

12.0 ROADS, TRAFFIC AND FOOTPATHS

12.1 INTRODUCTION

This chapter provides an assessment of the effects of the proposed airport and supporting infrastructure on traffic and people using roads and footpaths. The detailed assessment is provided in Appendix 12.1, Volume 4 of the ES. This includes the relevant sections of the Traffic Statement prepared by WS Atkins. The forecasts for traffic generation during construction and operation are provided in Appendix 12.2 of the ES.

Changes in traffic can cause other environmental effects, these are considered in the Noise and Vibration and Air Quality Chapters 6 and 7 of Volume 2, and Appendices 6 and 7 of Volume 4, respectively of the ES. The effects on visual amenity of people using the footpaths is addressed in Chapter 10 Landscape and Visual Amenity in Volume 2 of the ES and in detail in Appendix 10. Effects on the recreational value of footpaths is covered in Chapter 5 Land Use of the ES.

12.2 METHODS

The main aspects of the proposed scheme which could have an impact on people using roads and footpaths on the island during the construction and operation of the works are as follows:

- **New Haul road/permanent access road** linking Rupert's Bay with the proposed airport site on Prosperous Bay Plain.
- **Temporary closure and diversions of some of the post box walks and other footpaths** may be necessary during specific construction activities for safety reasons.
- **Permanent diversions of two post box walks and other footpaths** around the edge of the proposed airfield.
- **Increase in traffic during construction** of the proposed scheme in areas such as Jamestown, Deadwood, Rupert's Valley and Bottom Woods.
- **Increase in traffic during operation** of the St Helena Airport and Supporting Infrastructure scheme

Due to the nature of the existing roads and relatively low volumes of existing traffic it has not been possible to follow any specific guidance such as the Design Manual for Roads and Bridges (DRMB) relating to the assessment of effects on roads, traffic and footpaths. The findings are based on qualitative assessment whilst taking into account the traffic flow forecast data for the construction and operation phases of the proposed development. The assessment of effects was carried out in four stages as follows:

- 1) Identification of existing roads and footpaths through desk study and site visits. Other relevant information was also collected through consultation and surveys.
- 2) Assessment of the potential effects which could occur temporarily during construction and permanently during operation. Potential effects such as, severance and diversion of roads and footpaths are considered in the assessment.
- 3) Identification of the mitigation measures which will and have been incorporated into the scheme to reduce any negative impacts.

- 4) Description of the residual effects, i.e. prediction of the effects which are likely to occur assuming the mitigation measures are implemented.

For the purpose of this assessment the local road network is considered to be of high importance because of the key routes linking communities of Longwood, Deadwood, Rupert's Valley and Jamestown and other smaller communities nearby. Post Box Walks (12.3.3) and other footpaths are also considered to be of high importance for residents and visitors to the island.

12.3 EXISTING ROADS AND FOOTPATHS

12.3.1 The Existing Road Network and Traffic Conditions

Roads on the island are steep and narrow with very tight corners and many hairpin bends. Figure 12.1, Volume 3 shows the existing road network. They are generally wide enough to accommodate a refuse collection vehicle and for cars to pass at low speeds on some sections, however, passing bays are provided where this cannot be achieved. The road surfacing is tarspray and chip and so a national legal weight restriction of 14 tonnes with a three tonne restriction on minor roads is in force. A speed limit of 30 miles per hour (mph) is also in place on many of the island's roads. In addition there are height and width restrictions at some locations including Longwood Gate (see Figure 12.2, Photograph 12.1 in Volume 3) and Jamestown (PWSD, personal communication).

From Rupert's Bay an existing road (Field Road – see Figure 12.2, Photograph 12.2 of Volume 3) leads up the western side of the valley and connects with the existing roads to and from Jamestown. This is the only access route to and from Rupert's Bay and Valley. The existing road alongside Deadwood terminates at the last property and there is no through road. At present the road only carries traffic going to and from the houses alongside this road. There is no existing road from the proposed airport on Prosperous Bay Plain (PBP) linking into the island road network. The existing road network terminates at the Government Garage, Bradleys beyond which, a dirt track not suitable for normal traffic, is occasionally used people accessing PBP.

