

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 |
| | North of Humberstone Lane | 2% | -40% | -19.2% | 3 | 10.0 | -15.0 | -150 | major | 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 | negligible | benefit |
| Villages | 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 |
| | 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 | 15.0 | 300 | 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 |
| | Melton Road North of A 607 | -6% | -6% | -6.0% | 3 | 10.0 | -5.0 | -50 | moderate | benefit |
| A6030 | 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 | 6.0 | 5.0 | 30 | minor | disbenefit |
| | South of Gypsy Lane | 6% | 3% | 4.6% | 3 | 10.0 | 1.0 | 10 | negligible | disbenefit |
| | 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 |
| | North of Keyham Lane W | -28% | -33% | -30.5% | 1 | 1.0 | -20.0 | -20 | minor | benefit |
| Villages | 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 |
| | Thorpe Lane north of Barkby Thorpe | -21% | -24% | -22.4% | 1 | 1.0 | -5.0 | -5 | negligible | benefit |
| Syston | 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 |
| | Queniborough Road north of Barkby Road | 5% | -2% | 1.7% | 1 | 1.0 | 1.0 | 1 | negligible | disbenefit |
| A6030 | 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 |
| | Melton Road North of Barkby Lane | 6% | 0% | 2.8% | 3 | 15.0 | 1.0 | 15 | minor | disbenefit |
| AVERAGE | 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 |
| A6030 | Barkby Lane east of Syston | 20% | -3% | 8.4% | 3 | 10.0 | 4.0 | 40 | minor | disbenefit |
| | 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 |
| AVERAGE | 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 |