-10% to	-30%	decrease
High benefit = more than	-30%	decrease

Sensitivity of Receptor

Road type	1	= warehouse / industrial road, open space
Road type	2	= office / retail area
Road type	3	= residential distributor road
Road type	4	= hospital, school residential street, high pedestrian movement

Overall Impact Criteria

benefit		
major	= greater than	100
moderate	= greater than	40
minor	= greater than	20
negligible	= greater than	0
disbenefit		
major	= less than	-100
moderate	= less than	-40
minor	= less than	-20
negligible	= less than	0

Impact Assessment - Pedestrian Amenity - Without Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	3%	2.7%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.3%	3	15.0	1.0	15	minor	disbenefit
	Troon Way East of Niklaus Road	2%	0%	1.0%	3	15.0	1.0	15	minor	disbenefit
	Thurmaston Lane east of Humberstone Lane	-1%	4%	1.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	10%	7%	8.8%	3	15.0	2.0	30	moderate	disbenefit
A607	Hamilton Way east of Maidenwell Avenue	13%	6%	9.8%	3	15.0	2.0	30	moderate	disbenefit
	Melton Road south of A563	-1%	0%	-0.3%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	3%	1.4%	3	15.0	1.0	15	minor	disbenefit
	Melton Road north of Humberstone Lane	0%	2%	0.9%	3	15.0	1.0	15	minor	disbenefit
	Melton Road north of Barkby Thorpe Lane	-4%	-9%	-6.7%	2	10.0	-2.0	-20	minor	benefit
A46	Melton Road south A46	12%	13%	12.3%	2	10.0	5.0	50	moderate	disbenefit
	North of Hobby Horse	-1%	1%	0.1%	1	1.0	1.0	1	negligible	disbenefit
Barkby Thorpe Lane	West of Hobby Horse	3%	4%	3.5%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-1%	0%	-0.4%	2	10.0	-1.0	-10	minor	benefit
Barkbythorpe Rd	East of Retail Park	2%	-1%	0.4%	3	15.0	1.0	15	minor	disbenefit
	West of Barkby Thorpe	-57%	-60%	-58.4%	1	1.0	-20.0	-20	minor	benefit
	North of Humberstone Lane	53%	-14%	19.6%	3	15.0	5.0	75	moderate	disbenefit
Hamilton Lane	North of Mountain Road	-34%	-57%	-45.7%	3	15.0	-20.0	-300	major	benefit
	South of Barkby Thorpe	-22%	-23%	-22.2%	3	15.0	-5.0	-75	moderate	benefit
Villages	North of Keyham Lane W	-28%	-33%	-30.5%	1	1.0	-20.0	-20	minor	benefit
	South of Keyham Lane W	-56%	-58%	-56.8%	3	15.0	-20.0	-300	major	benefit
	Keyham Lane West	-16%	-19%	-17.5%	4	20.0	-5.0	-100	moderate	benefit
Syston	Thorpe Lane north of Barkby Thorpe	-21%	-24%	-22.4%	1	1.0	-5.0	-5	negligible	benefit
	Queniborough Road north of Barkby	-1%	-6%	-3.6%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	-10%	5%	-2.6%	4	20.0	-1.0	-20	minor	benefit
	Beeby Road east of Barkby	43%	45%	44.1%	4	20.0	20.0	400	major	disbenefit
A6030	Queniborough Road north of Barkby Road	5%	-2%	1.7%	1	1.0	1.0	1	negligible	disbenefit
	Melton Road North of A 607	-9%	-10%	-9.5%	3	15.0	-2.0	-30	moderate	benefit
	Melton Road North of Fosse Way	-6%	-11%	-8.3%	3	15.0	-2.0	-30	moderate	benefit
	Fosse Way, south of High Street	-12%	-15%	-13.4%	3	15.0	-5.0	-75	moderate	benefit
	Barkby Lane east of Syston	20%	-3%	8.4%	3	15.0	2.0	30	moderate	disbenefit
AVERAGE	Melton Road North of Barkby Lane	6%	0%	2.8%	3	15.0	1.0	15	minor	disbenefit
	Fosse Way	-3%	1%	-1.2%	3	15.0	-1.0	-15	minor	benefit
	North of Gypsy Lane	10%	10%	9.9%	2	10.0	2.0	20	minor	disbenefit
	South of Gypsy Lane	5%	3%	4.0%	3	15.0	1.0	15	minor	disbenefit
AVERAGE	East of Tailby Avenue	-2%	0%	-0.9%	3	15.0	-1.0	-15	minor	benefit
	Hastings Road South of Tailby Avenue	7%	1%	4.1%	3	15.0	1.0	15	minor	disbenefit
AVERAGE		-2%	-6%	-4%		11.6	-1.6	-8	minor	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	300.0	200.0	20.0
	Medium	10%-30%	5.0	100.0	75.0	50.0	5.0
	Low	5%-10%	2.0	40.0	30.0	20.0	2.0
	Negligible	<5%	1.0	20.0	15.0	10.0	1.0