Traffic counts were undertaken on a single day during November 2005. Traffic counts were also undertaken by St Helena Government (SHG) 2006 and the findings are reported in Appendix 12.2, Volume 4. The surveys indicate that traffic levels are fairly low. Flows could be higher on days when the RMS St Helena is either arriving or departing. No bicycles were observed during the surveys and bicycles are prohibited from using the two main routes to and from Jamestown.

A network of subsidised minibus services runs connecting outside communities with Jamestown. The service frequency of these minibuses varies across the island but they assist in reducing car usage. Taxis also operate on the island.

Car parking is generally only considered to be a problem in Jamestown. This problem can be acute on main shopping days and when the RMS St. Helena arrives and departs (LDGP, 2007).

12.3.2 Post Box Walks and Other Footpaths

St Helena has developed a network of footpaths known as Post Box Walks, the routes are published by the St Helena Nature Conservation Group. The network includes both inland and coastal walks which take in the spectacular scenery of St Helena. Other routes, although not formally mapped or marked are known to be used by members of the community. The routes of known Post Box Walks and other footpaths are shown in Figure 12.1, Volume 3 of the ES.

The main footpaths within Rupert's Bay, Rupert's Valley, Deadwood, Longwood, Bottom Woods, PBP and Bay and Sharks Valley are described in the paragraphs below. The majority of the footpaths are narrow, crossing fairly steep terrain and are often on scree slopes.

There are three main routes for walking within Rupert's Valley. These are:

- Rupert's Bay to Bank's Battery linking with the Pipe Path to Rupert's Hill (Bank's Ridge) and Deadwood Plain and the coastal path towards Sugar Loaf and Sugar Loaf Ridge.
- Jamestown to Rupert's Bay around Munden's Point – path currently closed due to unsafe conditions and risk of rock fall.
- Rupert's Valley to Deadwood – the Boer Road which rises up from the valley floor to the ridgeline of Deadwood.

Fishermen also use the footpaths from Rupert's Bay to Bank's Valley Bay and beyond to reach fishing rocks along the coast.

A footpath crosses the Deadwood Plain in a north/south direction. This footpath provides a link to routes to the following landmarks included on the network of Post Box Walks:

- The Barn Post Box Walk.
- Flagstaff Post Box Walk.
- Sugar Loaf Post Box Walk.

Turks Cap Valley footpath also commences in Longwood. Sharks Valley Post Box Walk commences in Level Wood, passes through Sharks Valley and ends on the beach in Stone Top Bay - see Figure 12.2, Photograph 12.3 in Volume 3.

There are a number of Post Box Walks and other footpaths which cross or are in the immediate vicinity of PBP and Prosperous Bay. These include the routes to the following sites:

- King and Queen Rocks Post Box Walk, which also includes the Signal Station – crosses Prosperous Bay Plain (see Figure 12.2, Photograph 12.4, Volume 3).
- Gill Point Post Box Walk (ornithological interest vantage points for George and Shore Islands) – crosses PBP (see Figure 12.2, Photographs 12.5 and 12.6, Volume 3).
- Prosperous Bay Beach Post Box Walk (through lower Fisher's Valley) – crosses Prosperous Bay Plain (see Figure 12.2, Photograph 12.7, Volume 3).
- Cox's Battery Post Box Walk and Turk's Cap (from Bottom Woods Meteorological Station).

Other walking trails also cross PBP, including the route from Woody Ridge to Dry Gut waterfalls and beyond. There is also a path through upper Fisher's Valley from Longwood Estate which follows an existing track for most of the way. The tracks link with a number of other footpaths.

Prosperous Bay, and the shoreline between the Bay, Dry Gut Bay and Gill Point and the Saddle Point are used by local fishermen to fish from the rocks. The fishermen use the footpaths across PBP and through the guts to reach the shoreline rocks.

