DOGGER BANK D WIND FARM

Preliminary Environmental Information Report

Volume 2
Appendix 26.4 Interactions Assessment

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Glossary

Term	Definition
Additional Mitigation	Measures identified through the EIA process that are required as further action to avoid, prevent, reduce or, if possible, offset likely significant adverse effects to acceptable levels (also known as secondary (foreseeable) mitigation). All additional mitigation measures adopted by the Project are provided in the Commitments Register.
Effect	An effect is the consequence of an impact when considered in combination with the receptor's sensitivity / value / importance, defined in terms of significance.
Embedded Mitigation	Embedded mitigation includes: • Measures that form an inherent part of the project design evolution such as modifications to the location or design of the development made during the pre-application phase (also known as primary (inherent) mitigation); and • Measures that will occur regardless of the EIA process as they are imposed by other existing legislative requirements or are considered as standard or best practice to manage commonly occurring environmental impacts (also known as tertiary (inexorable) mitigation). All embedded mitigation measures adopted by the Project are provided in the Commitments Register.
Environmental Impact Assessment (EIA)	A process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information and includes the publication of an Environmental Statement.
Heavy Vehicles (HV)	HV is the term for any vehicle with a Gross Weight over 3.5 tonnes. This is also used as a proxy for HGVs and buses / coaches recognizing the similar size and environmental characteristics of the respective vehicle types. The terms HV and HGV can be used interchangeably.
Heavy Goods Vehicles (HGV)	Heavy Goods Vehicles (HGV) is the term for a commercial vehicle with a gross vehicle weight over 3.5 tonnes. Typically, on a construction project this would entail the use of tippers, articulated lorries and concrete mixer trucks. The terms HV and HGV can be used interchangeably.
Impact	A change resulting from an activity associated with the Project, defined in terms of magnitude.
Light Vehicles (LV)	The range of vehicles that would be used by construction employees, i.e. cars, vans, pick-ups, minibuses, etc.
Mitigation	Any action or process designed to avoid, prevent, reduce or, if possible, offset potentially significant adverse effects of a development. All mitigation measures adopted by the Project are provided in the Commitments Register.

Term	Definition
Movement	A single trip (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.
Onshore Development Area	The area in which all onshore infrastructure associated with the Project will be located, including any temporary works area required during construction and permanent land required for mitigation and enhancement areas, which extends landward of Mean Low Water Springs. There is an overlap with the Offshore Development Area in the intertidal zone.
Study Areas	A geographical area and / or temporal limit defined for each EIA topic to identify sensitive receptors and assess the relevant likely significant effects.
The Applicant	SSE Renewables and Equinor acting through 'Doggerbank Offshore Wind Farm Project 4 Projco Limited'
The Project	Dogger Bank D (DBD) Offshore Wind Farm Project, also referred to as DBD in this PEIR.
Traffic and Transport Study Area	Area where potential impacts from the Projects could occur, as defined for the traffic and transport EIA topic.
Vehicle (HV/HGV Traffic) Trips	A vehicle movement (i.e. the arrival or departure from site) for the transfer of employees or delivery of goods.

26.4 Interactions Assessment

1. This appendix to the Dogger Bank D Offshore Wind Farm (hereafter 'the Project' or 'DBD') Preliminary Environmental Information Report (PEIR) supports **Volume 1, Chapter 26 Traffic and Transport**. The purpose of this appendix is to provide an assessment of the potential interactions between construction traffic and transport impacts which have been screened in, as outlined in **Section 26.9.2** of **Volume 1, Chapter 26 Traffic and Transport**.

2. The interactions assessment presented in **Table 26.4-1** below demonstrates that there are no significant interactions between impacts from the construction of the Project on traffic and transport in respect to impacts TT-C-01, TT-C-02, TT-C-03 and TT-C-04

Table 26.4-1 Traffic and Transport – Interactions Assessment (Construction) TT-C-01, TT-C-02, TT-C-03 and TT-C-04

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
1	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
2	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
3	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
4	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and fear and intimidation and low for amenity and road safety. Furthermore, a review of the baseline road safety data for Link 4 identifies that there is no identifiable pattern of collisions involving non-motorised users. Therefore, no interactions between impacts are identified.
5	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
6	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
7	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Negligible	No interaction
8	N/A	Negligible	N/A	Minor	N/A	Minor	N/A	Negligible	No interaction
9	N/A	Negligible	N/A	Minor	N/A	Minor	N/A	Minor	A review of the baseline road safety data for Link 9 identifies that there is no identifiable pattern in the collisions and none of the collisions involve pedestrians and cyclists. Therefore, no interaction between impacts is identified.
10	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance and fear and intimidation and low for amenity and road safety. Furthermore, a review of the baseline road safety data for Link 10 identifies that there is no identifiable pattern of collisions involving non-motorised users. Therefore, no interactions between impacts are identified.

