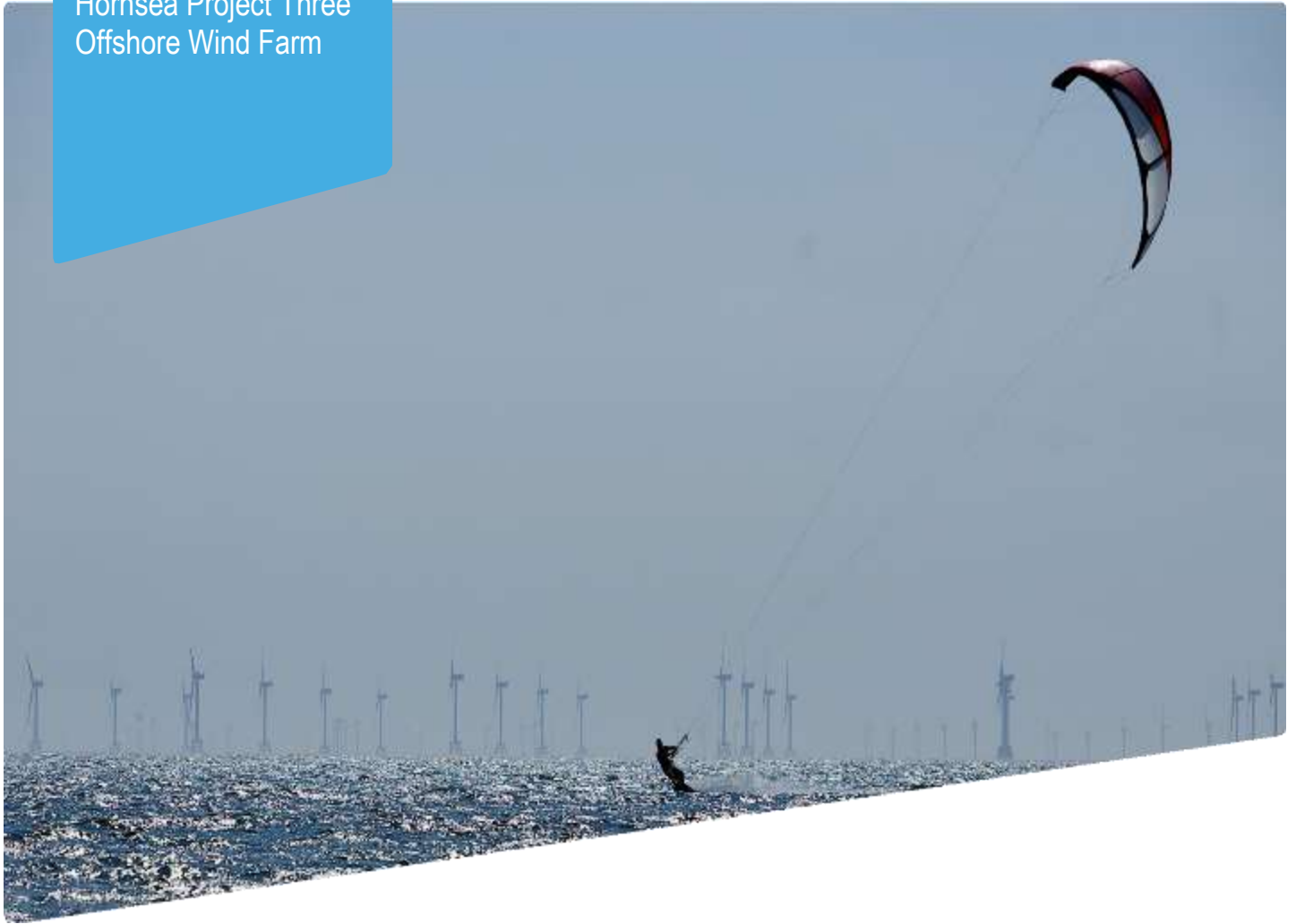


Hornsea Project Three  
Offshore Wind Farm



## Hornsea Project Three Offshore Wind Farm

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### Appendix 32 to the Applicant's Response to Deadline 1 - Transport Assessment Clarifications

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Date: 7<sup>th</sup> November 2018

  
Hornsea 3  
Offshore Wind Farm



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<b>Document Properties</b>			
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Front cover picture: Kite surfer near a UK offshore wind farm © Ørsted Hornsea Project Three (UK) Ltd., 2018.

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## 1. Introduction

- 1.1 This Technical Note has been prepared following the receipt of comments from the Norfolk Vanguard project team, Highways England and Norfolk County Council to Volume 6, Annex 7.1: Transport Assessment of the Environmental Statement (APP-159) (the Transport Assessment). The comments set out that there were clerical omissions from Appendices B and C of the Transport Assessment and some typographical oversights within the main body of the report.
- 1.2 An updated Transport Assessment is submitted to PINS to provide and correct that information.
- 1.3 This Technical Note provides further clarity to key stakeholders to assist with the consideration of the Transport Assessment.

## 2. Clarification

- 2.1 Appendix TN-A of this Technical Note contains a table setting out a list of clarifications to Appendices B and C of the Transport Assessment submitted as part of the DCO application (APP-159). To ensure transparency, Appendix TN-A of this Technical Note sets out details of the clarification, the page numbers of this Technical Note to which the clarification relates and a justification.
- 2.2 Appendix TN-B of this Technical Note contains clarification on the daily HGV construction traffic across the network, the daily HGV construction traffic across the network for the sensitivity scenario, assumptions for HGV movements and assumptions for staff movements.
- 2.3 Appendix TN-C of this Technical Note contains clarification on weekday baseline traffic flows, weekday baseline traffic flows plus construction staff traffic flows and junction assessment requirements.

## Appendix TN-A Summary of Clarifications to the Transport Assessment

Appendix of Technical Note	Page(s) of Technical Note PDF	Change	Justification
TN-B - Daily HGV Construction Traffic	8-40	Confirmation of disaggregated "Daily Construction HGV Flows", replacing "12hr Total Construction Traffic" within the Transport Assessment.	Some of the traffic flows set out at Appendix B of the Transport Assessment were aggregated to provide a maximum traffic flow per location across all assessment scenarios (groups). Clarification provided to disaggregate the HGV flows to their individual grouping.
TN-B - Daily HGV Construction Traffic Sensitivity Scenario	41-73	Confirmation of disaggregated "Daily Construction HGV Flows Sensitivity Scenario", replacing "12hr Total Construction Traffic Sensitivity Scenario" within the Transport Assessment.	Some of the traffic flows set out at Appendix B of the Transport Assessment were aggregated to provide a maximum traffic flow per location across all assessment scenarios (groups). Clarification provided to disaggregate the HGV flows to their individual grouping.
TN-B - Assumptions for HGVs	9	Confirmation of the assumptions made when undertaking the assessment.	To ensure the assumptions made for the assessment are clear.
TN-B - Assumptions for Staff	43	Confirmation of the assumptions made when undertaking the assessment.	To ensure the assumptions made for the assessment are clear.
TN-C	76	Confirmation of 2017 Weekday Observed Traffic Flows 07:00-08:00	Appendix C of the Transport Assessment serves to show that the traffic flows during construction staff commuter hours do not exceed the network peak traffic flows; therefore confirmation of these base flows are necessary to demonstrate this.
	77	Confirmation of 2022 Weekday Base Traffic Flows 07:00-08:00	
	78	Confirmation of 2017 Weekday Observed Traffic Flows 18:00-19:00	
	79	Confirmation of 2022 Weekday Base Traffic Flows 18:00-19:00	
	80	Confirmation of 2022 Weekday Base Traffic Flows (07:00-0800) + Arrival Construction Staff Northern Group + Landfall + Booster Station + Substation + 2022 Base	The "Maximum Construction Traffic" sheet at Appendix C of the Transport Assessment includes the maximum turning movements across each link and turning count. This enabled the maximum number of vehicle movements at each turning manoeuvre to be shown aggregated on a single page, but is not representative of what would happen in reality as the maximum construction traffic took into account traffic from all four groups occurring simultaneously. If someone attempted to calculate the link flows either side of the junction using the junction turning counts, the information would be incorrect. Clarification is therefore provided by disaggregating these flows and showing that the 30 movements per hour threshold is not exceeded.
	81	Confirmation of 2022 Weekday Base Traffic Flows (07:00-0800) + Arrival Construction Staff Middle (northern) Group + Landfall + Booster Station + Substation + 2022 Base	
	82	Confirmation of 2022 Weekday Base Traffic Flows (07:00-0800) + Arrival Construction Staff Middle (southern) Group + Landfall + Booster Station + Substation + 2022 Base	
	83	Confirmation of 2022 Weekday Base Traffic Flows (07:00-0800) + Arrival Construction Staff Southern Group + Landfall + Booster Station + Substation + 2022 Base	
	84	Confirmation of 2022 Weekday Base Traffic Flows (18:00-1900) + Departure Construction Staff Northern Group + Landfall + Booster Station + Substation + 2022 Base	
	85	Confirmation of 2022 Weekday Base Traffic Flows (18:00-1900) + Departure Construction Staff Middle (northern) Group + Landfall + Booster Station + Substation + 2022 Base	
	86	Confirmation of 2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff Middle (southern) Group + Landfall + Booster Station + Substation + 2022 Base	
	87	Confirmation of 2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff Southern Group + Landfall + Booster Station + Substation + 2022 Base	
	88	Clarification of Justification of Junction Assessments	

## Appendix TN-B Clarifications to Appendix B of the Transport Assessment

**Appendix B**

Traffic Flow Diagrams

Daily Construction HGV Flows



**Assumptions for HGVS**

Assessment year of **2022** as this is the first full year of construction of the cable route

Assume that the majority of HGVs will route from Lings Kynn, Great Yarmouth and Lowestoft

Assume 10% from Kings Lynn  
5% from Great Yarmouth  
5% from Lowestoft  
35% from A47  
0% from A1065  
35% from A11  
10% from A140 south  
0% from A140 north

**100%**

Assume **4** groups of **5** workfronts  
**5** adjacent workfronts to assume worst case scenario

Assume **50%** of total staff movements occur between 07:00 and 08:00  
**50%** of total staff movements occur between 18:00 and 19:00

In reality, staff will **arrive 06:00-07:00**  
**depart 18:00-19:00**

The local road network, for assessment purposes only, assumes staff will **arrive 07:00-08:00**  
**depart 18:00-19:00**

The trunk road network staff assignment has staff, as predicted, **arriving 06:00 - 07:00**  
**departing 18:00-19:00**

**Assumptions for Staff**

Assessment year of **2022** as this is the first full year of construction of the cable route

Assume that all staff will route via the wider highway network (A and Trunk Roads)

Assume 8% via A148  
28% via A47 east  
11% from A146  
7% from A47 west  
6% from A1065  
16% from A11  
13% from A140 south  
12% from A140 north

**100%**

Assume **4** groups of **5** workfronts  
**5** adjacent workfronts to assume worst case scenario

Assume **50%** of total staff movements occur between 07:00 and 08:00  
**50%** of total staff movements occur between 18:00 and 19:00

