



**SCOTTISHPOWER
RENEWABLES**

East Anglia TWO Offshore Windfarm

Appendix 26.24

**Assignment of HGV and LCV Traffic
to the Highway Network (Scenario 1)**

Environmental Statement Volume 3

Applicant: East Anglia TWO Limited
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Pursuant to APFP Regulation: 5(2)(a)

Author: Royal HaskoningDHV
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Employee Traffic Distribution

Landfall (Link 12 Sizewell Gap)	Total employees	35
	Car-share ratio	1.5
	Total LCVs	23
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total resident LCVs	8
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%	2.5	31.9%	4.9	7.4	7			7							7				
2	8.3%	0.7	13.0%	2.0	2.7		3		3							3				
3	42.4%	3.4	28.7%	4.4	7.8			8			8			8		8		8	8	
4	10.9%	0.9	0.1%	0.0	0.9				1							1				
8 or 10	1.6%	0.1	17.2%	2.7	2.8								3		3	3		3		
14 or 15	5.8%	0.5	9.0%	1.4	1.8											2		2	2	

Total LCVs (one-way)						7	3	8	11	0	8	0	3	8	3	23	0	12	10
Total LCVs (two-way)						15	5	16	22	0	16	0	6	16	6	47	0	25	19

Section 1 (Link 12 Sizewell Gap)	Total employees	53
	Car-share ratio	1.5
	Total LCVs	35
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total resident LCVs	12
Total in-migrant LCVs		23

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%	3.7	31.9%	7.4	11.2	11			11							11				
2	8.3%	1.0	13.0%	3.0	4.0		4		4							4				
3	42.4%	5.1	28.7%	6.7	11.8			12			12			12		12		12	12	
4	10.9%	1.3	0.1%	0.0	1.3				1							1				
8 or 10	1.6%	0.2	17.2%	4.0	4.2								4		4	4		4		
14 or 15	5.8%	0.7	9.0%	2.1	2.8											3		3	3	

Total LCVs (one-way)						11	4	12	17	0	12	0	4	12	4	35	0	19	15
Total LCVs (two-way)						22	8	24	33	0	24	0	8	24	8	71	0	38	29

Section 2 (Link 12 Sizewell Gap)	Total employees	53
	Car-share ratio	1.5
	Total LCVs	35
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total resident LCVs	12
Total in-migrant LCVs		23

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%	3.7	31.9%	7.4	11.2	11			11							11				
2	8.3%	1.0	13.0%	3.0	4.0		4		4							4				
3	42.4%	5.1	28.7%	6.7	11.8			12			12			12		12		12	12	
4	10.9%	1.3	0.1%	0.0	1.3				1							1				
8 or 10	1.6%	0.2	17.2%	4.0	4.2								4		4	4		4		
14 or 15	5.8%	0.7	9.0%	2.1	2.8											3		3	3	

Total LCVs (one-way)						11	4	12	17	0	12	0	4	12	4	35	0	19	15
Total LCVs (two-way)						22	8	24	33	0	24	0	8	24	8	71	0	38	29

Section 3 (Link 9 B1069)	Total employees	44
	Car-share ratio	1.5
	Total LCVs	29
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total resident LCVs	10
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%	3.1	31.9%	6.2	9.3	9			9							9			9	
2	8.3%	0.8	13.0%	2.5	3.4		3			3		3				3				
3	42.4%	4.2	28.7%	5.6	9.8			10			10			10						
4	10.9%	1.1	0.1%	0.0	1.1				1							1		1	1	
8 or 10	1.6%	0.2	17.2%	3.3	3.5								4	4	4					
14 or 15	5.8%	0.6	9.0%	1.7	2.3									2				2	2	

Total LCVs (one-way)						9	3	10	10	3	10	3	4	29	4	0	0	13	13
Total LCVs (two-way)						19	7	20	21	7	20	7	7	59	7	0	0	25	25

Section 3A (Link 10 B1122)	Total employees	9
	Car-share ratio	1.5
	Total LCVs	6

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

Total LCVs (one-way)	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0	0	0
Total LCVs (two-way)	0	0	0	0	0	0	0	0	0	0	12	12	12	0	0	0	0

Section 4 (Link 9 B1069)	Total employees	61
	Car-share ratio	1.5
	Total LCVs	41
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total resident LCVs	14
	Total in-migrant LCVs	27

Point of entry to study area	Residents		In-migrant		Combined Total worker vehicles (one-way)	Links																	
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)		1	2	3	4	5	6	7	8	9	10	11/12	13	14	15				
1	31.0%	4.3	31.9%	8.6	12.9	13			13								13				9	9	
2	8.3%	1.2	13.0%	3.5	4.6		5			5		5					5						
3	42.4%	5.9	28.7%	7.7	13.6			14			14						14						
4	10.9%	1.5	0.1%	0.0	1.5				2								2				1	1	
8 or 10	1.6%	0.2	17.2%	4.6	4.9												5	5	5				
14 or 15	5.8%	0.8	9.0%	2.4	3.2												3				2	2	

Total LCVs (one-way)	13	5	14	14	5	14	5	5	41	5	0	0	13	13
Total LCVs (two-way)	26	9	27	29	9	27	9	10	81	10	0	0	25	25

Substation (Link 9 B1069)	Total employees	134
	Car-share ratio	1.5
	Total LCVs	89
	Percentage resident workers	0.34
	Percentage in-migrant workers	0.66
	Total in-migrant LCVs	59

Point of entry to study area	Residents		In-migrant		Combined Total worker vehicles (one-way)	Links																	
	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)		1	2	3	4	5	6	7	8	9	10	11/12	13	14	15				
1	31.0%	9.4	31.9%	19	28	28			28								28				9	9	
2	8.3%	2.5	13.0%	8	10		10			10		10					10						
3	42.4%	12.9	28.7%	17	30			30			30						30						
4	10.9%	3.3	0.1%	0	3				3								3				3	3	
8 or 10	1.6%	0.5	17.2%	10	11												11	11	11				
14 or 15	5.8%	1.7	9.0%	5	7												7				7	7	

Total LCVs (one-way)	28	10	30	32	10	30	10	11	89	11	0	0	20	20
Total LCVs (two-way)	56	20	60	63	20	60	20	21	179	21	0	0	39	39

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 Total worker vehicles (one-way)	Links																	
	Percentage split	Total worker vehicles (one-way)	Percentage split	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			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	2	
14 or 15	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	2	0	0	3	3
Total LCVs (two-way)	12	29	13	1	38	0	9	5	4	5	0	0	0	7	7

Total LCVs (one-way)	86	44	91	101	37	84	23	38	199	38	94	0	99	87
Total LCVs (two-way)	172	87	182	202	75	169	45	77	398	77	188	0	197	175

24HR AADT	135	69	143	159	59	133	36	60	312	60	148	0	155	137
18Hr AAWT	172	87	182	202	75	169	45	77	398	77	188	0	197	175

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)	48	48	48	48	48								48			

	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)	56	56	56	56	56								56			

	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)	49	49	49	49	49								49			

	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)	44	44	44	44			44			44						

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

	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)	69	69	69	69			69			69						

	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)	98	98	98	98			98			98						

	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						

		Peak deliveries (two-way movements)	Links														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Total two-way HGV movements			409	409	409	153	0	256	0	9	265	9	0	153	0	0	0
Total two-way HGV movements (capped)			270	270	270	153	0	256	0	9	265	9	0	153	0	0	0

24HR AADT	212	212	212	120	0	202	0	7	208	7	0	120	0	0	0
18Hr AAWT	270	270	270	153	0	256	0	9	265	9	0	153	0	0	0