Magnitude of Change

- High disbenefit = more than 30% increase
- Medium disbenefit = -10% to 30% increase
- Low disbenefit = -5% to 10% increase
- Negligible disbenefit = 0% to 5% increase
- Negligible benefit = 0% to -5% decrease
- Low benefit = 5% to -10% decrease
- Medium benefit = -10% to -30% decrease
- High benefit = more than -30% decrease

Sensitivity of Receptor

- Road type 1 = warehouse / industrial road, open space
- Road type 2 = office / retail area
- Road type 3 = residential distributor road
- Road type 4 = hospital, school residential street, high pedestrian movement

Overall Impact Criteria

- benefit**
- major = greater than 100
 - moderate = greater than 25
 - minor = greater than 5
 - negligible = greater than 0
- disbenefit**
- major = less than -100
 - moderate = less than -25
 - minor = less than -5
 - negligible = less than 0

Impact Assessment - Pedestrian Amenity - With Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.8%	3	15.0	1.0	15	minor	disbenefit
	Troon Way East of Niklaus Road	1%	0%	0.8%	3	15.0	1.0	15	minor	disbenefit
	Thurmaston Lane east of Humberstone Lane	1%	7%	4.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	4%	3%	3.9%	3	15.0	1.0	15	minor	disbenefit
A607	Hamilton Way east of Maidenwell Avenue	6%	3%	4.8%	3	15.0	1.0	15	minor	disbenefit
	Melton Road south of A563	0%	0%	-0.4%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	2%	1.1%	3	15.0	1.0	15	minor	disbenefit
	Melton Road north of Humberstone Lane	0%	1%	0.8%	3	15.0	1.0	15	minor	disbenefit
	Melton Road north of Barkby Thorpe Lane	-9%	-12%	-10.7%	2	10.0	-5.0	-50	moderate	benefit
A46	Melton Road south A46	8%	7%	7.3%	2	10.0	2.0	20	minor	disbenefit
	North of Hobby Horse	-1%	0%	-0.3%	1	1.0	-1.0	-1	negligible	benefit
Barkby Thorpe Lane	West of Hobby Horse	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-14%	-12%	-13.3%	2	10.0	-5.0	-50	moderate	benefit
Barkbythorpe Rd	East of Retail Park	-19%	-22%	-20.5%	3	15.0	-5.0	-75	moderate	benefit
	West of Barkby Thorpe	-77%	-95%	-85.7%	1	1.0	-20.0	-20	minor	benefit
	North of Humberstone Lane	2%	-40%	-19.2%	3	15.0	-5.0	-75	moderate	benefit
Hamilton Lane	North of Mountain Road	-44%	-55%	-49.4%	3	15.0	-20.0	-300	major	benefit
	South of Barkby Thorpe	-33%	-32%	-32.5%	3	15.0	-20.0	-300	major	benefit
	North of Keyham Lane W	-25%	-36%	-30.3%	1	1.0	-20.0	-20	minor	benefit
Villages	South of Keyham Lane W	-7%	-12%	-9.7%	3	15.0	-2.0	-30	moderate	benefit
	Keyham Lane West	-4%	-2%	-3.3%	4	20.0	-1.0	-20	minor	benefit
	Thorpe Lane north of Barkby Thorpe	-3%	-5%	-3.8%	1	1.0	-1.0	-1	negligible	benefit
Syston	Queenborough Road north of Barkby	-3%	-3%	-2.8%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	17%	31%	24.2%	4	20.0	5.0	100	moderate	disbenefit
	Beeby Road east of Barkby	-30%	-32%	-31.0%	4	20.0	-20.0	-400	major	benefit
	Queenborough Road north of Barkby Road	4%	-6%	-1.0%	1	1.0	-1.0	-1	negligible	benefit
A6030	Melton Road North of A 607	-6%	-6%	-6.0%	3	15.0	-2.0	-30	moderate	benefit
	Melton Road North of Fosse Way	3%	-3%	0.4%	3	15.0	1.0	15	minor	disbenefit
	Fosse Way, south of High Street	-2%	-5%	-3.6%	3	15.0	-1.0	-15	minor	benefit
	Barkby Lane east of Syston	-3%	-3%	-3.1%	3	15.0	-1.0	-15	minor	benefit
	Melton Road North of Barkby Lane	4%	-5%	-0.4%	3	15.0	-1.0	-15	minor	benefit
AVERAGE	Fosse Way	-2%	7%	2.7%	3	15.0	1.0	15	minor	disbenefit
	North of Gypsy Lane	10%	7%	8.8%	2	10.0	2.0	20	minor	disbenefit
	South of Gypsy Lane	6%	3%	4.6%	3	15.0	1.0	15	minor	disbenefit
AVERAGE	East of Tailby Avenue	-1%	0%	-1.0%	3	15.0	-1.0	-15	minor	benefit
	Hastings Road South of Tailby Avenue	8%	3%	5.3%	3	15.0	2.0	30	moderate	disbenefit
AVERAGE		-5%	-8%	-7%		11.6	-3.0	-31	moderate	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	300.0	200.0	20.0
	Medium	10%-30%	5.0	100.0	75.0	50.0	5.0
	Low	5%-10%	2.0	40.0	30.0	20.0	2.0
	Negligible	<5%	1.0	20.0	15.0	10.0	1.0