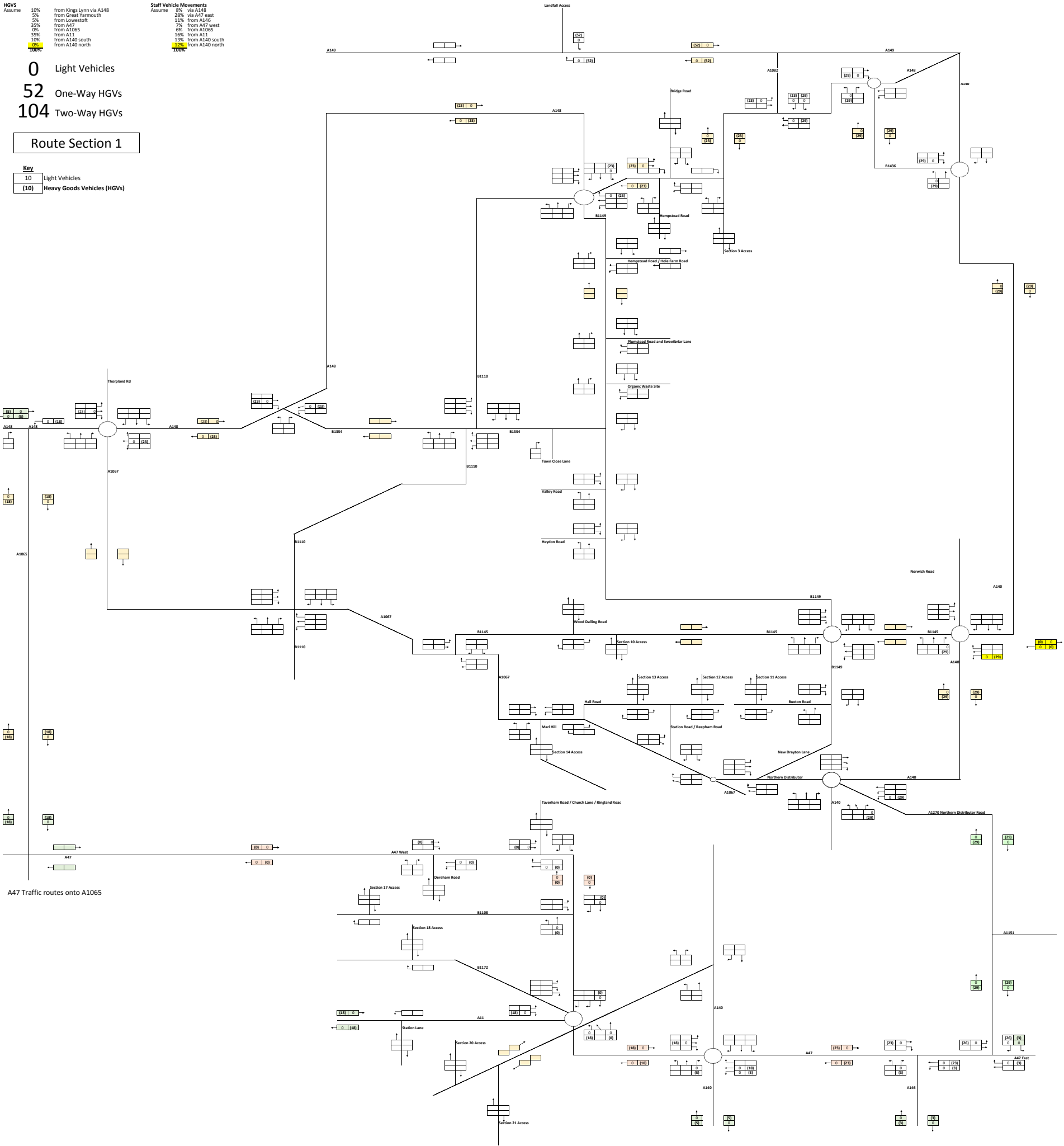
<b>HGVs</b>	10%	from Kings Lynn via A148
Assume	5%	from Great Yarmouth
	5%	from Lowestoft
	35%	from A47
	0%	from A1065
	35%	from A11
	10%	from A140 south
	10%	from A140 north
	100%	from A140 north

<b>Staff Vehicle Movements</b>	8%	via A148
Assume	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1065
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	100%	from A140 north

0 Light Vehicles  
 52 One-Way HGVs  
 104 Two-Way HGVs

**Route Section 1**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

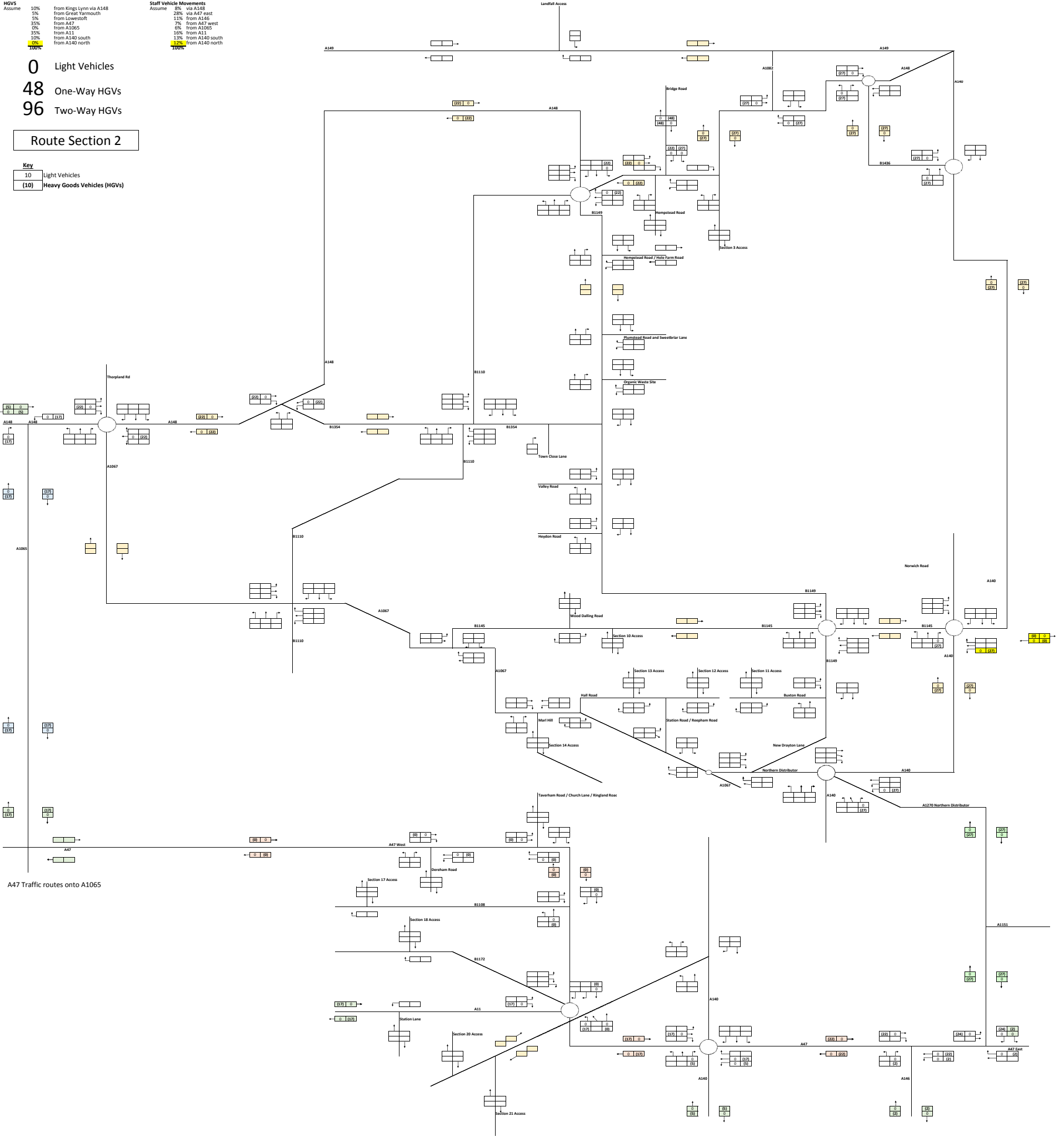


HGVS		Staff Vehicle Movements	
Assume	10%	Assume	8%
	5%		28%
	5%		11%
	5%		7%
	5%		6%
	5%		16%
	5%		13%
	5%		12%
	5%		10%
	5%		10%

**0** Light Vehicles  
**48** One-Way HGVs  
**96** Two-Way HGVs

**Route Section 2**

Key	
10	Light Vehicles
100	Heavy Goods Vehicles (HGVs)

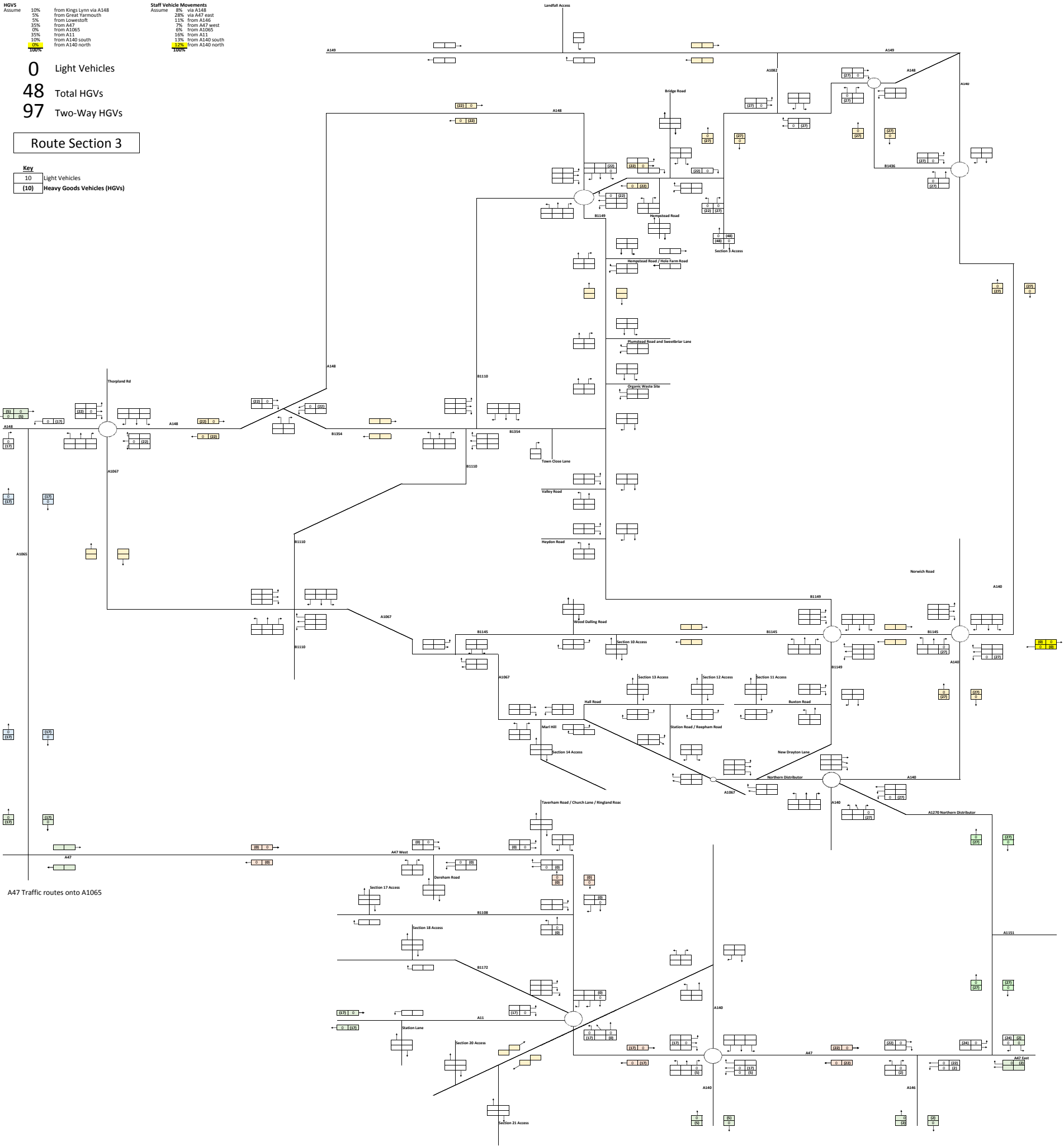


HGVs Assume		Staff Vehicle Movements Assume	
10%	from Kings Lynn via A148	8%	via A148
5%	from Great Yarmouth	28%	via A47 east
5%	from Lowestoft	11%	from A146
35%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
35%	from A11	16%	from A11
30%	from A140 south	13%	from A140 south
10%	from A140 north	12%	from A140 north
		10%	from A140 north

0 Light Vehicles  
 48 Total HGVs  
 97 Two-Way HGVs

Route Section 3

Key	
10	Light Vehicles
100	Heavy Goods Vehicles (HGVs)