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
11	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of the baseline road safety data for Link 11 identifies that there is no identifiable pattern in the collisions and none of the collisions involve pedestrians and cyclists. Therefore, no interactions between impacts are identified.
12	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
13	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
14	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
15	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
16	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
17	N/A	Negligible	N/A	Negligible	N/A	Negligible	Yes	Minor	No interaction
18	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
19	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
20	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
21	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
22	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
23	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
24	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
25	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
26	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
27	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
28	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
29	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
30	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
31	N/A	Negligible	N/A	Negligible	N/A	Negligible	Yes	Minor	No interaction

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
32	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
33	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a low magnitude of impact for amenity. Therefore, no interactions between impacts are identified.
34	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
35	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Negligible	No interaction
36	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.
37	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a low magnitude of impact for amenity. Therefore, no interactions between impacts are identified.
38	N/A	Negligible	N/A	Negligible	N/A	Negligible	Yes	Minor	No interaction
39	N/A	Negligible	N/A	Minor	N/A	Negligible	Yes	Minor	Mitigation measures are identified to reduce potentially significant road safety impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, amenity and fear and intimidation. Therefore, no interactions between impacts are identified.
40	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a low magnitude of impact for amenity. Therefore, no interactions between impacts are identified.
41	N/A	Negligible	N/A	Negligible	N/A	Negligible	Yes	Minor	No interaction
42	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
43	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
44	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
45	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
46	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
47	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
48	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction
49	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a medium magnitude of impact for amenity. Furthermore, road safety identified an emerging pattern of collisions of rear end shunt without the involvement of non-motorised users. Therefore, no interactions between impacts are identified.
50	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Negligible	No interaction
51	N/A	Minor	Yes	Minor	N/A	Minor	Yes	Minor	Mitigation measures are identified to reduce potentially significant amenity and road safety impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and fear and intimidation. Therefore, no interactions between impacts are identified.
52	N/A	Minor	Yes	Minor	N/A	Negligible	Yes	Minor	Mitigation measures are identified to reduce potentially significant amenity and road safety impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of effect for severance and fear and intimidation. Therefore, no interactions between impacts are identified.
53	N/A	Negligible	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction
54	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
55	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
56	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction
57	N/A	Negligible	N/A	Minor	N/A	Negligible	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a low magnitude of impact for amenity. Therefore, no interactions between impacts are identified.
58	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Minor	A review of each impact identifies that there would be a negligible magnitude of impact for severance, fear and intimidation and road safety and a low magnitude of impact for amenity. Therefore, no interactions between impacts are identified.

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
59	Yes	Minor	Yes	Minor	N/A	Minor	N/A	Negligible	No interaction
60	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
61	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
62	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
63	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
64	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
65	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
66	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
67	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction
68	Yes	Minor	Yes	Minor	N/A	Minor	N/A	Negligible	No interaction
69	N/A	Minor	N/A	Minor	N/A	Negligible	N/A	Negligible	No interaction
70	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
71	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.
72	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.
73	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction
74	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
75	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
76	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
77	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
78	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
79	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.
80	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Minor	No interaction
81	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Negligible	No interaction
82	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Negligible	No interaction
83	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Negligible	No interaction
84	N/A	Minor	N/A	Minor	N/A	Minor	N/A	Negligible	No interaction
85	N/A	Minor	N/A	Minor	N/A	Negligible	N/A	Negligible	No interaction
86	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Negligible	No interaction
87	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.
88	N/A	Minor	Yes	Minor	N/A	Minor	N/A	Negligible	No interaction
98	N/A	Negligible	N/A	Negligible	N/A	Negligible	N/A	Negligible	No interaction
99	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Minor	Mitigation measures are identified to reduce potentially significant amenity impacts upon these links. These mitigation measures would include a reduction in peak daily HGV trips to acceptable levels. It is considered that these mitigation measures would be equally applicable to reducing the magnitude of impact for severance, fear and intimidation and road safety. Therefore, no interactions between impacts are identified.