Magnitude of Change

High disbenefit = more than 30% increase
 Medium disbenefit = -10% to 30% increase
 Low disbenefit = -5% to 10% increase
 Negligible disbenefit = 0% to 5% increase
 Negligible benefit = 0% to -5% decrease
 Low benefit = 5% to -10% decrease
 Medium benefit = -10% to -30% decrease
 High benefit = more than -30% decrease

Sensitivity of Receptor

Road type 1 = warehouse / industrial road, open space
 Road type 2 = office / retail area
 Road type 3 = residential distributor road
 Road type 4 = hospital, school residential street, high pedestrian movement

Overall Impact Criteria

benefit
 major = greater than 100
 moderate = greater than 25
 minor = greater than 5
 negligible = greater than 0

disbenefit
 major = less than -100
 moderate = less than -25
 minor = less than -5
 negligible = less than 0

Impact Assessment - Fear - Without Mitigation

Route	Link	Percentage Increase due to NEoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	3%	2.7%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.3%	3	10.0	1.0	10	negligible	disbenefit
	Troon Way East of Niklaus Road	2%	0%	1.0%	3	10.0	1.0	10	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	-1%	4%	1.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	10%	7%	8.8%	3	10.0	4.0	40	minor	disbenefit
	Hamilton Way east of Maidenwell Avenue	13%	6%	9.8%	3	10.0	4.0	40	minor	disbenefit
A607	Melton Road south of A563	-1%	0%	-0.3%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	3%	1.4%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	2%	0.9%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-4%	-9%	-6.7%	2	5.0	-4.0	-20	minor	benefit
	Melton Road south A46	12%	13%	12.3%	2	5.0	6.0	30	minor	disbenefit
A46	North of Hobby Horse	-1%	1%	0.1%	1	1.0	1.0	1	negligible	disbenefit
	West of Hobby Horse	3%	4%	3.5%	1	1.0	1.0	1	negligible	disbenefit
Barkby Thorpe Lane	East of A607	-1%	0%	-0.4%	2	5.0	-1.0	-5	negligible	benefit
	East of Retail Park	2%	-1%	0.4%	3	10.0	1.0	10	negligible	disbenefit
	West of Barkby Thorpe	-57%	-60%	-58.4%	1	1.0	-20.0	-20	minor	benefit
Barkbythorpe Rd	North of Humberstone Lane	53%	-14%	19.6%	3	10.0	6.0	60	moderate	disbenefit
	North of Mountain Road	-34%	-57%	-45.7%	3	10.0	-20.0	-200	major	benefit
Hamilton Lane	South of Barkby Thorpe	-22%	-23%	-22.2%	3	10.0	-6.0	-60	moderate	benefit
	North of Keyham Lane W	-28%	-33%	-30.5%	1	1.0	-20.0	-20	minor	benefit
	South of Keyham Lane W	-56%	-58%	-56.8%	3	10.0	-20.0	-200	major	benefit
Villages	Keyham Lane West	-16%	-19%	-17.5%	4	20.0	-6.0	-120	major	benefit
	Thorpe Lane north of Barkby Thorpe	-21%	-24%	-22.4%	1	1.0	-6.0	-6	negligible	benefit
	Queenborough Road north of Barkby	-1%	-6%	-3.6%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	-10%	5%	-2.6%	4	20.0	-1.0	-20	minor	benefit
Syston	Beeby Road east of Barkby	43%	45%	44.1%	4	20.0	20.0	400	major	disbenefit
	Queenborough Road north of Barkby Road	5%	-2%	1.7%	1	1.0	1.0	1	negligible	disbenefit
	Melton Road North of A 607	-9%	-10%	-9.5%	3	10.0	-4.0	-40	minor	benefit
	Melton Road North of Fosse Way	-6%	-11%	-8.3%	3	10.0	-4.0	-40	minor	benefit
	Fosse Way, south of High Street	-12%	-15%	-13.4%	3	10.0	-6.0	-60	moderate	benefit
	Barkby Lane east of Syston	20%	-3%	8.4%	3	10.0	4.0	40	minor	disbenefit
A6030	Melton Road North of Barkby Lane	6%	0%	2.8%	3	10.0	1.0	10	negligible	disbenefit
	Fosse Way	-3%	1%	-1.2%	3	10.0	-1.0	-10	negligible	benefit
	North of Gypsy Lane	10%	10%	9.9%	2	5.0	4.0	20	minor	disbenefit
	South of Gypsy Lane	5%	3%	4.0%	3	10.0	1.0	10	negligible	disbenefit
	East of Tailby Avenue	-2%	0%	-0.9%	3	10.0	-1.0	-10	negligible	benefit
Hastings Road South of Tailby Avenue	7%	1%	4.1%	3	10.0	1.0	10	negligible	disbenefit	
AVERAGE		-2%	-6%	-4%		8.4	-1.6	-4	negligible	benefit