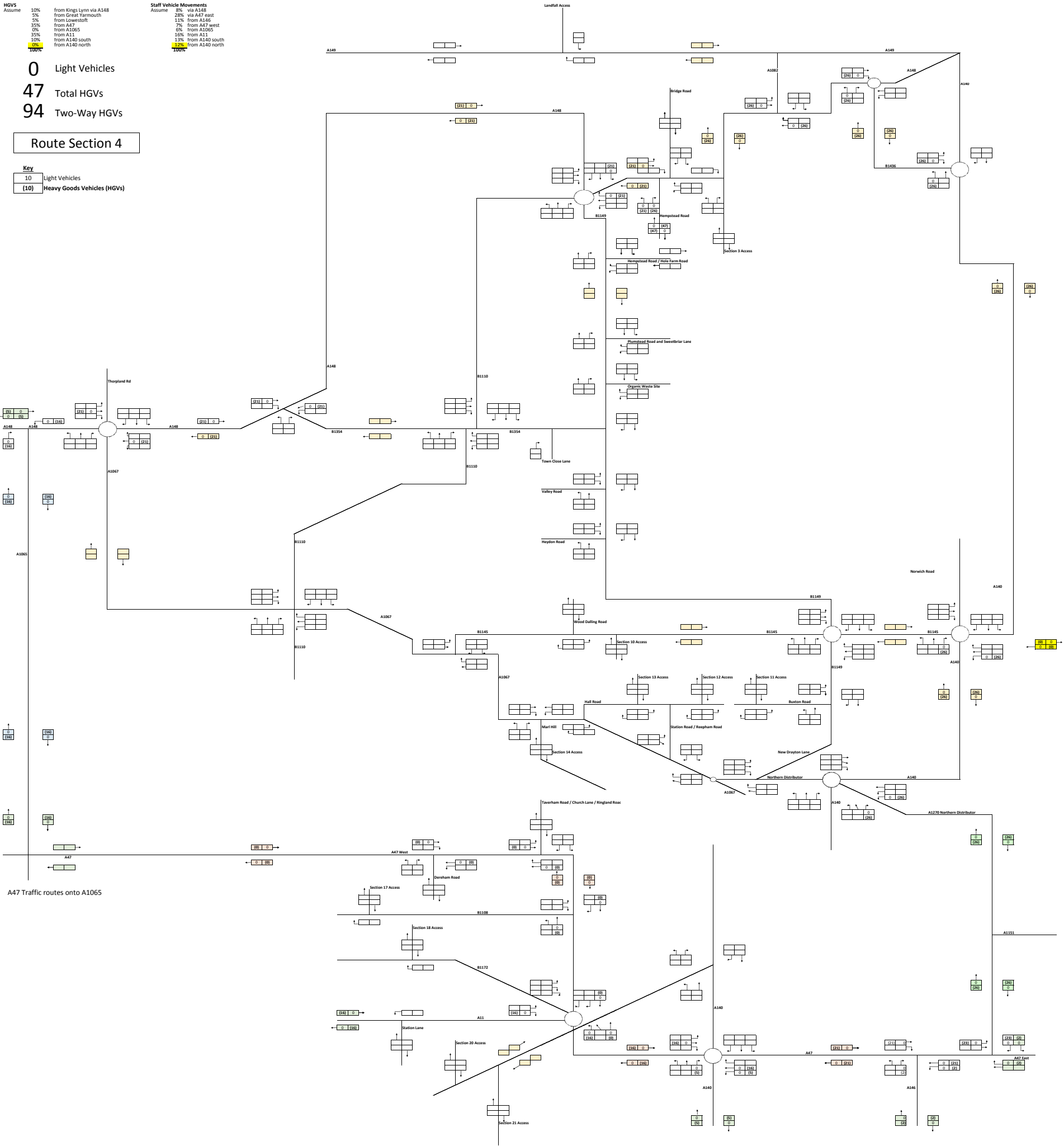


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
10%	from A140 south	13%	from A140 south		
10%	from A140 north	12%	from A140 north		
			<b>10%</b>		

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

**Route Section 4**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

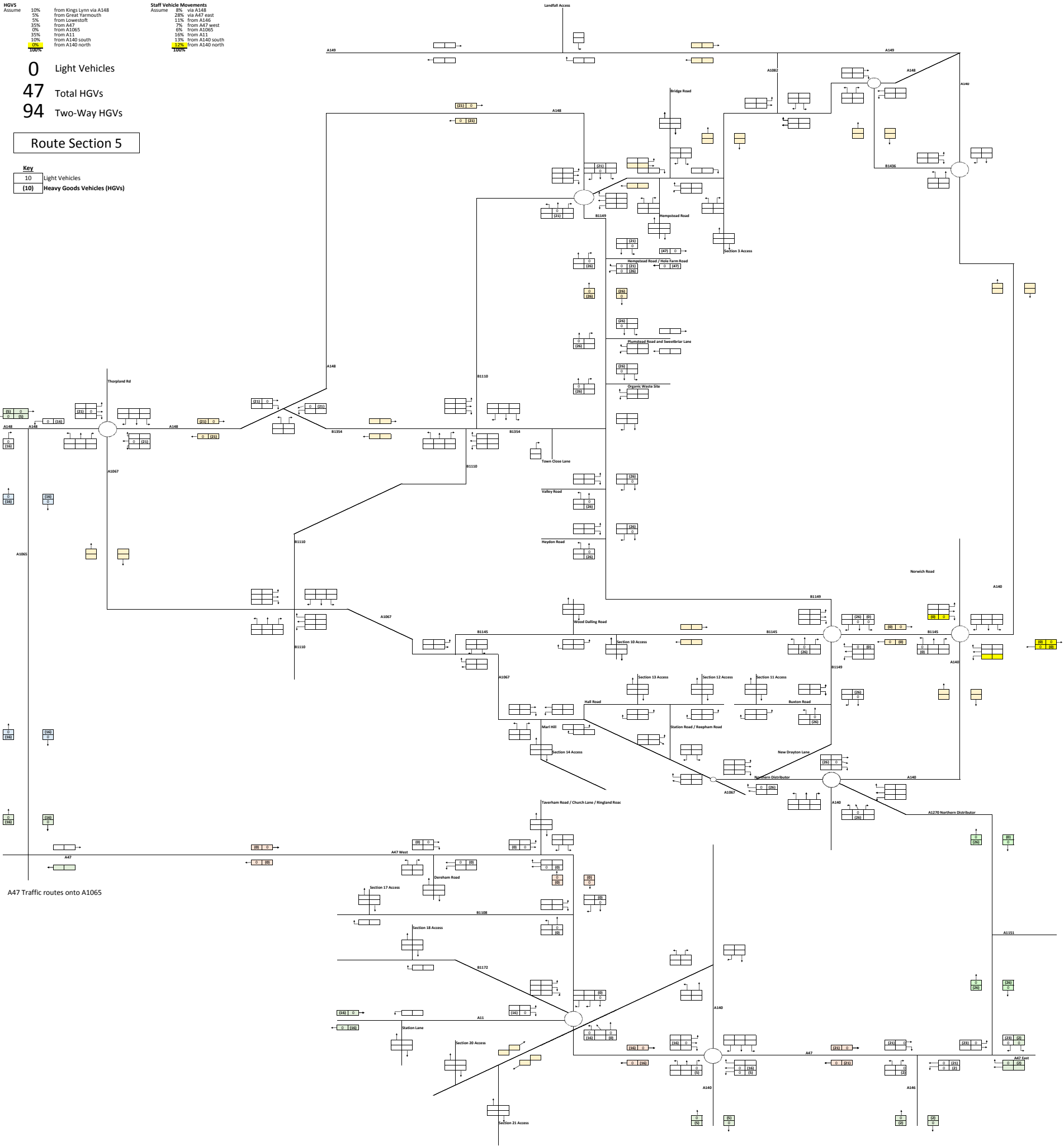


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	30%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	10%			20%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 5

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



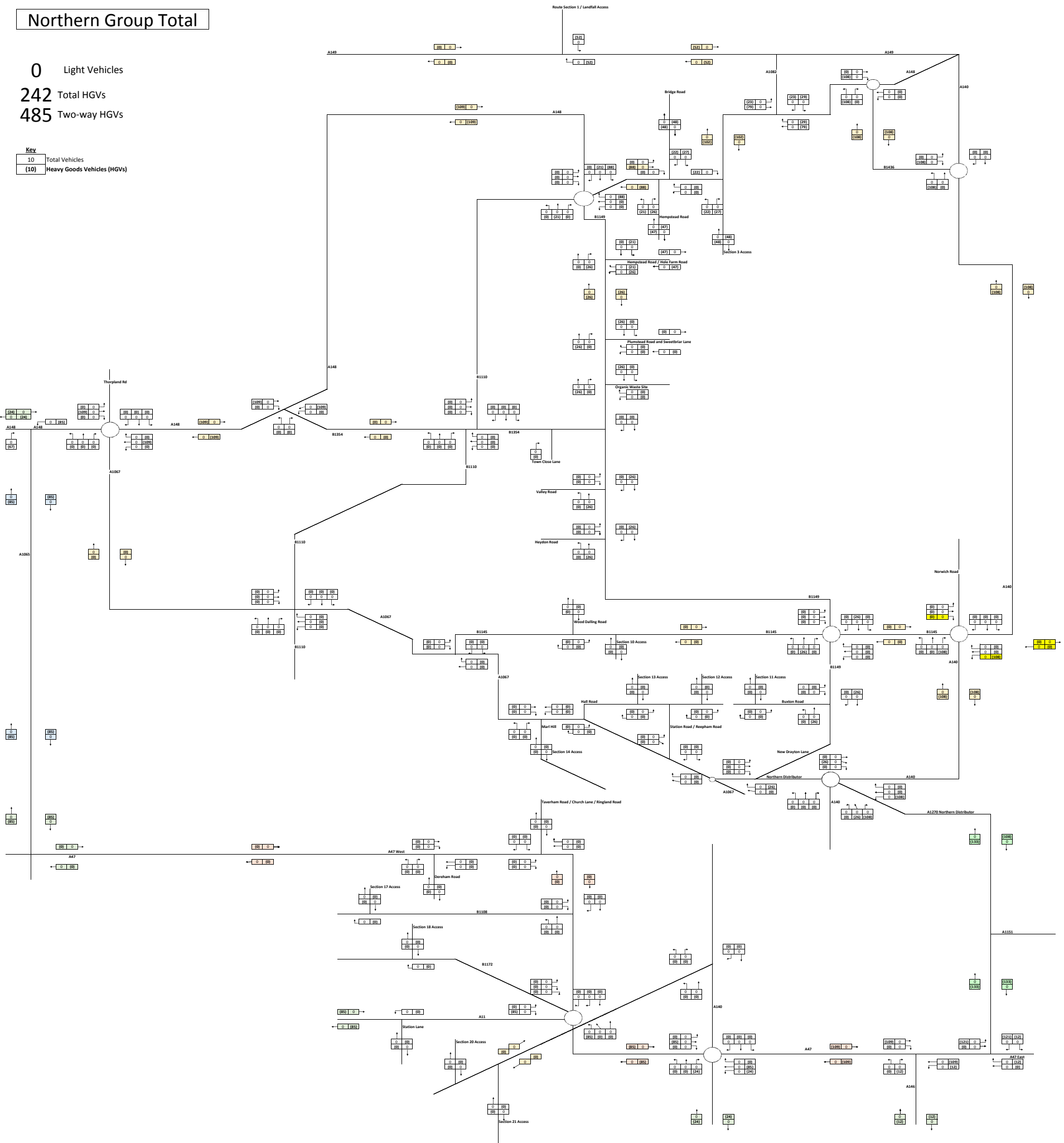
# Northern Group Total

0 Light Vehicles

242 Total HGVs

485 Two-way HGVs

Key  
10 Total Vehicles  
10 Heavy Goods Vehicles (HGVs)

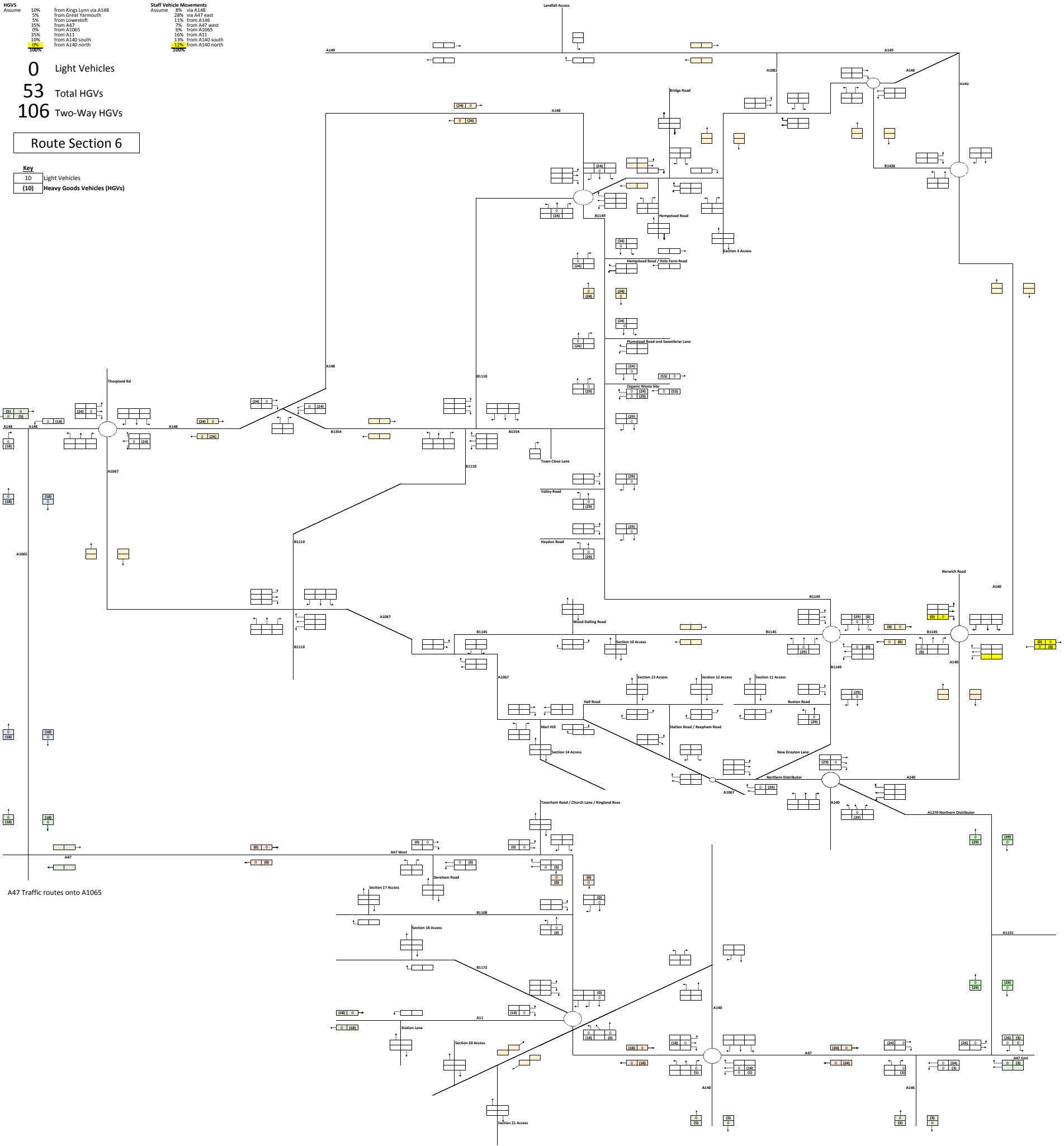


HGVs Assume		Staff Vehicle Movements Assume	
10%	from Kings Lynn via A148	8%	via A148
5%	from Great Yarmouth	28%	via A47 east
5%	from Lowestoft	11%	from A146
35%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
35%	from A11	16%	from A11
30%	from A140 south	13%	from A140 south
10%	from A140 north	12%	from A140 north
10%		10%	

