



**SCOTTISHPOWER
RENEWABLES**

East Anglia TWO Offshore Windfarm

Appendix 26.15

Assignment of HGV and LCV Traffic to the Highway Network

Environmental Statement Volume 3

Applicant: East Anglia TWO Limited
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Employee Traffic Distribution

Landfall (Link 12 Sizewell Gap)	Total employees	33
	Car-share ratio	1.5
	Total LCVs	22
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	15

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	2.3	31.9%	5	7	7			7							7				
2	8.3%	0.6	13.0%	2	3		3		3							3				
3	42.4%	3.2	28.7%	4	7			7			7			7				7	7	
4	10.9%	0.8	0.1%	0	1				1						1					
8 or 10	1.6%	0.1	17.2%	3	3							3			3	3		3		
4 or 9	5.8%	0.4	9.0%	1	2										2			2	2	
Total LCVs (one-way)						7	3	7	10	0	7	0	3	7	3	22	0	12	9	
Total LCVs (two-way)						14	5	15	21	0	15	0	5	15	5	44	0	23	18	

Section 1 (Link 12 Sizewell Gap)	Total employees	43
	Car-share ratio	1.5
	Total LCVs	29
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	19

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	3.0	31.9%	6	9	9			9						9					
2	8.3%	0.8	13.0%	2	3		3		3						3					
3	42.4%	4.1	28.7%	5	10			10			10			10				10	10	
4	10.9%	1.1	0.1%	0	1				1						1					
8 or 10	1.6%	0.2	17.2%	3	3							3			3	3		3		
4 or 9	5.8%	0.6	9.0%	2	2										2			2	2	
Total LCVs (one-way)						9	3	10	13	0	10	0	3	10	3	29	0	15	12	
Total LCVs (two-way)						18	7	19	27	0	19	0	7	19	7	57	0	30	24	

Section 2 (Link 12 Sizewell Gap)	Total employees	41
	Car-share ratio	1.5
	Total LCVs	27
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	18

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	2.9	31.9%	6	9	9			9						9					
2	8.3%	0.8	13.0%	2	3		3		3						3					
3	42.4%	3.9	28.7%	5	9			9			9			9				9	9	
4	10.9%	1.0	0.1%	0	1				1						1					
8 or 10	1.6%	0.2	17.2%	3	3							3			3	3		3		
4 or 9	5.8%	0.5	9.0%	2	2										2			2	2	
Total LCVs (one-way)						9	3	9	13	0	9	0	3	9	3	27	0	15	11	
Total LCVs (two-way)						17	6	18	26	0	18	0	7	18	7	55	0	29	23	

Section 3 (Link 9 B1069)	Total employees	36
	Car-share ratio	1.5
	Total LCVs	24
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	16

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	2.5	31.9%	5	8	8			8					8				8	8	
2	8.3%	0.7	13.0%	2	3		3		3			3		3						
3	42.4%	3.5	28.7%	5	8			8			8			8						
4	10.9%	0.9	0.1%	0	1				1					1				1	1	
8 or 10	1.6%	0.1	17.2%	3	3							3	3	3						
4 or 9	5.8%	0.5	9.0%	1	2									2				2	2	
Total LCVs (one-way)						8	3	8	8	3	8	3	3	24	3	0	0	10	10	
Total LCVs (two-way)						15	5	16	17	5	16	5	6	48	6	0	0	21	21	

Section 3A (Link 10 B1122)	Total employees	7
	Car-share ratio	1.5
	Total LCVs	5

Combined Total worker vehicles (one-way)	Links														
	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
5								5	5	5					

Total LCVs (one-way)	0	0	0	0	0	0	0	5	5	5	0	0	0	0
Total LCVs (two-way)	0	0	0	0	0	0	0	10	10	10	0	0	0	0

Section 4 (Link 9 B1069)	Total employees	57
	Car-share ratio	1.5
	Total LCVs	38
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	25