Working Table				Sensitivity of Receptor			
				High	Medium	Low	Negligible
Magnitude of Change	High	>30%	20.0	Road Type 4 20.0	Road Type 3 10.0	Road Type 2 5.0	Road Type 1 1.0
	Medium	10%-30%	6.0	400.0	200.0	100.0	20.0
	Low	5%-10%	4.0	120.0	60.0	30.0	6.0
	Negligible	<5%	1.0	80.0	40.0	20.0	4.0

Magnitude of Change

High disbenefit = more than	30%	increase
Medium disbenefit = -10% to	30%	increase
Low disbenefit = -5% to	10%	increase
Negligible disbenefit = 0% to	5%	increase
Negligible benefit = 0% to	-5%	decrease
Low benefit = 5% to	-10%	decrease
Medium benefit = -10% to	-30%	decrease
High benefit = more than	-30%	decrease

Sensitivity of Receptor

Road type 1	= warehouse / industrial road, open space
Road type 2	= office / retail area
Road type 3	= residential distributor road
Road type 4	= hospital, school residential street, high pedestrian movement

Overall Impact Criteria

benefit		
major	= greater than	100
moderate	= greater than	50
minor	= greater than	10
negligible	= greater than	0
disbenefit		
major	= less than	-100
moderate	= less than	-50
minor	= less than	-10
negligible	= less than	0

Impact Assessment - Fear - With Mitigation

Route	Link	Percentage Increase due to NeoSUE			Road Type	Sensitivity of Receptor	Magnitude of Change	Overall Impact	Severance Assessment	
		AM	PM	AVE						
A563	Watermead Way	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	Troon Way East of A607	1%	0%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Troon Way East of Niklaus Road	1%	0%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Thurmaston Lane east of Humberstone Lane	1%	7%	4.2%	1	1.0	1.0	1	negligible	disbenefit
	Thurmaston Lane east of Sandhills Avenue	4%	3%	3.9%	3	10.0	1.0	10	negligible	disbenefit
A607	Hamilton Way east of Maidenwell Avenue	6%	3%	4.8%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road south of A563	0%	0%	-0.4%	4	20.0	-1.0	-20	minor	benefit
	Melton Road north of A563	0%	2%	1.1%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Humberstone Lane	0%	1%	0.8%	3	10.0	1.0	10	negligible	disbenefit
	Melton Road north of Barkby Thorpe Lane	-9%	-12%	-10.7%	2	5.0	-6.0	-30	minor	benefit
A46	Melton Road south A46	8%	7%	7.3%	2	5.0	4.0	20	minor	disbenefit
	North of Hobby Horse	-1%	0%	-0.3%	1	1.0	-1.0	-1	negligible	benefit
Barkby Thorpe Lane	West of Hobby Horse	2%	2%	1.9%	1	1.0	1.0	1	negligible	disbenefit
	East of A607	-14%	-12%	-13.3%	2	5.0	-6.0	-30	minor	benefit
Barkbythorpe Rd	East of Retail Park	-19%	-22%	-20.5%	3	10.0	-6.0	-60	moderate	benefit
	West of Barkby Thorpe	-77%	-95%	-85.7%	1	1.0	-20.0	-20	minor	benefit
	North of Humberstone Lane	2%	-40%	-19.2%	3	10.0	-6.0	-60	moderate	benefit
Hamilton Lane	North of Mountain Road	-44%	-55%	-49.4%	3	10.0	-20.0	-200	major	benefit
	South of Barkby Thorpe	-33%	-32%	-32.5%	3	10.0	-20.0	-200	major	benefit
	North of Keyham Lane W	-25%	-36%	-30.3%	1	1.0	-20.0	-20	minor	benefit
Villages	South of Keyham Lane W	-7%	-12%	-9.7%	3	10.0	-4.0	-40	minor	benefit
	Keyham Lane West	-4%	-2%	-3.3%	4	20.0	-1.0	-20	minor	benefit
	Thorpe Lane north of Barkby Thorpe	-3%	-5%	-3.8%	1	1.0	-1.0	-1	negligible	benefit
Syston	Queniborough Road north of Barkby	-3%	-3%	-2.8%	1	1.0	-1.0	-1	negligible	benefit
	Barkby Lane west of Barkby	17%	31%	24.2%	4	20.0	6.0	120	major	disbenefit
	Beeby Road east of Barkby	-30%	-32%	-31.0%	4	20.0	-20.0	-400	major	benefit
	Queniborough Road north of Barkby Road	4%	-6%	-1.0%	1	1.0	-1.0	-1	negligible	benefit
A6030	Melton Road North of A 607	-6%	-6%	-6.0%	3	10.0	-4.0	-40	minor	benefit
	Melton Road North of Fosse Way	3%	-3%	0.4%	3	10.0	1.0	10	negligible	disbenefit
	Fosse Way, south of High Street	-2%	-5%	-3.6%	3	10.0	-1.0	-10	negligible	benefit
	Barkby Lane east of Syston	-3%	-3%	-3.1%	3	10.0	-1.0	-10	negligible	benefit
	Melton Road North of Barkby Lane	4%	-5%	-0.4%	3	10.0	-1.0	-10	negligible	benefit
AVERAGE	Fosse Way	-2%	7%	2.7%	3	10.0	1.0	10	negligible	disbenefit
	North of Gypsy Lane	10%	7%	8.8%	2	5.0	4.0	20	minor	disbenefit
	South of Gypsy Lane	6%	3%	4.6%	3	10.0	1.0	10	negligible	disbenefit
AVERAGE	East of Tailby Avenue	-1%	0%	-1.0%	3	10.0	-1.0	-10	negligible	benefit
	Hastings Road South of Tailby Avenue	8%	3%	5.3%	3	10.0	4.0	40	minor	disbenefit
AVERAGE		-5%	-8%	-7%		8.4	-3.0	-24	minor	benefit