0 Light Vehicles  
 53 Total HGVs  
 106 Two-Way HGVs

Route Section 6

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



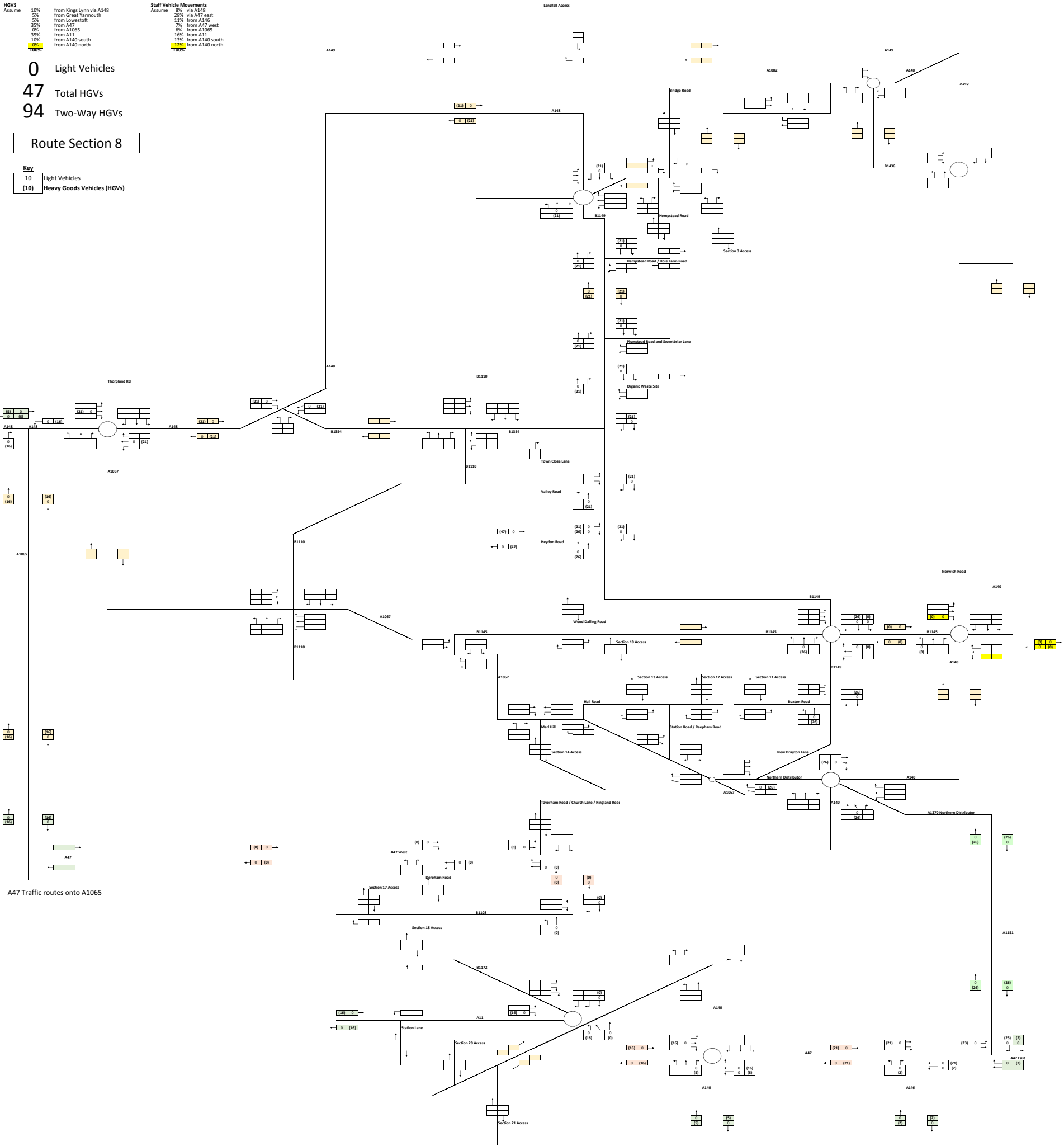


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	30%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	10%			10%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 8

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

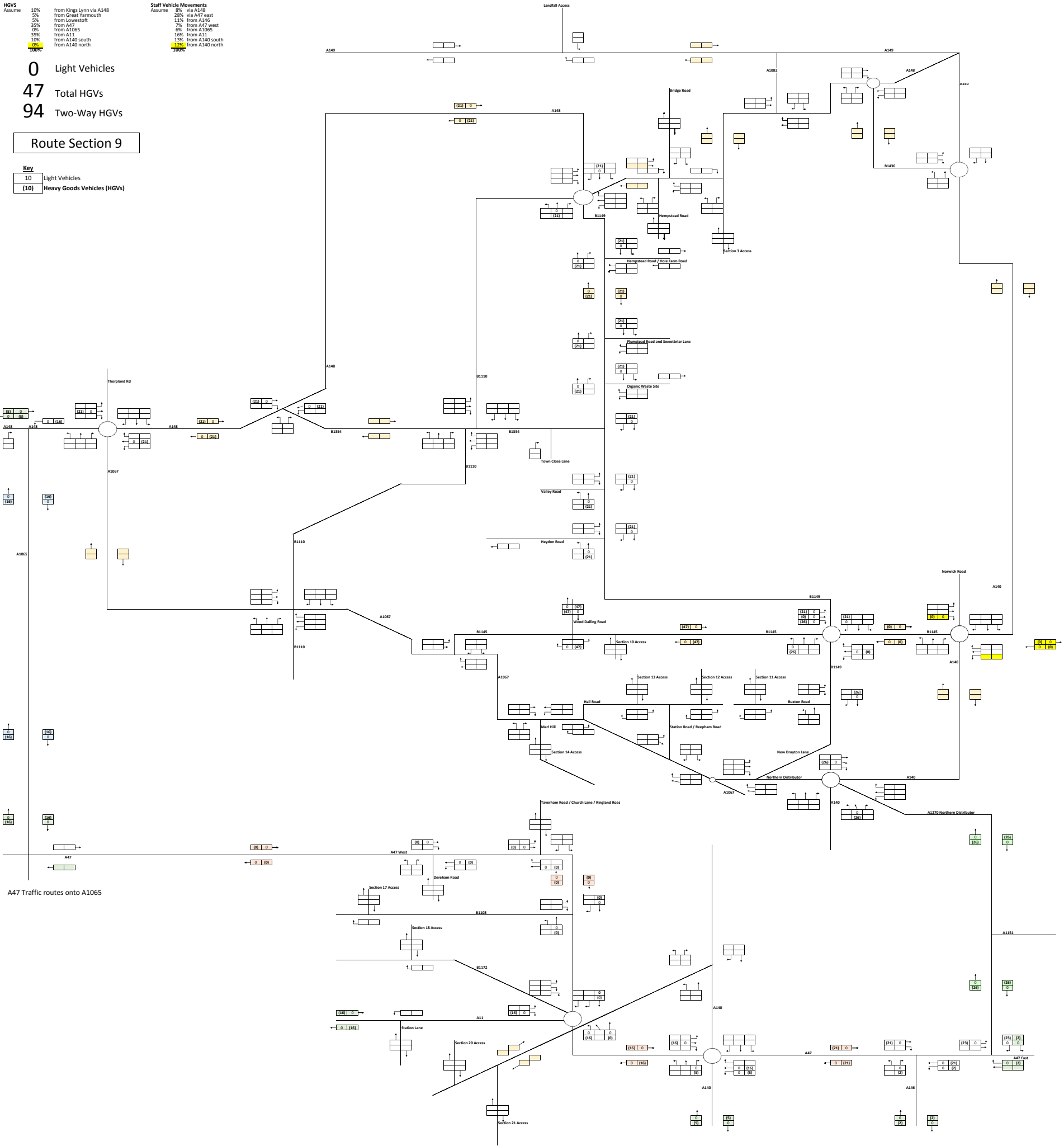


<b>HGVs</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	8%	via A148
Assume	5%	from Great Yarmouth	28%	via A47 east	
	5%	from Lowestoft	11%	from A146	
	35%	from A47	7%	from A47 west	
	0%	from A1065	6%	from A1065	
	35%	from A11	16%	from A11	
	30%	from A140 south	13%	from A140 south	
	10%	from A140 north	12%	from A140 north	
	10%		10%		

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 9

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



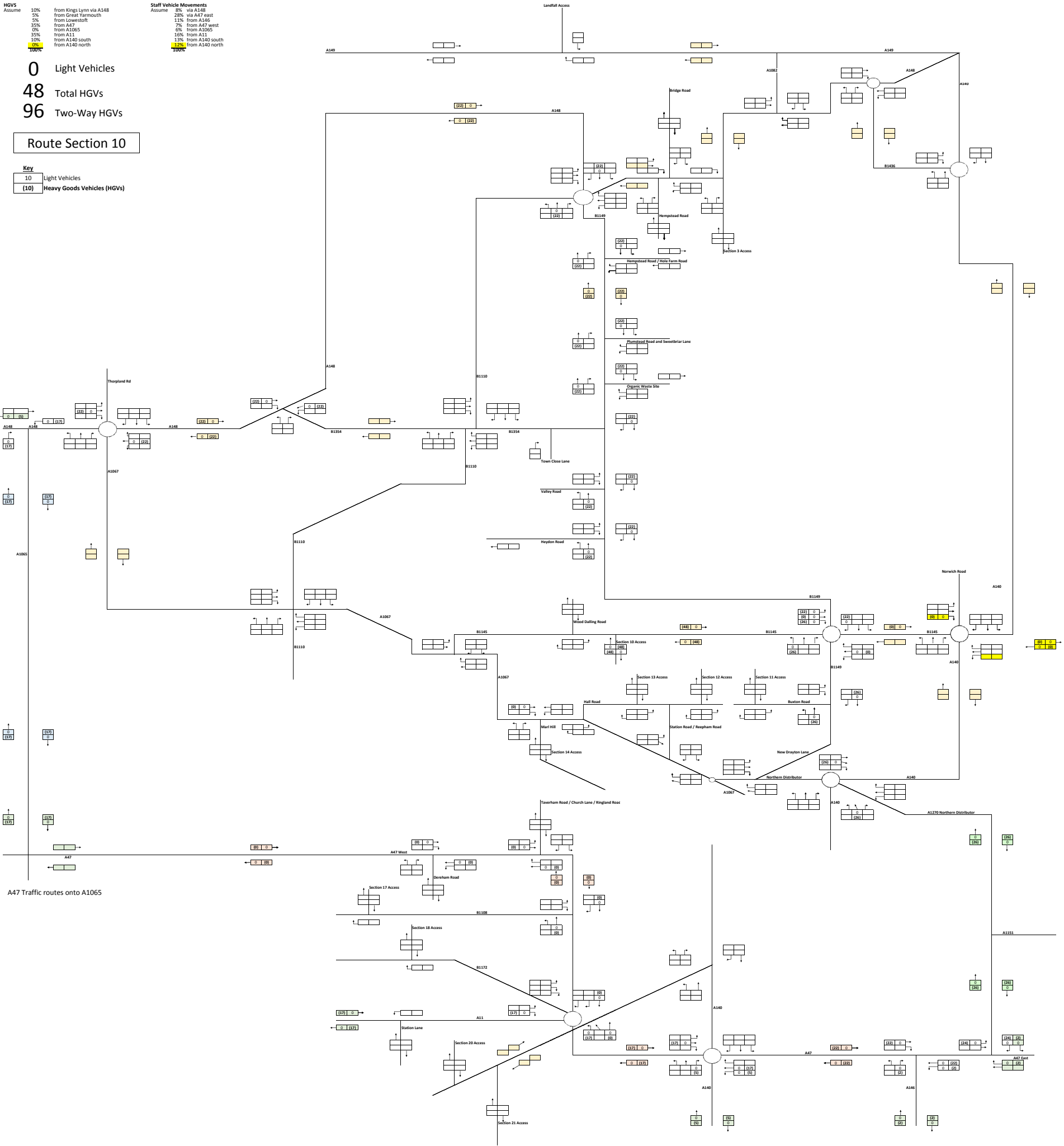
A47 Traffic routes onto A1065

HGVs Assume		Staff Vehicle Movements Assume	
10%	from Kings Lynn via A148	8%	via A148
5%	from Great Yarmouth	28%	via A47 east
5%	from Lowestoft	11%	from A146
35%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
35%	from A11	16%	from A11
30%	from A140 south	13%	from A140 south
10%	from A140 north	12%	from A140 north
10%		10%	