12.4 ASSESSMENT OF EFFECTS

This assessment firstly summarises potential effects, then sets out the measures which will be taken to avoid, reduce or offset these effects and finally summarises the residual impacts i.e. those effects that remain after the implementation of mitigation. Impacts assessed as moderate or higher are considered to be 'significant'. Appendix 12.1 provides a detailed description of the potential effects which could occur and provides a description of the mitigation which will be implemented to reduce the residual effects.

12.4.1 Potential Construction Effects

In the absence of suitable roads connecting the airport site with the proposed wharf at Rupert's Bay, the Contractor will construct a haul road which will become a permanent access road from Rupert's Bay to PBP, via Deadwood and Bottom Woods (see Scheme for Assessment - Chapter 2 and Figure 2.1 in Volume 3 of the ES). The Contractor's plant and materials will be delivered to the airport site at PBP using this road.

In summary, the temporary, potential effects during construction include:

- **Disruption to people using roads** as a result of road construction works, temporary road closures, increased traffic and heavy vehicles. Disruption would occur due to increases in traffic during construction, mainly in Rupert's Valley, Deadwood and Bottom Woods. There would be restriction on parking on roadsides. These areas currently experience low volumes of traffic. Congestion in Jamestown is forecasted to increase. Section 12.4.2, Appendix 12.1 in Volume 4 provides traffic estimates during construction.
- **Disruption to people using footpaths** during the construction. Temporary closure or diversions of existing roads and footpaths including some of those within the network of Post Box Walks may result in a longer and less attractive route for walkers. Section 12.4.3, Appendix 12.1 discusses the likely temporary diversions and closures of footpaths.
- **Temporary closures of unclassified road** (dirt tracks) and the issue of construction traffic and general traffic sharing the same routes is discussed in section 12.4.4, Appendix 12.1.

Materials for construction would be shipped to Rupert's Bay then transported to the various work sites. The haul road is to be used as the main route for construction traffic between Rupert's Bay and the airport site. Daily construction traffic estimates have been calculated by Atkins for the following areas:

- Jamestown
- Rupert's Bay
- Haul Road
- Airport Construction Camp Accommodation Facility – Prosperous Bay Plain/Government

The number of daily construction traffic trips will vary throughout the construction programme. The traffic figures are reported in more detail in Appendix 12.1 and 12.2 in Volume 4 of the ES.

In summary, the construction traffic estimates provide cumulative ranges of between 77-130 vehicular trips per day during construction of the haul road and temporary jetty, and between 27-80 vehicular trips per day during construction of the airport once the haul

road is complete. This would equal approximately 8-13 and 3-8 vehicular trips per hour respectively, averaged across a 10 hour working day. This construction activity would be focused on different sections of the haul road and a proportion of these trips would be personnel / visitors using the existing road network. The greatest impact of construction vehicles is likely to be felt by the small number of properties in Rupert's Valley and Deadwood.

Temporary road closures and diversions may be necessary for short periods at certain times during the works. The location and duration of road closures and diversions is not currently known as it would very much depend on the Contractor's specific working method and programme. However, it is possible that the following diversions and closures would be necessary:

- 1) **Rupert's Valley** – there may be disruption to people using the existing road in Rupert's Valley whilst the road is being upgraded during construction of the haul and access road. Wherever possible diversions will be provided.
- 2) **Deadwood, Bottom Woods to Bradleys Government Garage** – similarly to Rupert's Valley there may be disruption to people using the road whilst the road is being upgraded.
- 3) For safety reason the **Dirt Tracks on Prosperous Bay Plain**, including those coming from Fisher's Valley and Woody Ridge, will terminate at the proposed Contractor's Compound and Temporary Airstrip for the duration of the works i.e. the general public will not be able to access the eastern side of the plain via these vehicle routes for approximately four years.
- 4) For a short period during the construction of the water supply works in Sharks Valley it may be necessary to close the existing dirt track from **Pink Grove to Sharks Valley**. Likewise temporary closures of the dirt track from **Woody Ridge Flax Mill** to the proposed Break Tanks may be necessary. These temporary closures are likely to be required for a few days or weeks. Diversions will be provided wherever possible.