Working Table		Sensitivity of Receptor					
		High	Medium	Low	Negligible		
Magnitude of Change	High	>30%	20.0	400.0	200.0	100.0	20.0
	Medium	10%-30%	6.0	120.0	60.0	30.0	6.0
	Low	5%-10%	4.0	80.0	40.0	20.0	4.0
	Negligible	<5%	1.0	20.0	10.0	5.0	1.0

Magnitude of Change

High disbenefit = more than 30% increase
 Medium disbenefit = -10% to 30% increase
 Low disbenefit = -5% to 10% increase
 Negligible disbenefit = 0% to 5% increase
 Negligible benefit = 0% to -5% decrease
 Low benefit = 5% to -10% decrease
 Medium benefit = -10% to -30% decrease
 High benefit = more than -30% decrease

Sensitivity of Receptor

Road type 1 = warehouse / industrial road, open space
 Road type 2 = office / retail area
 Road type 3 = residential distributor road
 Road type 4 = hospital, school residential street, high pedestrian movement

Overall Impact Criteria

benefit

major = greater than 100
 moderate = greater than 50
 minor = greater than 10
 negligible = greater than 0

disbenefit

major = less than -100
 moderate = less than -50
 minor = less than -10
 negligible = less than 0

Impact Assessment - Driver Delay - Without Mitigation

Overall Impact Criteria

benefit		
major	= greater than	0.15
moderate	= greater than	0.07
minor	= greater than	0.03
negligible	= less than	0.01
disbenefit		
major	= greater than	-0.15
moderate	= greater than	-0.07
minor	= greater than	-0.03
negligible	= less than	-0.01