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	4.0	31.9%	8	12	12			12					12				8	8	
2	8.3%	1.1	13.0%	3	4		4			4		4		4						
3	42.4%	5.5	28.7%	7	13			13			13			13						
4	10.9%	1.4	0.1%	0	1				1					1				1	1	
8 or 10	1.6%	0.2	17.2%	4	5								5	5	5					
4 or 9	5.8%	0.7	9.0%	2	3									3				2	2	

Total LCVs (one-way)	12	4	13	13	4	13	4	5	38	5	0	0	10	10
Total LCVs (two-way)	24	9	25	27	9	25	9	9	76	9	0	0	21	21

Substation (Link 9 B1069)	Total employees	91
	Car-share ratio	1.5
	Total LCVs	61
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	40

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	6.4	31.9%	13	19	19			19					19				8	8	
2	8.3%	1.7	13.0%	5	7		7			7		7		7						
3	42.4%	8.7	28.7%	11	20			20			20			20						
4	10.9%	2.2	0.1%	0	2				2					2				1	1	
8 or 10	1.6%	0.3	17.2%	7	7								7	7	7					
4 or 9	5.8%	1.2	9.0%	4	5									5				2	2	

Total LCVs (one-way)	19	7	20	21	7	20	7	7	61	7	0	0	10	10
Total LCVs (two-way)	38	14	40	43	14	40	14	14	121	14	0	0	21	21

NG Substation (Link 5 B1121)	Total LCVs	19
	Car-share ratio	1.0
	Total LCVs	19
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	13

Point of entry to study area	Residents		In-migrant		Combined	Links														
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
1	31.0%	2.0	31.9%	4	6	6	6			6										
2	8.3%	0.5	13.0%	2	2		2			2										
3	42.4%	2.8	28.7%	4	6			6	6											
4	10.9%	0.7	0.1%	0	1				1	1		1		1				1	1	
8 or 10	1.6%	0.1	17.2%	2	2					2		2	2	2	2					
4 or 9	5.8%	0.4	9.0%	1	2					2		2		2				2	2	

Total LCVs (one-way)	6	15	6	1	19	0	5	2	2	2	0	0	3	3
Total LCVs (two-way)	12	29	13	1	38	0	9	5	4	5	0	0	6	6

Total LCVs (one-way)	70	38	73	81	33	67	19	31	156	31	78	0	75	66
Total LCVs (two-way)	139	75	147	161	67	134	37	62	311	62	156	0	151	132

24HR AADT	109	59	115	127	52	105	29	49	245	49	123	0	119	104
18Hr AAWT	139	75	147	161	67	134	37	62	311	62	156	0	151	132

HGV Traffic Distribution

	Access	Peak deliveries (two-way movements)	Links														
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
Landfall	Sizewell Gap (link 12)	30	30	30	30	30							30				

	Access	Peak deliveries (two-way movements)	Links														
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
Section 1	Sizewell Gap (link 12)	46	46	46	46	46							46				

	Access	Peak deliveries (two-way movements)	Links														
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
Section 2	Sizewell Gap (Link 12)	39	39	39	39	39							39				

	Access	Peak deliveries (two-way movements)	Links														
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
Section 3	B1069 (Link 9)	36	36	36	36			36			36						

	Access	Peak deliveries (two-way movements)	Links													
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
Section 3A	B1122 (Link 10)	7.2								7.2	7.2	7.2				

	Access	Peak deliveries (two-way movements)	Links													
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
Section 4	B1069 (Link 9)	52	52	52	52			52			52					

	Access	Peak deliveries (two-way movements)	Links													
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
Substaion	B1069 (Link 9)	72	72	72	72			72			72					

	Access	Peak deliveries (two-way movements)	Links													
			1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
NG Substaion	B1121 (Link 9)	45	45	45	45			45			45					

	Links														
	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15	
Total two-way HGV movements	320	320	320	115	0	205	0	7	213	7	115	0	0	0	
Total two-way HGV movements (capped)	210	210	210	115	0	205	0	7	213	7	115	0	0	0	

24HR AADT	165	165	165	90	0	161	0	6	167	6	90	0	0	0
18Hr AAWT	210	210	210	115	0	205	0	7	213	7	115	0	0	0