Measures which will be implemented in order to minimise the disruption to people using these roads is discussed in Section 12.5.

A large proportion of the traffic on the haul road will be heavy goods vehicles (HGVs). For the duration of the works, the general public will share the haul road with construction traffic at the following locations:

- Rupert's Bay to Rupert's Valley (upper valley) (approximately CH0 to CH900)
- Deadwood, Bottom Woods to Bradleys Government Garage (approximately CH6000 to CH11000)

Drivers using these sections of road will generally be travelling to and from homes, businesses and agricultural areas. There are also sections of the road which are used by pedestrians, particularly the section of road at Deadwood (approximately CH6000 to CH71000). Mitigation to address the safety of pedestrians and drivers is discussed in Section 12.5.

As described in Section 12.5 construction traffic would also use the existing roads between Longwood and Jamestown, mainly for collection of deliveries and visits for social purposes. This could lead to increased congestion of the main route into Jamestown. The sections of existing roads most likely to be affected would include the following:

- Between Fox's Garage at Deadwood and Longwood Gate
- Longwood Gate to Hutts Gate around the Devils Punch Bowl
- Hutts Gate through Alarm Forest and Two Gun Saddle and Briars Village
- Side Path to Jamestown centre

The increase in traffic may lead to occasional increases in journey time for drivers travelling on these routes. However, given that the additional trips generated, i.e. between 5 and 30 per day, would be spread throughout the day; and are unlikely to coincide with the peak general traffic movements to and from Jamestown in the morning and later afternoon, the increase in traffic is unlikely to be significant.

The proposed St Helena Airport will have a direct impact on several footpaths including the following routes:

- 1) **King & Queen Rocks and Signal Station Post Box Walk** – will be closed for safety reasons during the works on Prosperous Bay Plain until the permanent diversion around the north of the airfield (see section 12.5.5.2 below for more detail) is opened. During specific construction activities at the northern end of the airfield it may be necessary to close the Post Box Walk for short periods.
- 2) **Gill Point Post Box Walk** – will be closed for safety reasons during the works on Prosperous Bay Plain until the permanent diversion around the south of the airfield (see section 12.5.4 below for more detail) is opened. During specific construction activities at the southern end of the airfield it may be necessary to close the Post Box Walk for short periods.
- 3) **Prosperous Bay Beach Post Box Walk** - During specific construction activities at the northern end of the airfield it may be necessary to close the Post Box Walk for short periods for safety reasons.
- 4) **Routes used by local fishermen to access the fishing grounds along the coastline between Dry Gut (including Gill Point) and the Saddle Point and Porches Gate, close to Prosperous Bay** will be closed for safety reasons during the works on Prosperous Bay Plain until the permanent diversion around the north and southern edge of the airfield (see section 12.5.4 below for more detail) is opened. During specific construction activities at the airfield it may be necessary to close the routes for short periods.
- 5) **Woody Ridge to Dry Gut** – the lower section of this path will be closed for safety reasons during the works in Dry Gut.
- 6) **Sharks Valley Post Box Walk** - will be closed for safety reasons at various stages during the construction of the water supply works in the valley. The Post Box Walk may be closed for a few weeks over the course of the construction activity in Sharks Valley.
- 7) **Boer Road and Pipe Path** – whilst the construction of the haul road, BFI and BFI access road is taking place it will be necessary, for safety reasons, to temporarily divert sections of the footpaths which are crossed by the haul road. The construction of the haul road is not expected to take longer than six months.
- 8) **Banks Battery Path** – a temporary diversion of a short section of the footpath around the Contractors compound areas close to Rupert's Bay may be necessary during the works.

