

East Anglia THREE

Appendix 27.12

Assignment of HGV and employee
traffic to the highway network (Two
Phased)

Environmental Statement

Volume 3

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Table 7 - Employees distribution to/from access points (minibus)

**Minibus ratio

12

Employee direction flow	Section	Accesses	Destination Link	Daily minibus movements (two-way)**	Links																															
					1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
Minibus Transfer to/from Secondary CCS	1	A, B, C	29	5.0																																
	2	D, E, F, G	12	5.8												5.8	5.8																			
	3	H, I, J, K	13	5.8																																
	4	L, M, N, O, P	30	5.0																																
	5	Q, R, S, T	28	5.8																																
	6	U, V	19	5.0																																
	7	W, X, Y, Z, AA, AB	20	6.3																																
	9	AE, AF, AG, AH, AI	6 & 7	4.2																																
	10	AJ, AK	7	5.0																																

*** Numbers obtained from Appendix 27.10 Table 24b and divided by 12 (assumed number of seats per minibus)

Table 8 - Total employee movements (Tables 5 + 6 + 7)

	Links																													
Total daily employee vehicle movements - two way	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	7	62	35	48	73	49	35	51	51	38	6	6	123	219	93	65	3	24	6	28	82	15	15	18	5	5	26	5	5	

Table 9 - Total movements (Tables 4 + 8)

	Links																													
Total daily combined HGV & employee vehicle movements - two way	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	202	381	117	341	462	311	201	436	436	154	60	66	548	619	273	65	3	160	80	110	82	15	15	207	49	49	70	49	77	

Table 10 - HGV distribution to primary CCSs

HGV direction Flow	Compound	Access Road Name	Origin	%	Daily total HGV deliveries (one-way)*	Links																														
						1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
IN to primary CCS	B	Paper Mill Lane (Access AF)	A12 south	60%	13																															
			A14 north	30%		3.9	7.8	7.8	7.8	7.8																										
			A14 south	10%			1.3		1.3																											

*Numbers obtained from Appendix 27.10 Table 25a

Table 11 - HGV distribution from CCS to substation site

HGV direction Flow	Section	Access Road Name	Destination Link	Daily total HGV deliveries (one-way)*	Links																													
					1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
IN to Substation station	11	Bullen Lane (Access AL)	7	13																														

*Numbers obtained from Appendix 27.10 Table 25a

Table 12 - HGV distribution back from substation site

HGV direction Flow	Section	Origin Link	Destination	%	Daily total HGV deliveries (one-way)*	Links																														
						1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
Exit to Wider Network	11	7	A12 south	60%	13																															
			A14 north	30%		3.9	7.8	7.8	7.8	7.8																										
			A14 south	10%			1.3		1.3																											

*Numbers obtained from Appendix 27.10 Table 25a

Table 13 - Total HGV movements (Tables 10 + 11 + 12)

	Links																													
Total daily HGV movements - two way	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	8	18	0	18	16	26	26	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	

Table 14 - In-migrant employees distribution to/from Substation (vehicles)

In-migrant % 66%
 *Employee to car ratio 2.5

Employee direction flow	Section	Access Road Name	Origin	%#	Daily employee vehicle movements (one-way) *	Links																													
						1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Arrival/departure to Substation	11	Bullen Lane (Access AL)	A12 south (Colchester)	34.4%	21		7.3			7.3	7.3			7.3																					
			A14 north (Stowmarket)	6.5%		1.36																													
			A1438 (Woodbridge)	4.3%			0.9	0.9																											
			A14 south (Felixstowe)	14.0%			3.0		3.0																										
			A1214 (Ipswich)	34.4%			7.3	7.3																											
			A12 north (Saxmundham)	4.3%																															
			B1113 south (Hadley)	2.2%																															

* Numbers obtained from Appendix 27.10 Table 26 and multiplied by the percentage of in-migrant workers (66%) to total workers
 # Numbers obtained from Appendix 27.03 Tables 2 and 4

Table 15 - Resident employees distribution to/from Substation (vehicles)

Resident workers % 34%
 *Employee to car ratio 2.5

Employee direction flow	Section	Access Road Name	Origin	%##	Daily employee vehicle movements (one-way) **	Links																													
						1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Arrival/departure to Substation	11	Bullen Lane (Access AL)	A12 south (Colchester)	40.3%	11			4.4			4.4	4.4			4.4																				
			A14 north (Stowmarket)	3.0%		0.33																													
			A1438 (Woodbridge)	17.0%			1.8	1.8																											
			A14 south (Felixstowe)	28.7%			3.1		3.1																										
			A1214 (Ipswich)	5.0%			0.5	0.5																											
			A12 north (Saxmundham)	1.0%																															
			B1113 south (Hadley)	5.0%																															

** Numbers obtained from Appendix 27.10 Table 26 and multiplied by the percentage of resident workers (34%) to total workers
 ## Numbers obtained from Appendix 27.04 Tables 2 and 4

Table 16 - Total employee movements (Tables 14 + 15)

Total daily employee vehicle movements - two way	Links																													
	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	3	28	11	18	12	0	32	6	6	6	0	0	3	0	0	0	1	0	0	0	0	11	1	1	2	0	0	3	0	0

Table 17 - Total movements (Tables 16 + 13)

Total daily combined HGV & employee vehicle movements - two way	Links																													
	1	2	3	4	5	6	7	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	11	46	11	36	27	26	58	9	9	9	0	0	3	0	0	0	1	0	0	0	11	1	1	9	0	0	3	0	0	

Appendix 27.12 ends here