Junction	Forecast (2031) Traffic Flows with Commitments		Forecast (2031) Flows with Commitments & Development (No Mitigation)		Overall Capacity Assessment				
	PRC/ RFC		PRC/ RFC		Change in Capacity (See Footnote)			Benefit / Disbenefit	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	Average		
Traffic Signals Junctions									
A46 / A607 Hobby Horse Rdbt	-9.20%	10.60%	-5.70%	4.20%	3.50%	-6.40%	-1.45%	negligible	disbenefit
A46 / A6 Roundabout	-27.30%	-2.60%	-28.00%	-2.70%	-0.70%	-0.10%	-0.40%	negligible	disbenefit
A607 Melton Rd / Barkby Thorpe La	-5.50%	-18.50%	-1.30%	-16.50%	4.20%	2.00%	3.10%	minor	benefit
A607 Melton Rd / Humberstone La	-37.20%	-14.80%	-36.30%	-17.10%	0.90%	-2.30%	-0.70%	negligible	disbenefit
A607 Melton Road / A563 Troon Way	-9.50%	-10.90%	-11.30%	-10.60%	-1.80%	0.30%	-0.75%	negligible	disbenefit
A563 Troon Way / Niklaus Drive	-14.80%	-4.00%	-16.70%	-4.60%	-1.90%	-0.60%	-1.25%	negligible	disbenefit
A563 Thurmaston La / Victoria Rd E	-3.50%	19.10%	-23.40%	10.10%	-19.90%	-9.00%	-14.45%	moderate	disbenefit
A6030 Victoria Rd East / Gipsy Lane	5.50%	9.70%	1.80%	2.80%	-3.70%	-6.90%	-5.30%	minor	disbenefit
A6030 Victoria Road East / Tailby Ave	-2.40%	17.00%	-4.50%	16.10%	-2.10%	-0.90%	-1.50%	negligible	disbenefit
Barkby Thorpe La / Barkby La, Syston	48.00%	34.90%	26.60%	35.20%	-21.40%	0.30%	-10.55%	moderate	disbenefit
A47 Uppingham Rd / Station Rd	-8.10%	8.20%	-6.20%	8.30%	1.90%	0.10%	1.00%	negligible	benefit
Priority Junctions / Roundabouts									
A563 Thurmaston La / Humb Lane	0.950	1.030	0.940	1.000	-0.010	-0.030	-0.020	negligible	benefit
A563 Hamilton Way/ Maidenwell Ave	1.030	1.230	1.050	1.340	0.020	0.110	0.065	minor	disbenefit
Barkbyhorpe Rd / Humberstone Lane	1.694	1.237	1.774	1.114	0.080	-0.123	-0.022	negligible	benefit
Hamilton Lane / Keyham Lane	0.253	0.503	0.253	0.503	0.000	0.000	0.000	negligible	disbenefit
Sandhills Ave / Bellflower Rd	0.400	0.430	0.580	0.410	0.180	-0.020	0.080	moderate	disbenefit
Melton Road / Barkby Lane, Syston	0.870	1.100	1.340	1.230	0.470	0.130	0.300	major	disbenefit
Barkby Thorpe Lane / Retail / ASDA	1.070	1.090	1.050	1.090	-0.020	0.000	-0.010	negligible	benefit
Thorpe L/Bkby Thorpe L, Bkby Thorpe	1.532	1.578	0.373	0.523	-1.159	-1.055	-1.107	major	benefit
Barkbyhorpe Rd / King St, Barkby Thorpe	1.547	1.165	1.086	0.667	-0.461	-0.498	-0.480	major	benefit
Main St/Beeby Rd/Thorpe La, Barkby	1.415	1.168	1.478	0.980	0.063	-0.188	-0.063	minor	benefit
Main St / Queniborough Rd, Barkby	1.144	1.178	1.132	1.158	-0.012	-0.020	-0.016	negligible	benefit
AVERAGE	0.51	0.55	0.45	0.47	-0.06	-0.09	-0.07	minor	benefit

FootNote

- (i) traffic signal junctions are assessed in terms of percentage reserve capacity (PRC), so a positive increase in percentage is an increase in capacity
- (ii) roundabouts and priority junctions are assessed in terms of Reference Flow capacity (RFC), and a positive increase is a decrease in capacity

Impact Assessment - Driver Delay - With Mitigation

Overall Impact Criteria

benefit		
major	= greater than	0.15
moderate	= greater than	0.07
minor	= greater than	0.03
negligible	= less than	0.01
disbenefit		
major	= greater than	-0.15
moderate	= greater than	-0.07
minor	= greater than	-0.03
negligible	= less than	-0.01