Mitigation to minimise the disruption to walkers using the Post Box Walks and other footpaths is discussed in Section 12.5.

12.4.2 Potential Permanent Operation Effects

The proposed new access road would result in improved permanent access between Rupert's Valley and Deadwood/Longwood. It would also provide an additional route to and from Rupert's Valley which currently constrained by having Field Road as the sole route in and out of the valley. The access road to the airport would avoid the existing main residential area of Longwood. The road would be 14 kilometre (km) long, 6 m wide with 1

m wide paved shoulders on either side. Footways would be provided in areas where the new road passes through residential areas including Rupert's Valley and Deadwood.

There is potential for disruption to people using roads during the operation of the proposed Airport and Supporting Infrastructure scheme. This would be mainly due to increases in traffic volumes as follows:

- Increases in **traffic associated with the operation of the airport.**
- Increases in **traffic associated with the growth in the number of visitors** to the island as a result of the airport.
- Increase in **demand for parking spaces.**

It would be necessary to permanently divert some of the existing footpaths within the network of Post Box Walks and other routes on PBP. This may result in a longer and less attractive route for walkers.

Atkins has undertaken a multi-modal trip generation exercise to quantify the likely volume of daily vehicular movements and trips by public transport and on foot associated with the operation of the airport. Trip estimates have been prepared for five forecast years, namely year 1 (airport opening) and years 5, 15, 25 and 35, to reflect the anticipated increase in the number of aircraft per week from one to ten, in accordance with the air traffic. The traffic forecasts consider trips generated by airport staff, visitors to the island and fuel deliveries from the BFI to the AFF. Further details can be found in Appendix 2.1 and the Transport Statement in Appendix 2.2 in Volume 4 of the ES.

The proposed St Helena Airport will have a direct impact on several footpaths including the following routes:

- 1) **King & Queen Rocks and Signal Station Post Box Walk** – will be diverted around the northern edge of the airfield on Prosperous Bay Plain. The route would link up with the existing Prosperous Bay Beach Post Box Walk – see Figure 12.1, Volume 3.
- 2) **Gill Point Post Box Walk** – will be diverted around the south of the airfield – see Figure 12.1, Volume 3.
- 3) **Prosperous Bay Beach Post Box Walk** - will be diverted around the northern edge of the airfield – see Figure 12.1, Volume 3.
- 4) **Routes used by local fishermen to access the fishing grounds along the coastline between Dry Gut (including Gill Point) and the Saddle Point and Porches Gate, close to Prosperous Bay** – as described in Section 12.4.3 above, access to these trails will be possible using the diverted paths to the north and south of the airfield – see Figure 12.1, Volume 3.
- 5) **Woody Ridge to Dry Gut** – it will no longer be possible to walk down Dry Gut as far as the waterfall.
- 6) **Sharks Valley Post Box Walk** – no permanent effects.
- 7) **Boer Road and Pipe Path** – short sections of this route will be diverted around the BFI. It will be possible to walk along the access road to the BFI which rejoins the path past the BFI.
- 8) **Banks Battery Path** – a permanent diversion of this footpath should not be necessary.

The Landscape and Visual Impact Assessment, Chapter 10 in Volume 2 provide details of the changes to the visual amenity which would potentially occur as a result of the above changes.

Generally, across the island there would be an increase in the use of Post Box Walks and other footpaths as the numbers of visitors to the island increases. This would cause an

increase in the wear and tear of the footpaths which would require additional maintenance.

Mitigation to minimise the disruption to walkers using the Post Box Walks and other footpaths is discussed below and in Section 12.5.5 of Appendix 12.1 in Volume 4 of the ES.