0 Light Vehicles  
 48 Total HGVs  
 96 Two-Way HGVs

Route Section 10

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

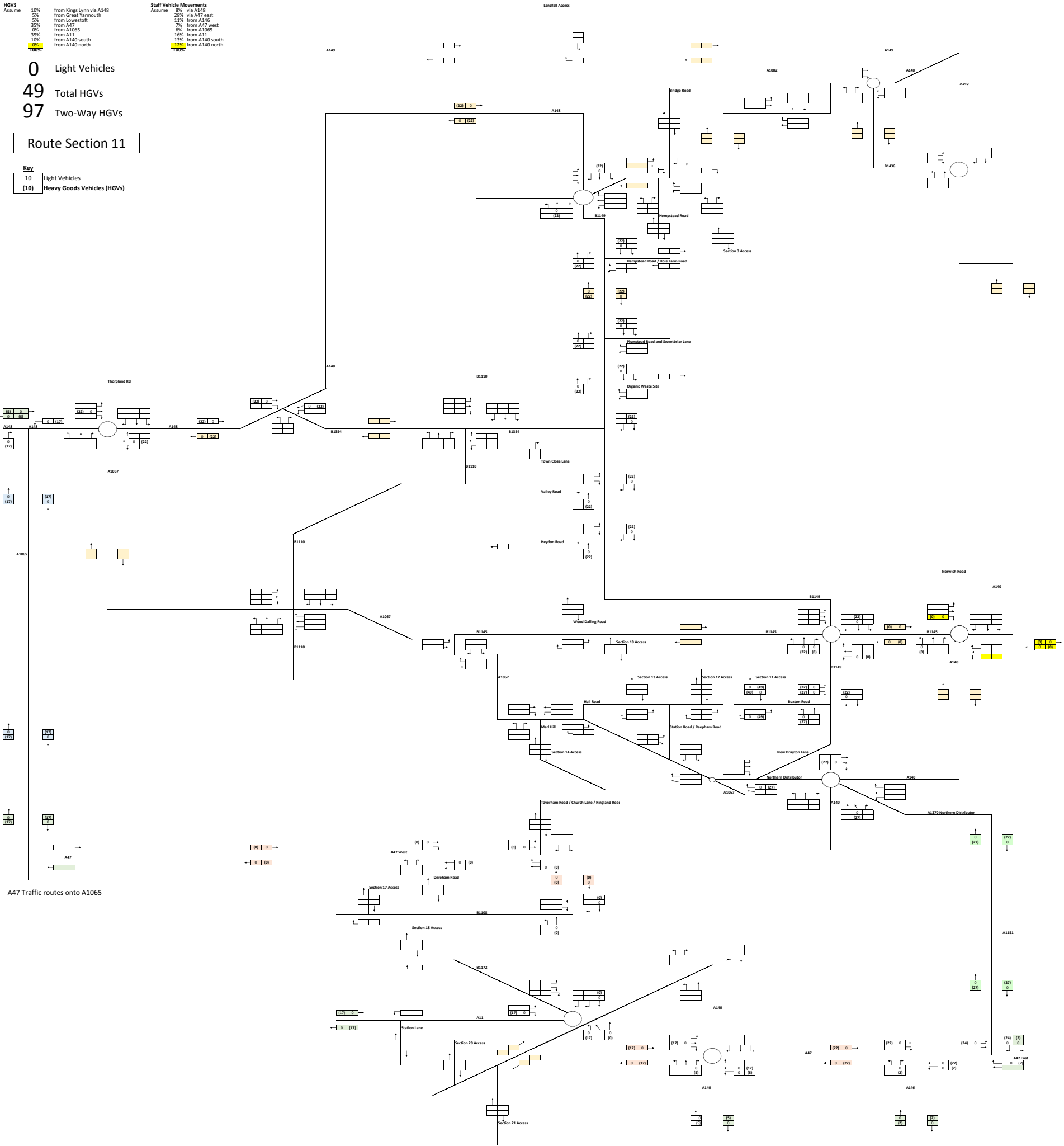


HGVs Assume		Staff Vehicle Movements Assume	
10%	from Kings Lynn via A148	8%	via A148
5%	from Great Yarmouth	28%	via A47 east
5%	from Lowestoft	11%	from A146
35%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
35%	from A11	16%	from A11
30%	from A140 south	13%	from A140 south
10%	from A140 north	12%	from A140 north
10%		10%	

0 Light Vehicles  
 49 Total HGVs  
 97 Two-Way HGVs

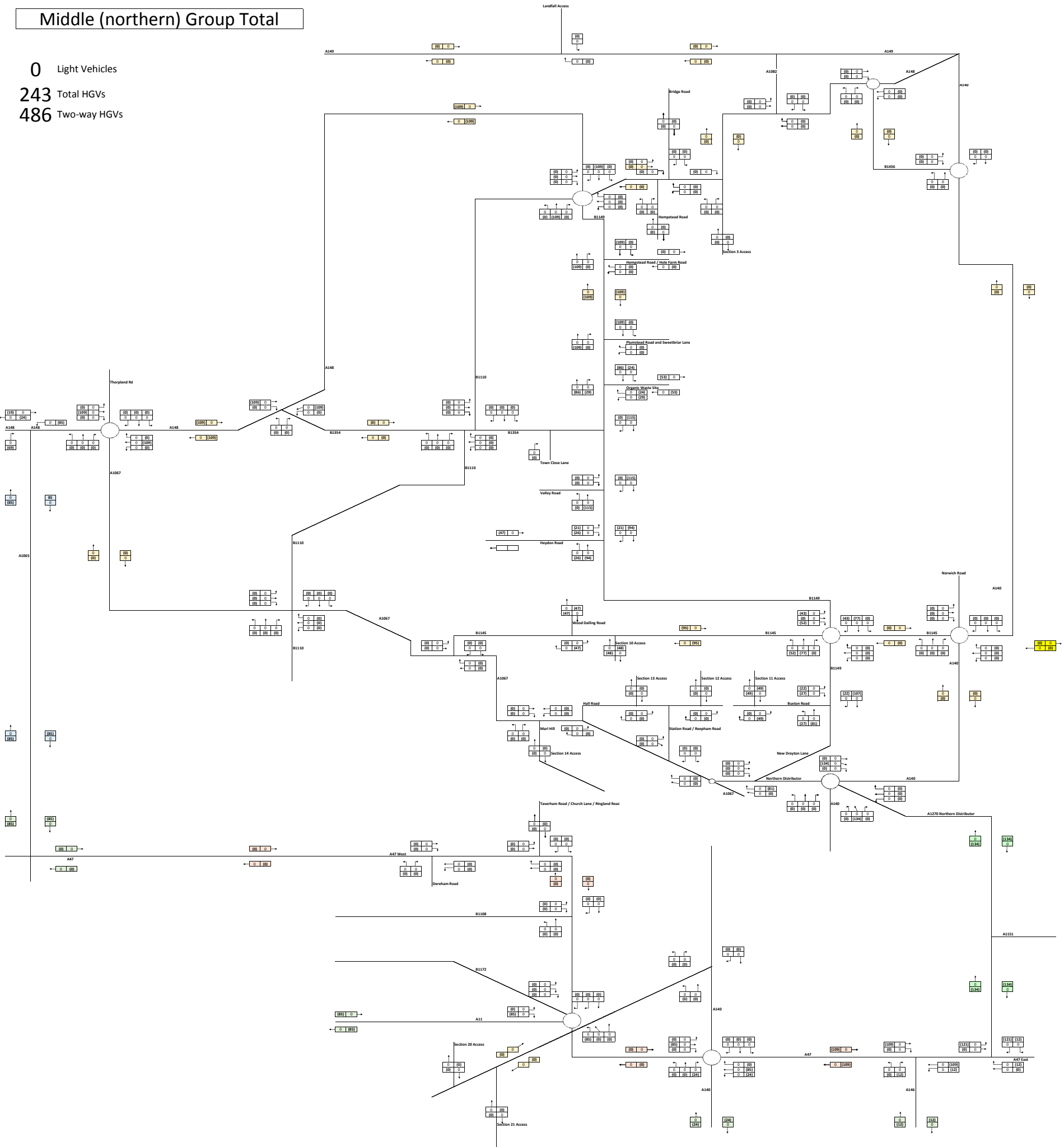
Route Section 11

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



# Middle (northern) Group Total

0 Light Vehicles  
243 Total HGVs  
486 Two-way HGVs

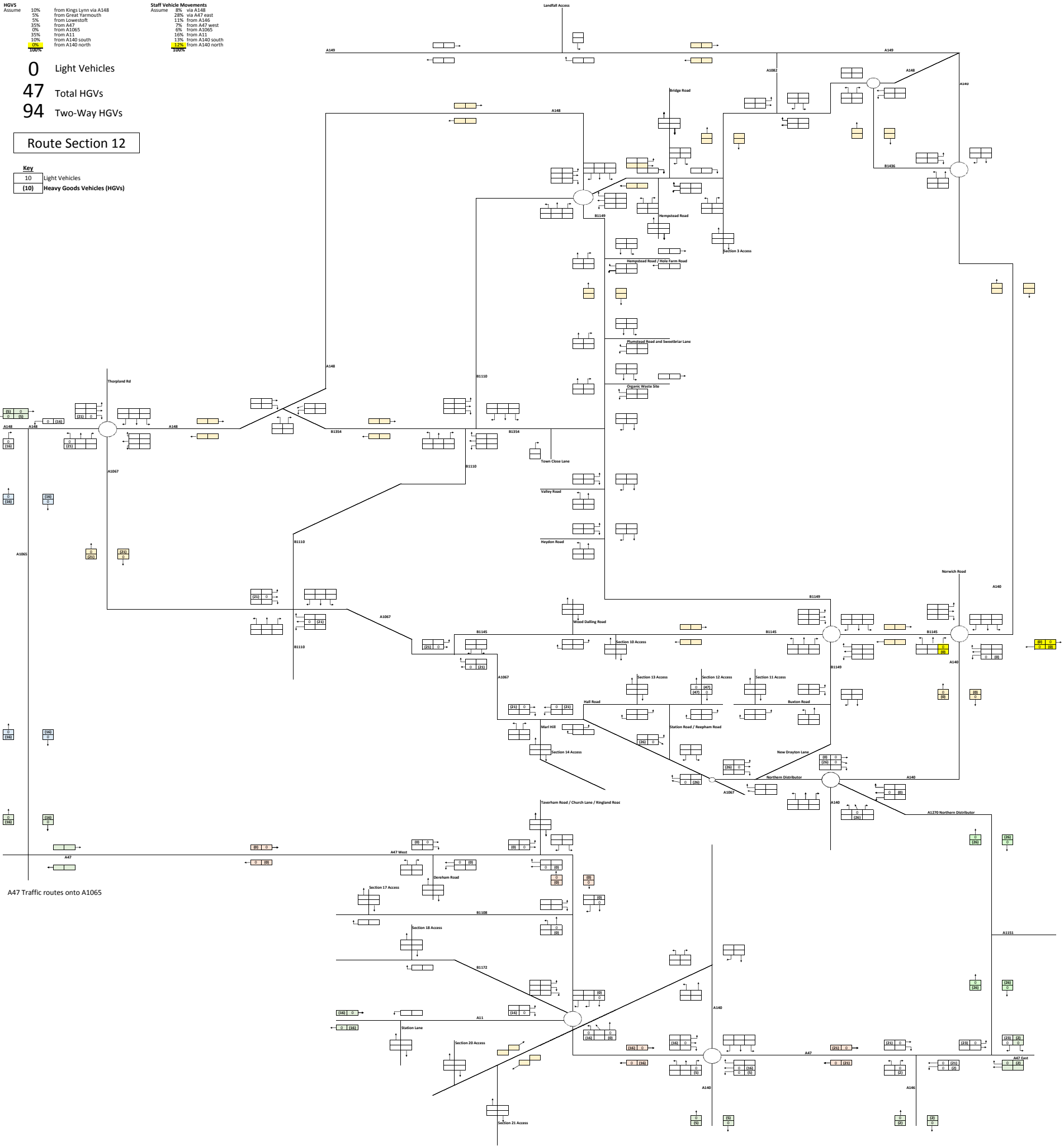


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	10%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	10%			10%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