Link ID	Impact on Severance (TT-C-01)		Impact on Amenity (TT-C-02)		Impact on Fear and Intimidation (TT-C-03)		Impact on Road Safety (Including Hazardous Loads) (TT-C-04)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
100	N/A	Minor	Yes	Minor	N/A	Negligible	N/A	Negligible	No interaction

	Links requiring potential additional mitigation measures as is identified in **Table 26-35 (Volume 1, Chapter 26 Traffic and Transport)**

Potential for Impacts (TT-C-01, TT-C-02 and TT-C-03) to collectively interact with Impact (TT-C-04)

Impacts TT-C-01 (Severance), TT-C-02 (Amenity) and TT-C-03 (Fear and Intimidation) are considered to be closely related and of a similar nature, and it is identified in **Table 26-40** (**Volume 1, Chapter 26 Traffic and Transport)** that traffic would impact upon similar receptor groups (pedestrians, cyclists and equestrians). Therefore, the maximum forecasted effect for impacts TT-C-01, TT-C-02 or TT-C-03 would not be exceeded due to interactions. However, there is potential for impacts TT-C-01, TT-C-02 and TT-C-03 to collectively interrelate with impact TT-C-04 (Road Safety (including Hazardous Loads)).

	No interactions as all impacts (TT-C-01, TT-C-02, TT-C-03 and TT-C-04) are negligible.
	No interactions with impact (TT-C-04) as impacts (TT-C-01, TT-C-02 and TT-C-03) are negligible.
	No interactions with impacts (TT-C-01, TT-C-02 and TT-C-03) as impact (TT-C-04) is negligible.

3. The interactions assessment presented in **Table 26.4-2** below demonstrates that there are no significant interactions between impacts from the construction of the Project on traffic and transport in respect to impacts TT-C-05, TT-C-06 and TT-C-07.

Table 26.4-2 Traffic and Transport – Interactions Assessment (Construction) TT-C-05, TT-C-06 and TT-C-07

Link ID	Impact on Driver Delay (Capacity) (TT-C-05)		Impact on Driver Delay (Highway Geometry) (TT-C-05)		Impact on Driver Delay (Road Closures) (TT-C-07)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
1	To be undertaken at ES stage		N/A	Negligible	N/A	Negligible	No interaction
2			N/A	Negligible	N/A	Negligible	No interaction
3			N/A	Negligible	N/A	Negligible	No interaction
4			N/A	Negligible	N/A	Negligible	No interaction
5			N/A	Negligible	N/A	Negligible	No interaction
6			N/A	Negligible	N/A	Negligible	No interaction
7			N/A	Negligible	N/A	Negligible	No interaction
8			N/A	Negligible	N/A	Negligible	No interaction
9			N/A	Negligible	N/A	Negligible	No interaction
10			N/A	Negligible	N/A	Negligible	No interaction
11			N/A	Negligible	N/A	Negligible	No interaction
12			N/A	Negligible	N/A	Negligible	No interaction
13			N/A	Negligible	N/A	Negligible	No interaction
14			N/A	Negligible	N/A	Negligible	No interaction
15			N/A	Negligible	N/A	Negligible	No interaction
16			N/A	Negligible	N/A	Negligible	No interaction
17			N/A	Negligible	N/A	Negligible	No interaction
18			N/A	Negligible	N/A	Negligible	No interaction
19			N/A	Negligible	N/A	Negligible	No interaction
20			N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Driver Delay (Capacity) (TT-C-05)		Impact on Driver Delay (Highway Geometry) (TT-C-05)		Impact on Driver Delay (Road Closures) (TT-C-07)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
21	To be undertaken at ES stage		N/A	Negligible	N/A	Negligible	No interaction
22			N/A	Negligible	N/A	Negligible	No interaction
23			N/A	Negligible	N/A	Negligible	No interaction
24			N/A	Negligible	N/A	Negligible	No interaction
25			N/A	Negligible	N/A	Negligible	No interaction
26			N/A	Negligible	N/A	Negligible	No interaction
27			N/A	Negligible	N/A	Negligible	No interaction
28			N/A	Negligible	N/A	Negligible	No interaction
29			N/A	Negligible	N/A	Negligible	No interaction
30			N/A	Negligible	N/A	Negligible	No interaction
31			N/A	Negligible	N/A	Negligible	No interaction
32			N/A	Negligible	N/A	Negligible	No interaction
33			N/A	Negligible	N/A	Negligible	No interaction
34			N/A	Negligible	N/A	Negligible	No interaction
35			N/A	Negligible	N/A	Negligible	No interaction
36			N/A	Negligible	N/A	Negligible	No interaction
37			N/A	Negligible	N/A	Negligible	No interaction
38			N/A	Negligible	N/A	Negligible	No interaction
39			N/A	Negligible	N/A	Negligible	No interaction
40			N/A	Negligible	N/A	Negligible	No interaction
41			N/A	Negligible	N/A	Negligible	No interaction
42			N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Driver Delay (Capacity) (TT-C-05)		Impact on Driver Delay (Highway Geometry) (TT-C-05)		Impact on Driver Delay (Road Closures) (TT-C-07)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
43	To be undertaken at ES stage		N/A	Negligible	N/A	Negligible	No interaction
44			N/A	Negligible	N/A	Negligible	No interaction
45			N/A	Negligible	N/A	Negligible	No interaction
46			N/A	Negligible	N/A	Negligible	No interaction
47			N/A	Negligible	N/A	Negligible	No interaction
48			N/A	Negligible	N/A	Negligible	No interaction
49			N/A	Negligible	N/A	Negligible	No interaction
50			N/A	Negligible	N/A	Negligible	No interaction
51			N/A	Negligible	N/A	Negligible	No interaction
52			N/A	Negligible	N/A	Negligible	No interaction
53			N/A	Negligible	N/A	Negligible	No interaction
54			N/A	Negligible	N/A	Negligible	No interaction
55			N/A	Negligible	N/A	Negligible	No interaction
56			Yes	Minor	N/A	Negligible	No interaction
57			N/A	Minor	N/A	Negligible	No interaction
58			N/A	Negligible	N/A	Negligible	No interaction
59			N/A	Negligible	N/A	Negligible	No interaction
60			N/A	Negligible	N/A	Negligible	No interaction
61			N/A	Negligible	N/A	Negligible	No interaction
62			N/A	Negligible	N/A	Negligible	No interaction
63			N/A	Negligible	N/A	Negligible	No interaction
64			N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Driver Delay (Capacity) (TT-C-05)		Impact on Driver Delay (Highway Geometry) (TT-C-05)		Impact on Driver Delay (Road Closures) (TT-C-07)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
65	To be undertaken at ES stage		N/A	Negligible	N/A	Negligible	No interaction
66			N/A	Negligible	N/A	Negligible	No interaction
67			Yes	Minor	N/A	Negligible	No interaction
68			Yes	Minor	N/A	Negligible	No interaction
69			Yes	Minor	N/A	Negligible	No interaction
70			N/A	Minor	N/A	Negligible	No interaction
71			N/A	Negligible	N/A	Negligible	No interaction
72			Yes	Minor	N/A	Negligible	No interaction
73			Yes	Minor	N/A	Negligible	No interaction
74			N/A	Negligible	N/A	Negligible	No interaction
75			N/A	Negligible	N/A	Negligible	No interaction
76			N/A	Negligible	N/A	Negligible	No interaction
77			N/A	Negligible	N/A	Negligible	No interaction
78			N/A	Negligible	N/A	Negligible	No interaction
79			Yes	Minor	N/A	Negligible	No interaction
80			N/A	Negligible	N/A	Negligible	No interaction
81			Yes	Minor	N/A	Negligible	No interaction
82			N/A	Negligible	N/A	Negligible	No interaction
83			N/A	Negligible	N/A	Negligible	No interaction
84			N/A	Negligible	N/A	Negligible	No interaction
85			Yes	Minor	N/A	Negligible	No interaction
86			N/A	Negligible	N/A	Negligible	No interaction