Junction	Forecast (2031) Traffic Flows with Commitments		Forecast (2031) Flows with Commitments & Development (No Mitigation)		Overall Capacity Assessment				
	PRC/ RFC		PRC/ RFC		Change in Capacity (See Footnote)			Benefit / Disbenefit	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	Average		
Traffic Signals Junctions									
A46 / A607 Hobby Horse Rdbt	-9.20%	10.60%	8.40%	11.00%	0.176	0.004	0.090	moderate	benefit
A46 / A6 Roundabout	-27.30%	-2.60%	-27.30%	-3.90%	0.000	-0.013	-0.007	negligible	disbenefit
A607 Melton Rd / Barkby Thorpe La	-5.50%	-18.50%	-3.80%	-16.50%	0.017	0.020	0.019	negligible	benefit
A607 Melton Rd / Humberstone La	-37.20%	-14.80%	-36.60%	-17.30%	0.006	-0.025	-0.009	negligible	disbenefit
A607 Melton Road / A563 Troon Way	-9.50%	-10.90%	-11.80%	-9.30%	-0.023	0.016	-0.004	negligible	disbenefit
A563 Troon Way / Niklaus Drive	-14.80%	-4.00%	-13.10%	-4.80%	0.017	-0.008	0.004	negligible	benefit
A563 Thurmaston La / Victoria Rd E	-3.50%	19.10%	-15.20%	15.50%	-0.117	-0.036	-0.077	moderate	disbenefit
A6030 Victoria Rd East / Gipsy Lane	5.50%	9.70%	0.20%	3.30%	-0.053	-0.064	-0.059	minor	disbenefit
A6030 Victoria Road East / Tailby Ave	-2.40%	17.00%	-5.50%	15.10%	-0.031	-0.019	-0.025	negligible	disbenefit
Barkby Thorpe La / Barkby La, Syston	48.00%	34.90%	37.90%	31.40%	-0.101	-0.035	-0.068	minor	disbenefit
A47 Uppingham Rd / Station Rd	-8.10%	8.20%	-8.90%	7.70%	-0.008	-0.005	-0.007	negligible	disbenefit
Priority Junctions / Roundabouts									
A563 Thurmaston La / Humb Lane	0.950	1.030	0.940	1.000	-0.010	-0.030	-0.020	negligible	benefit
A563 Hamilton Way/ Maidenwell Ave	1.030	1.230	1.040	1.320	0.010	0.090	0.050	minor	disbenefit
Barkbyhorpe Rd / Humberstone Lane	1.694	1.237	1.774	1.114	0.080	-0.123	-0.022	negligible	benefit
Hamilton Lane / Keyham Lane	0.253	0.503	0.253	0.503	0.000	0.000	0.000	negligible	disbenefit
Sandhills Ave / Bellflower Rd	0.400	0.430	0.580	0.410	0.180	-0.020	0.080	moderate	disbenefit
Melton Road / Barkby Lane, Syston	0.870	1.100	0.870	1.030	0.000	-0.070	-0.035	minor	benefit
Barkby Thorpe Lane / Retail / ASDA	1.070	1.090	0.910	0.200	-0.160	-0.890	-0.525	major	benefit
Thorpe L/Bkby Thorpe L, Bkby Thorpe	1.532	1.578	0.241	0.041	-1.291	-1.537	-1.414	major	benefit
Barkbythorpe Rd / King St, Barkby Thorpe	1.547	1.165	1.086	0.667	-0.461	-0.498	-0.480	major	benefit
Main St/Beeby Rd/Thorpe La, Barkby	1.415	1.168	1.478	0.980	0.063	-0.188	-0.063	minor	benefit
Main St / Queniborough Rd, Barkby	1.144	1.178	1.132	1.158	-0.012	-0.020	-0.016	negligible	benefit
AVERAGE	0.51	0.55	0.43	0.40	-0.08	-0.16	-0.12	moderate	benefit

FootNote

- (i) traffic signal junctions are assessed in terms of percentage reserve capacity (PRC), so a positive increase in percentage is an increase in capacity
- (ii) roundabouts and priority junctions are assessed in terms of Reference Flow capacity (RFC), and a positive increase is a decrease in capacity

Impact Assessment - Safety - Without Mitigation

Overall Impact Criteria

benefit		
major	= greater than	-0.5
moderate	= greater than	-0.2
minor	= greater than	-0.1
negligible	= greater than	0
disbenefit		
major	= greater than	0.5
moderate	= greater than	0.2
minor	= greater than	0.1
negligible	= greater than	0

Link / Junction	2031 Flows + Comms (AADT Flows)	2031 Flows + Comms + Dev (AADT Flows)	NEoSUE Development as proportion of 2031 flows (% Increase)	Existing Accidents (2008-2012)				Forecast Annual Accidents Due to Devt				Accident Assessment	
				Severity				Severity					
				Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total		
Junction													
A46/A607	88170	90085	2%	17	3	0	20	0.07	0.01	0.00	0.09	negligible	disbenefit
A607 Melton Road/ Barkby Thorpe Lane	57535	55794	-3%	11	1	0	12	-0.07	-0.01	0.00	-0.07	negligible	benefit
A607 Melton Road/Humberstone Lane	45609	46126	1%	4	0	0	4	0.01	0.00	0.00	0.01	negligible	disbenefit
A607 Melton Road /A563 Troon Way	57842	58410	1%	35	0	0	35	0.07	0.00	0.00	0.07	negligible	disbenefit
A563 Troon Way / Nicklaus Road	35673	35939	1%	4	1	0	5	0.01	0.00	0.00	0.01	negligible	disbenefit
A563 Troon Way / Barkby Road / Humberstone Lane	48788	49760	2%	16	2	0	18	0.06	0.01	0.00	0.07	negligible	disbenefit
A563 Thurmaston Lane / A6030 Victoria Road East	47894	50849	6%	10	1	0	11	0.12	0.01	0.00	0.14	minor	disbenefit
A563 / Lower Keyham Lane / Maidenwell Ave	41155	43498	6%	15	1	0	16	0.17	0.01	0.00	0.18	minor	disbenefit
A6030 Victoria Road East / Gipsy Lane	29778	31477	6%	5	0	0	5	0.06	0.00	0.00	0.06	negligible	disbenefit
Thorpe Lane / Barkby Thorpe Lane, Barkby Thorpe	19309	7166	-63%	2	0	0	2	-0.25	0.00	0.00	-0.25	moderate	benefit
Main Street / Beeby Road / Thorpe Lane, Barkby	15984	15744	-2%	1	0	0	1	0.00	0.00	0.00	0.00	negligible	benefit
Main Street / Queniborough Road, Barkby	12697	12067	-5%	1	0	0	1	-0.01	0.00	0.00	-0.01	negligible	benefit
average /total	500433	496915	-1%	121	9	0	130	-0.17	-0.01	0.00	-0.18	minor	benefit
Link													
A607 (excluding above key junctions)	31022	31879	3%	38	3	2	43	0.21	0.02	0.01	0.24	moderate	disbenefit
A563 (excluding above key junctions)	30841	31320	2%	23	0	1	24	0.07	0.00	0.00	0.07	negligible	disbenefit
Barkbythorpe Road (excluding above key junctions)	9634	7920	-18%	20	1	1	22	-0.71	-0.04	-0.04	-0.78	major	benefit
average /total	71497	71119	-1%	81	4	4	89	-0.09	0.00	0.00	-0.09	negligible	benefit
TOTAL	571930	568034	-1%	202	13	4	219	-0.28	-0.02	-0.01	-0.30	minor	benefit