**Route Section 12**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

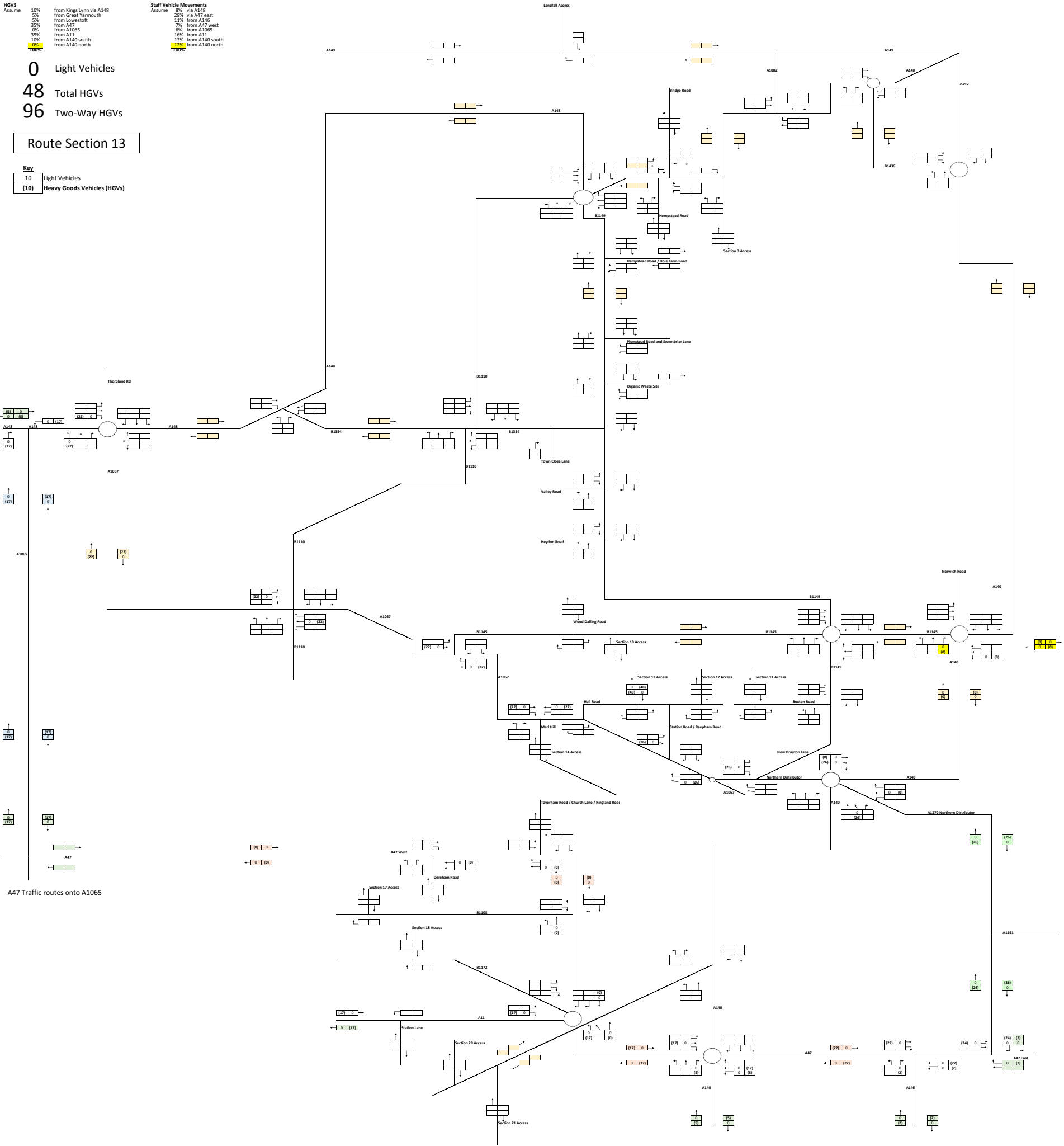


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	10%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	10%			10%	

0 Light Vehicles  
 48 Total HGVs  
 96 Two-Way HGVs

**Route Section 13**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

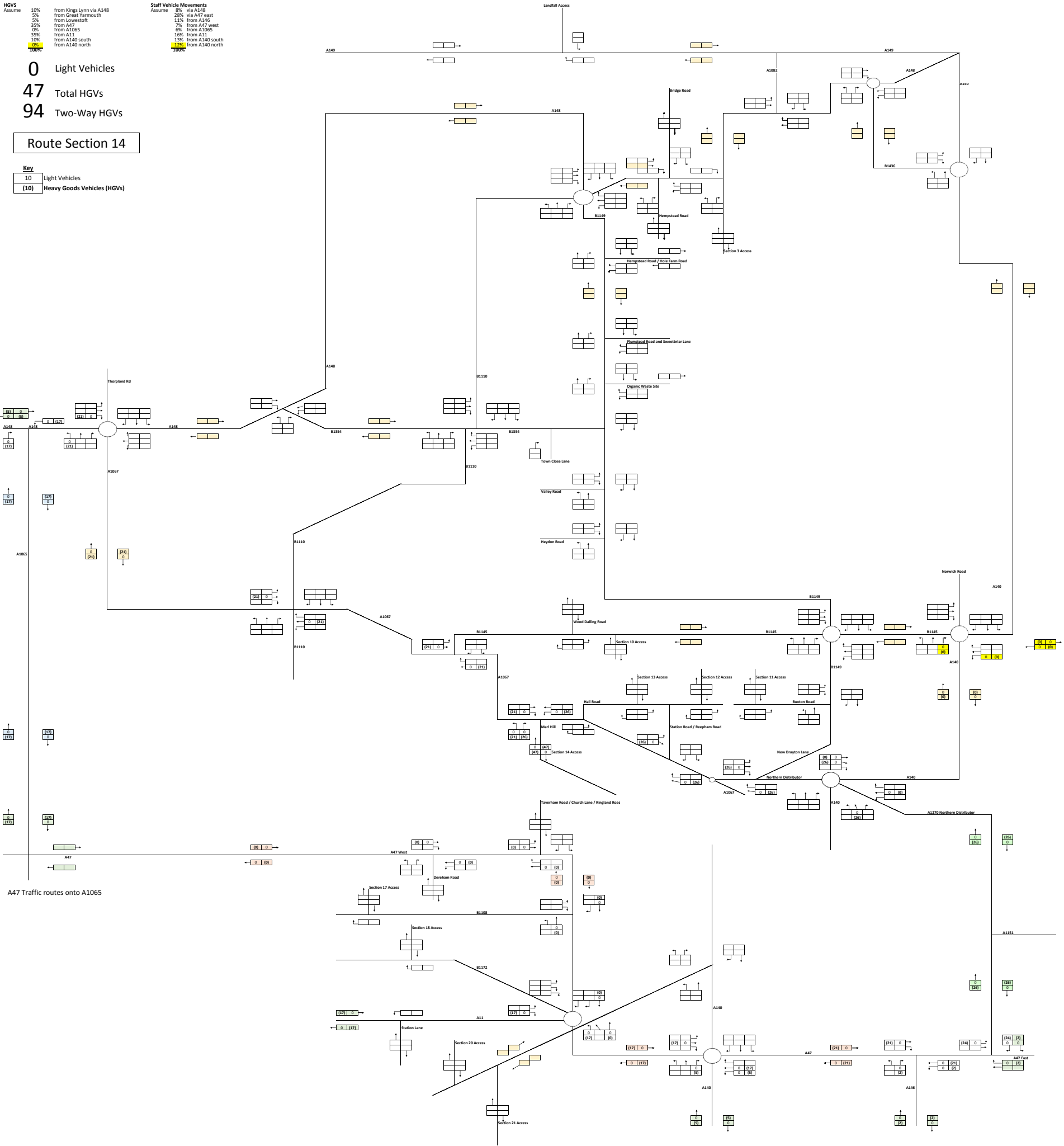


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	10%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	10%			10%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

**Route Section 14**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)







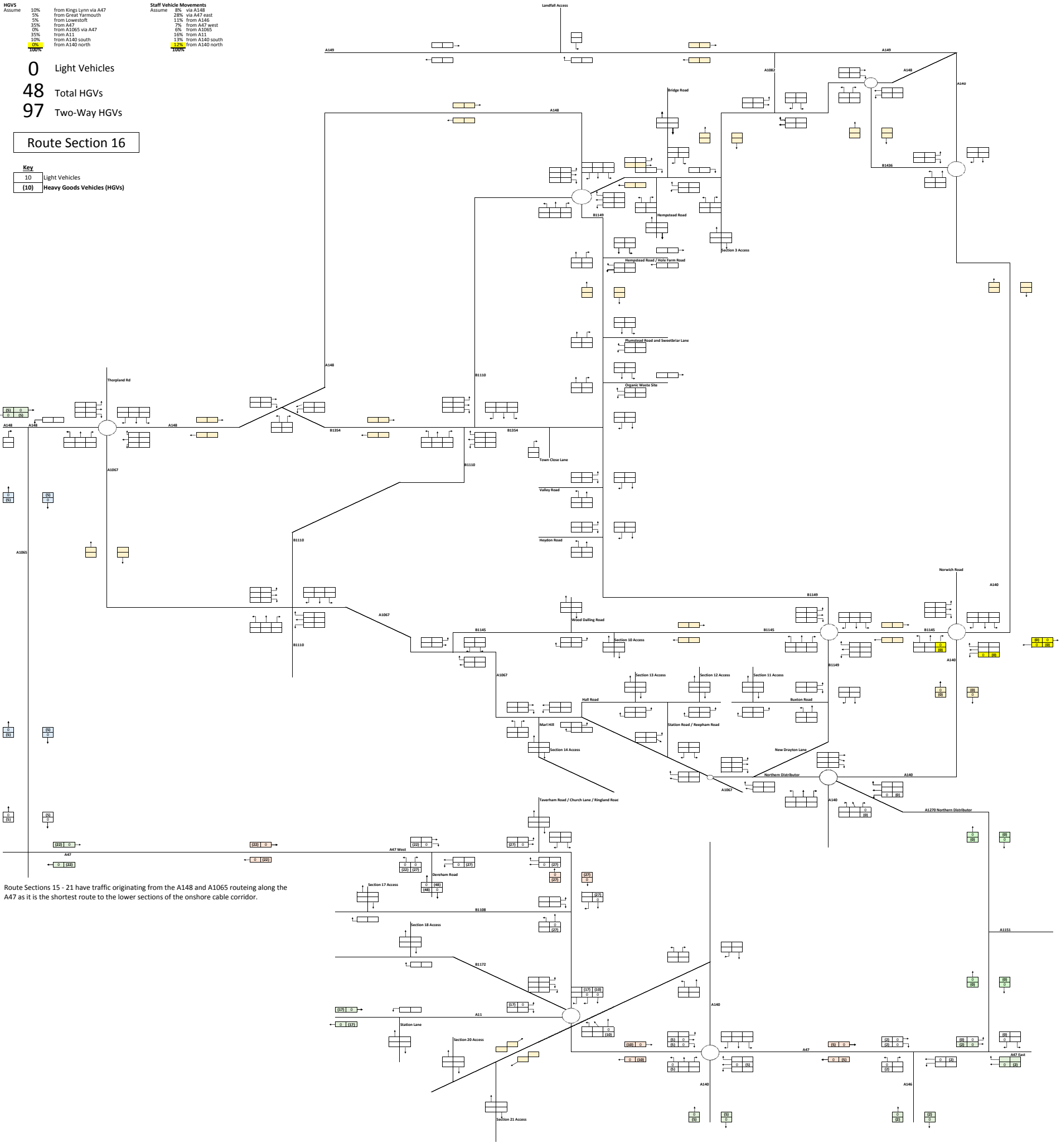
<b>HGVs</b>	Assume	10%	from Kings Lynn via A47
		5%	from Great Yarmouth
		5%	from Lowestoft
		35%	from A47
		0%	from A1065 via A47
		35%	from A11
		30%	from A140 south
		10%	from A140 north
		100%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		100%	from A140 north