Link ID	Impact on Driver Delay (Capacity) (TT-C-05)		Impact on Driver Delay (Highway Geometry) (TT-C-05)		Impact on Driver Delay (Road Closures) (TT-C-07)		Potential Interactions
	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	Mitigation Measures	Residual Effect	
87	To be undertaken at ES stage		N/A	Negligible	N/A	Negligible	No interaction
88			N/A	Negligible	N/A	Negligible	No interaction
98			N/A	Negligible	N/A	Negligible	No interaction
99			Yes	Minor	N/A	Negligible	No interaction
100			Yes	Minor	N/A	Negligible	No interaction

	Links requiring potential additional mitigation measures as is identified in **Table 26-35 (Volume 1, Chapter 26 Traffic and Transport)**

Potential for Impacts (TT-C-05, TT-C-06 and TT-C-07) to interact

It is identified in **Table 26-40 (Volume 1, Chapter 26 Traffic and Transport)** that impacts TT-C-05 (Driver Delay – Capacity), TT-C-06 (Driver Delay – Highway Geometry) and TT-C-07 (Driver Delay – Road Closures) are also considered to be closely related and have potential to interact with each other to increase driver delay significance.

	No interactions as two of the three impacts (TT-C-05, TT-C-06 and TT-C-07) are negligible.
	No interactions as all impacts (TT-C-05, TT-C-06 and TT-C-07) are negligible.

List of Tables

List of Acronyms

Acronym	Definition
DBD	Dogger Bank D
HGV	Heavy Goods Vehicle
PEIR	Preliminary Environmental Information Report