12.4.3 Mitigation

The Conditions of the Contract for the Contractor and the EMP in Volume 5 of the ES set out the requirements the Contractor regarding use of roads and footpaths. The Contractor will prepare a Traffic Management Plan to be followed during construction, it will include the following:

- **Temporary closures of roads and footpaths are unlikely** as the Contractor must maintain vehicle and pedestrian access at all times on sections of existing roads that form part of the Access Road. However, in the event that temporary road and footpath closures are required to enable construction of the haul/access road, appropriate diversions will be provided to maintain access and safety of all drivers and pedestrians. The local community must be informed in advance of any temporary closures of roads and footpaths;
- Once the haul route can be used, the Contractor will restrict, except for the movement of operatives, all plant movements and materials deliveries on the island to this route. Construction **traffic will not be permitted to access the site via the existing road network to the east of Longwood Gate**, i.e. all drivers must use the haul road and not pass through the main residential area of Longwood.
- **Safe access** will be provided during construction **for residents** accessing the road from their properties.
- The Contractor shall **prevent mud, dirt, debris** or other loose material from the Site being deposited outside the Site on to roads and footpaths.
- In residential areas of Rupert's Valley and Bay, Deadwood and Longwood the Contractor's **hours of working will be restricted** to 07:00 to 18:00 on Monday to Friday and 07:00 to 13:00 on Saturdays. These restrictions also apply to the Contractor's vehicle movements in these areas.
- A **speed limit** of 15mph shall be enforced for construction traffic passing along sections of the access/haul road through residential and commercial areas, including Rupert's Bay, Rupert's valley, Deadwood, Longwood and Bottom Woods and Bradleys Government Garage.
- **Footways** shall be **provided** along the haul road where the road passes in front of residential and commercial properties such as in Rupert's Valley and Deadwood to facilitate safe access for pedestrians. The Contractor will maintain vehicle and pedestrian access at all times on sections of existing roads that form part of the haul/access road.

Where the haul road passes residential, agricultural, commercial and ecologically sensitive areas the surface will be sealed prior to use for haulage.

The Contractor will maintain the road surface during the construction period. Adequate signing, lighting, safety fencing and other appropriate measures as necessary shall be used wherever works are in progress on any road or other route to ensure the safety of all groups of people using that road or route.

Although unlikely, where, for any reason, it is necessary to close an access for a temporary period, the Contractor will agree the arrangements with the Engineer in consultation with the relevant Department of SHG and with all of the owners and occupiers of the land affected. Alternative access arrangements shall be provided and these may include limiting the access closure to part of the day.

If Contractor's staff stay in accommodation in Jamestown it is likely that their trips to and from the town will be before and after the peak in traffic flows which currently occur as the Contractor's working hours will generally be between 07.00 and 18.00.

Where footpath closures are required to enable construction of the haul/access road, appropriate diversions would be provided to maintain access and safety of all pedestrians. The Contractor shall provide permanent diversions of the Post Box Walk's, footpaths and other rights of way crossing the Site during construction to maintain access to sites on PBP. Diversions must also provide access to trails which lead to the fishing grounds along the coast between Dry Gut, Gill Point and the Saddle Point, close to Prosperous Bay. Liaison with the SHG including the Director of Tourism, Environmental Co-ordinator and the St Helena Nature Conservation Group must take place in designing temporary diversions.

The Contractor will construct all footpath crossing of the haul road and site access points properly, to a standard to be agreed with the Engineer in consultation with PWSD. Vehicles shall only be allowed to cross footpaths via a properly constructed crossing.

It is estimated that between 27-55 employees would access the airport on daily basis. A car share scheme will be operated at the airport for staff to encourage staff to car share where possible and manage demand for car parking spaces. Coach transfers will be provided between the airport and Jamestown to transport passengers and crew thereby reducing the number of vehicles accessing the airport. It has been calculated that four coaches would be required to transfer passengers to Jamestown (and return) for each flight.

When travelling to and from the airport, drivers will be encouraged to use the section of new access road between Fox's Garage and Bottom Woods (i.e. between CH 7100 and 9450 on Figure 2.17 in Volume 3 of the ES). Measures to prevent traffic from accessing the airport via the existing road network through the main residential area in Longwood will be put in place.