0 Light Vehicles  
 48 Total HGVs  
 97 Two-Way HGVs

**Route Section 16**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



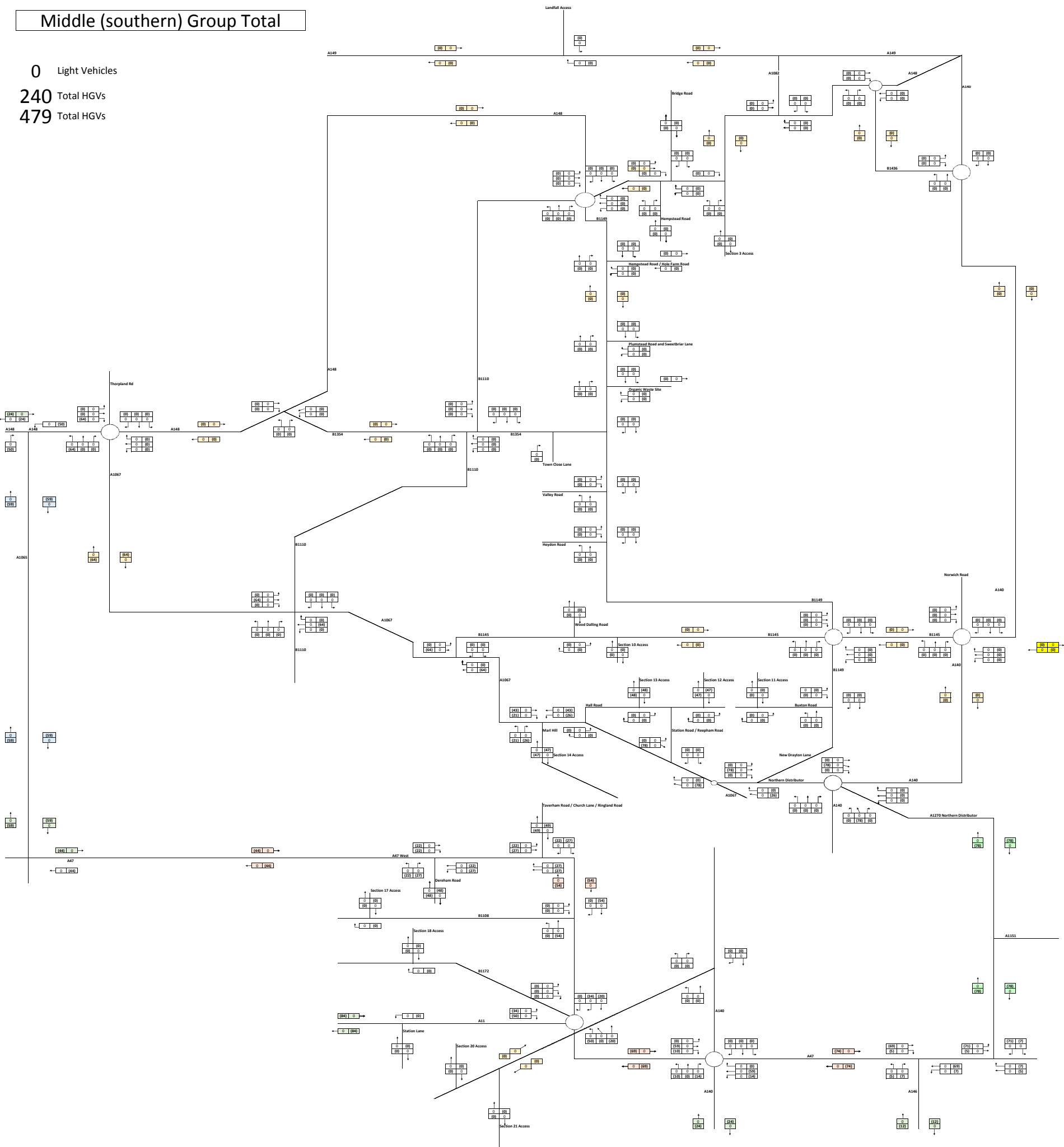
Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

# Middle (southern) Group Total

0 Light Vehicles

240 Total HGVs

479 Total HGVs



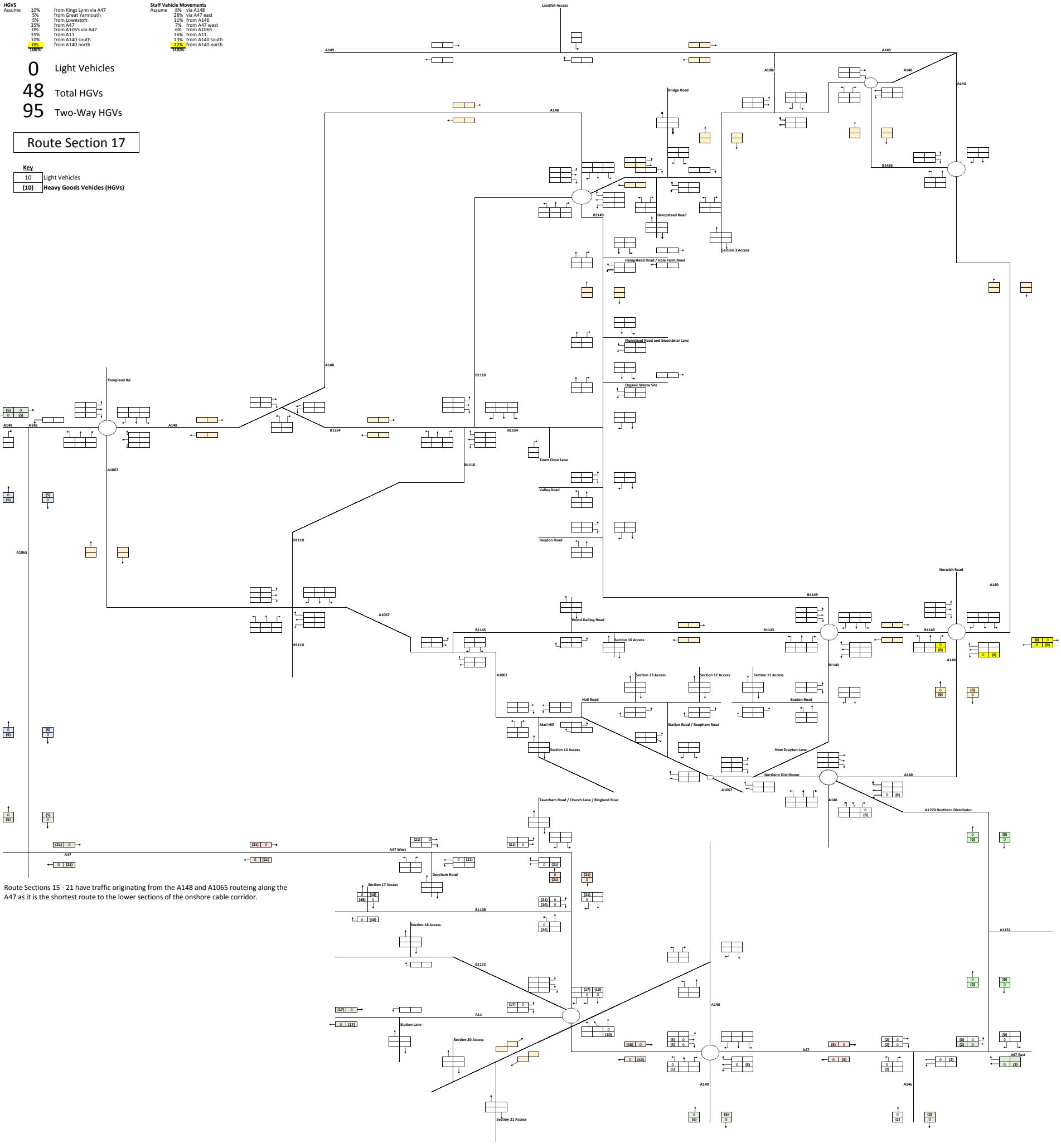
<b>HGVs</b>	Assume	10%	from Kings Lynn via A47
		5%	from Great Yarmouth
		5%	from Lowestoft
		35%	from A47
		0%	from A1065 via A47
		35%	from A11
		30%	from A140 south
		30%	from A140 north
		100%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		100%	

0 Light Vehicles  
 48 Total HGVs  
 95 Two-Way HGVs

**Route Section 17**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



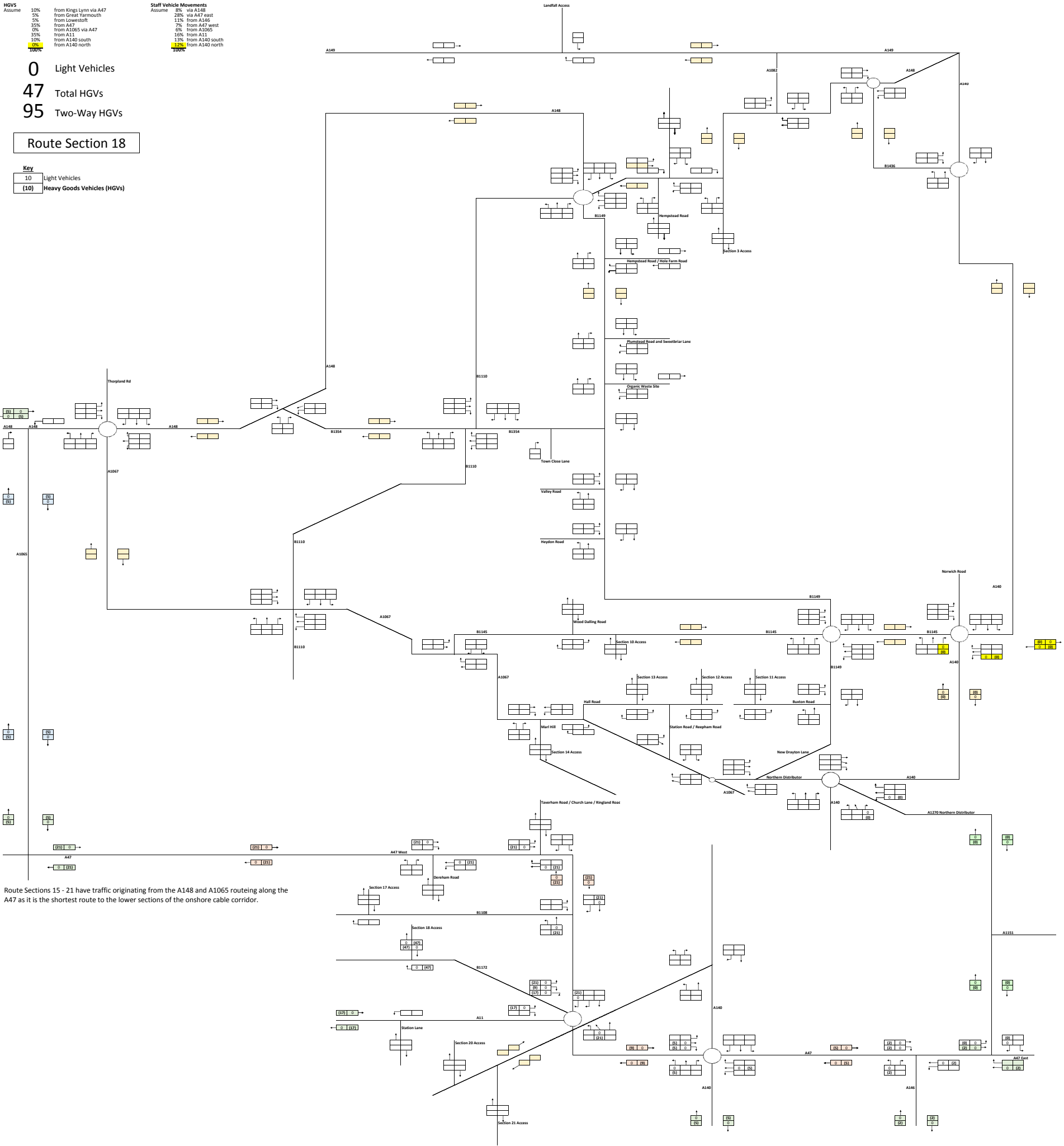
Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

HGVs		Staff Vehicle Movements	
Assume	10%	Assume	30% via A148
	5%		28% via A47 east
	5%		11% from A146
	35%		7% from A47 west
	0%		6% from A1065
	35%		16% from A11
	30%		13% from A140 south
	10%		12% from A140 north
	10%		10%