Impact Assessment - Safety - With Mitigation

Overall Impact Criteria

benefit		
major	= greater than	-0.5
moderate	= greater than	-0.2
minor	= greater than	-0.1
negligible	= greater than	0
disbenefit		
major	= greater than	0.5
moderate	= greater than	0.2
minor	= greater than	0.1
negligible	= greater than	0

Link / Junction	2031 Flows + Comms (AADT Flows)	2031 Flows + Comms + Dev (AADT Flows)	NEoSUE Development as proportion of 2031 flows (% Increase)	Existing Accidents (2008-2012)				Forecast Annual Accidents Due to Devt				Accident Assessment	
				Severity				Severity					
				Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total		
Junction													
A46/A607	88170	89306	1%	17	3	0	20	0.04	0.01	0.00	0.05	negligible	disbenefit
A607 Melton Road/ Barkby Thorpe Lane	57535	53680	-7%	11	1	0	12	-0.15	-0.01	0.00	-0.16	minor	benefit
A607 Melton Road/Humberstone Lane	45609	45931	1%	4	0	0	4	0.01	0.00	0.00	0.01	negligible	disbenefit
A607 Melton Road /A563 Troon Way	57842	58456	1%	35	0	0	35	0.07	0.00	0.00	0.07	negligible	disbenefit
A563 Troon Way / Nicklaus Road	35673	35730	0%	4	1	0	5	0.00	0.00	0.00	0.00	negligible	disbenefit
A563 Troon Way / Barkby Road / Humberstone Lan	48788	49780	2%	16	2	0	18	0.07	0.01	0.00	0.07	negligible	disbenefit
A563 Thurmaston Lane / A6030 Victoria Road East	47894	51057	7%	10	1	0	11	0.13	0.01	0.00	0.15	minor	disbenefit
A563 / Lower Keyham Lane / Maidenwell Ave	41155	42398	3%	15	1	0	16	0.09	0.01	0.00	0.10	negligible	disbenefit
A6030 Victoria Road East / Gipsy Lane	29778	31456	6%	5	0	0	5	0.06	0.00	0.00	0.06	negligible	disbenefit
Thorpe Lane / Barkby Thorpe Lane, Barkby Thorpe	19309	12470	-35%	2	0	0	2	-0.14	0.00	0.00	-0.14	minor	benefit
Main Street / Beeby Road / Thorpe Lane, Barkby	15984	12473	-22%	1	0	0	1	-0.04	0.00	0.00	-0.04	negligible	benefit
Main Street / Queniborough Road, Barkby	12697	15058	19%	1	0	0	1	0.04	0.00	0.00	0.04	negligible	disbenefit
average /total	500433	497795	-1%	121	9	0	130	-0.13	-0.01	0.00	-0.14	negligible	benefit
Link													
A607 (excluding above key junctions)	31022	31862	3%	38	3	2	43	0.21	0.02	0.01	0.23	moderate	disbenefit
A563 (excluding above key junctions)	30841	30711	0%	23	0	1	24	-0.02	0.00	0.00	-0.02	negligible	benefit
Barkbythorpe Road (excluding above key junctions)	9634	6101	-37%	20	1	1	22	-1.47	-0.07	-0.07	-1.61	major	benefit
average /total	71497	68674	-4%	81	4	4	89	-0.64	-0.03	-0.03	-0.70	moderate	benefit
TOTAL	571930	566470	-1%	202	13	4	219	-0.39	-0.02	-0.01	-0.42	minor	benefit