In order to manage the possible effects of an increased number of walkers using Post Box Walks and other footpaths in all areas of the island, SHG will implement a scheme to manage the use and maintenance of footpaths. The scheme could include a system for guided walks, restricting numbers of visitors to particularly sensitive areas and a mechanism for funding and implementing maintenance of routes.

12.5 SUMMARY OF RESIDUAL EFFECTS

Tables 12.1 and 12.2 provide a description of the residual effects which would occur during construction and operation respectively.

Table 12.1 Residual Impact Table – Construction Phase

Description of Potential Impact	Classification of Potential Impact	Assessment of Significance Without Mitigation	Proposed Mitigation Measures	Residual Impact
Road Network (HGVs, plant and Staff Cars) - The development proposals will result in an increase in Construction Traffic	Direct Temporary Short-medium term	Moderate adverse	Manage traffic during construction, e.g. enforce 15mph speed limit in residential areas and provide footways for pedestrians in residential areas. Limit the working hours and practices of construction staff.	Moderate adverse The greatest impact of construction vehicles is likely to be felt by the small number of properties in Rupert’s Valley and Deadwood. Jamestown could also be affected by increased trips generated by Contactor’s staff.
Temporary diversions and possible temporary closures of roads, post box walks and other footpaths	Direct Temporary Short-medium term	Moderate adverse	Provide suitable diversions to reduce disruption	Minor adverse

Table 12.2 Residual Impact Table – Permanent/Operation Phase

Description of Potential Impact	Classification of Potential Impact	Assessment of Significance Without Mitigation	Proposed Mitigation Measures	Residual Impact
Road Network (Staff Cars, fuel deliveries and increased traffic resulting from growth in tourism) - The development proposals will result in an increase in traffic congestion and demand for car parking in areas such as Jamestown during operation of the airport.	Direct Permanent Long term	Moderate adverse	Implement car share scheme for airport staff, provide coach transfers for staff and passengers. SHG will undertake a car parking study in Jamestown in light of the potential cumulative impact of visiting tourists. Consideration will be given to introducing demand management measures, such as controlled parking zones, to help alleviate car parking congestion.	Moderate adverse
Rupert’s Valley – new access road from the valley.	Direct Permanent Long term	Moderate beneficial	.None required Although it is proposed to provide footways alongside sections of the road passing through residential and commercial areas	Moderate beneficial

Description of Potential Impact	Classification of Potential Impact	Assessment of Significance Without Mitigation	Proposed Mitigation Measures	Residual Impact
Deadwood – through traffic passing the residential properties, albeit at low traffic flows.	Direct Permanent Long term	Major adverse	Provide footways alongside sections of the road passing through residential and commercial areas.	Moderate to minor adverse
Longwood/Bottom Woods - – through traffic passing the residential properties, albeit at low traffic flows.	Direct Permanent Long term	Major adverse	Provide footways alongside sections of the road passing through residential and commercial areas.	Moderate to minor adverse
Temporary diversions and possible temporary closures of roads, post box walks and other footpaths.	Direct Temporary	Moderate adverse	Provide suitable diversions to reduce disruption	Minor adverse
New direct road from Rupert’s Bay to Deadwood/Longwood .	Direct Permanent Long term	Moderate beneficial – on the whole the effects would be beneficial, particularly in provision of improved access to and from Rupert’s Valley and Bay. There would however, be adverse impacts where low volumes of through traffic would be passing properties in Deadwood.	None required	Moderate beneficial
Diversions of Post Box Walks and other footpaths on PBP.	Direct Permanent Long term	Moderate adverse – diverted footpaths to be provided around the northern and southern edge of the airfield resulting in slightly longer walks over different terrain compared to the existing situation.	No further mitigation possible	Moderate adverse
Increase in use of footpaths as the numbers of visitors to the island increases.	Direct Permanent Long term	Moderate adverse – footpaths could suffer increased wear and tear.	Implementation of a scheme to manage the use and maintenance of footpaths	Minor adverse