0 Light Vehicles  
 47 Total HGVs  
 95 Two-Way HGVs

Route Section 18

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

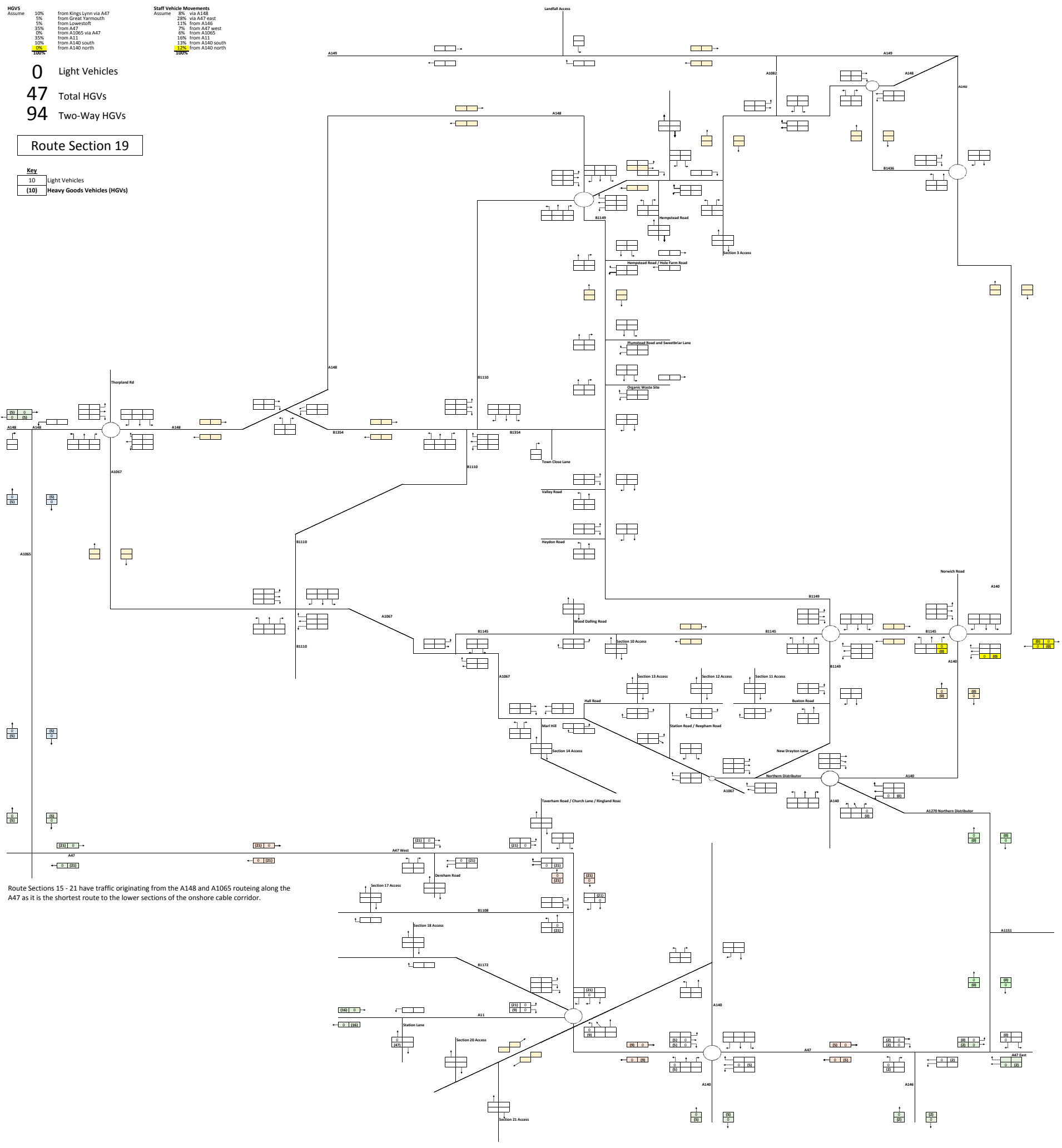
<b>HGVs</b>	Assume	10%	from Kings Lynn via A47
		5%	from Great Yarmouth
		5%	from Lowestoft
		35%	from A47
		0%	from A1065 via A47
		35%	from A11
		30%	from A140 south
		10%	from A140 north
		10%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

**Route Section 19**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

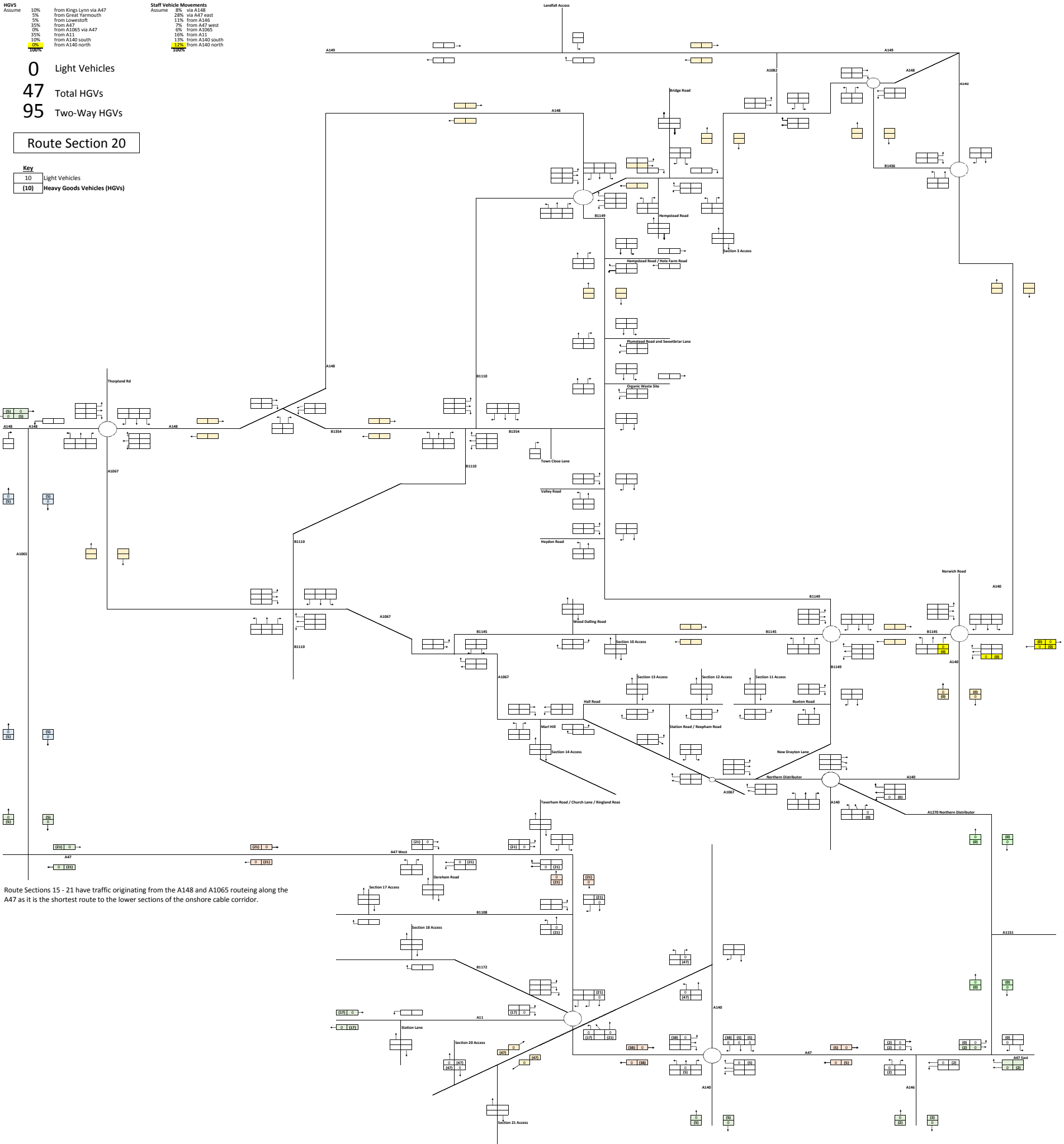
<b>HGVs</b>		
Assume	10%	from Kings Lynn via A47
	5%	from Great Yarmouth
	5%	from Lowestoft
	35%	from A47
	0%	from A1065 via A47
	35%	from A11
	30%	from A140 south
	10%	from A140 north
	15%	from A140 north

<b>Staff Vehicle Movements</b>		
Assume	8%	via A148
	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1065
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 95 Two-Way HGVs

**Route Section 20**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

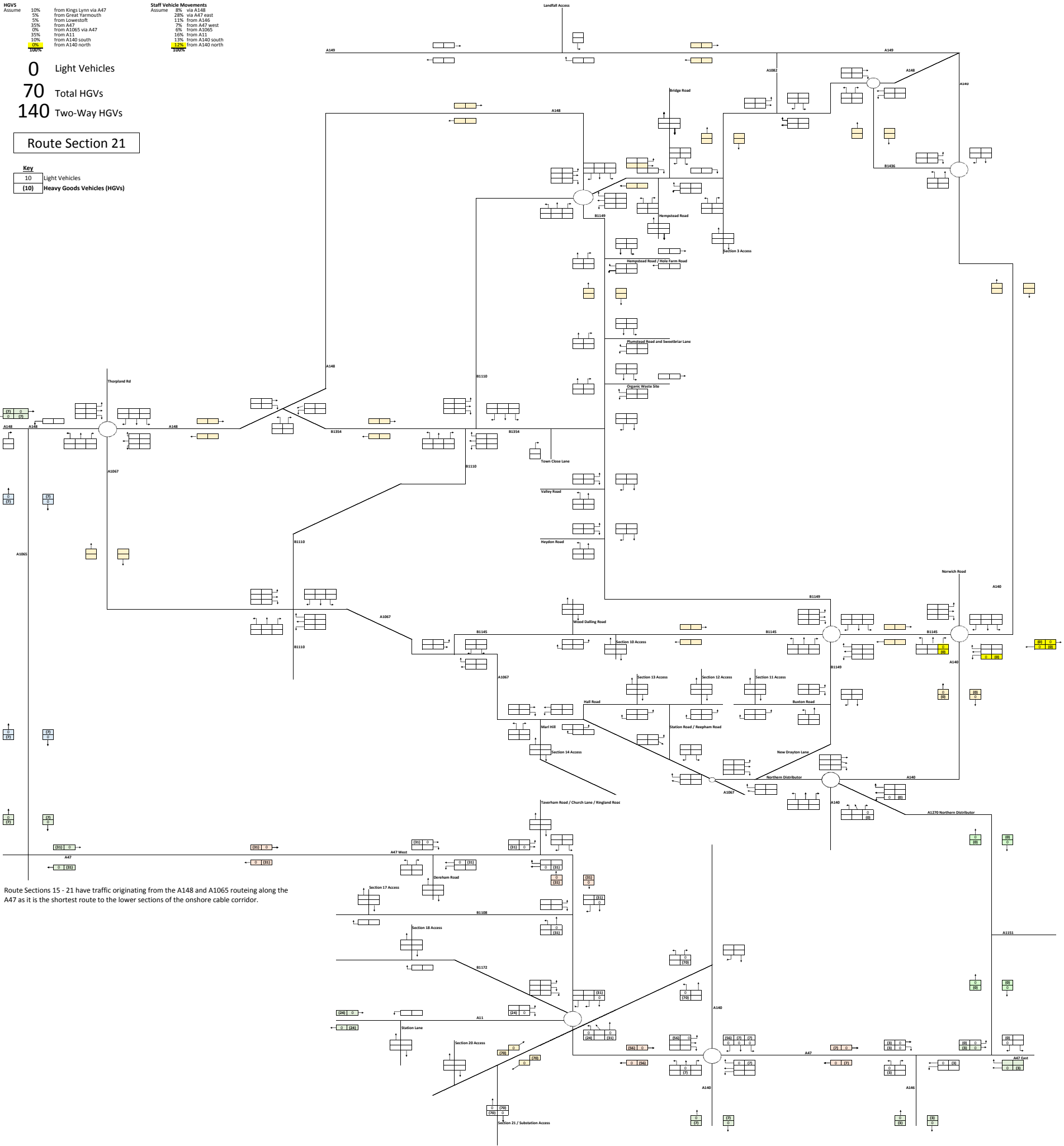
<b>HGVs</b>	Assume	10%	from Kings Lynn via A47
		5%	from Great Yarmouth
		5%	from Lowestoft
		35%	from A47
		0%	from A1065 via A47
		35%	from A11
		30%	from A140 south
		30%	from A140 north
		100%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		100%	

0 Light Vehicles  
 70 Total HGVs  
 140 Two-Way HGVs

**Route Section 21**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.



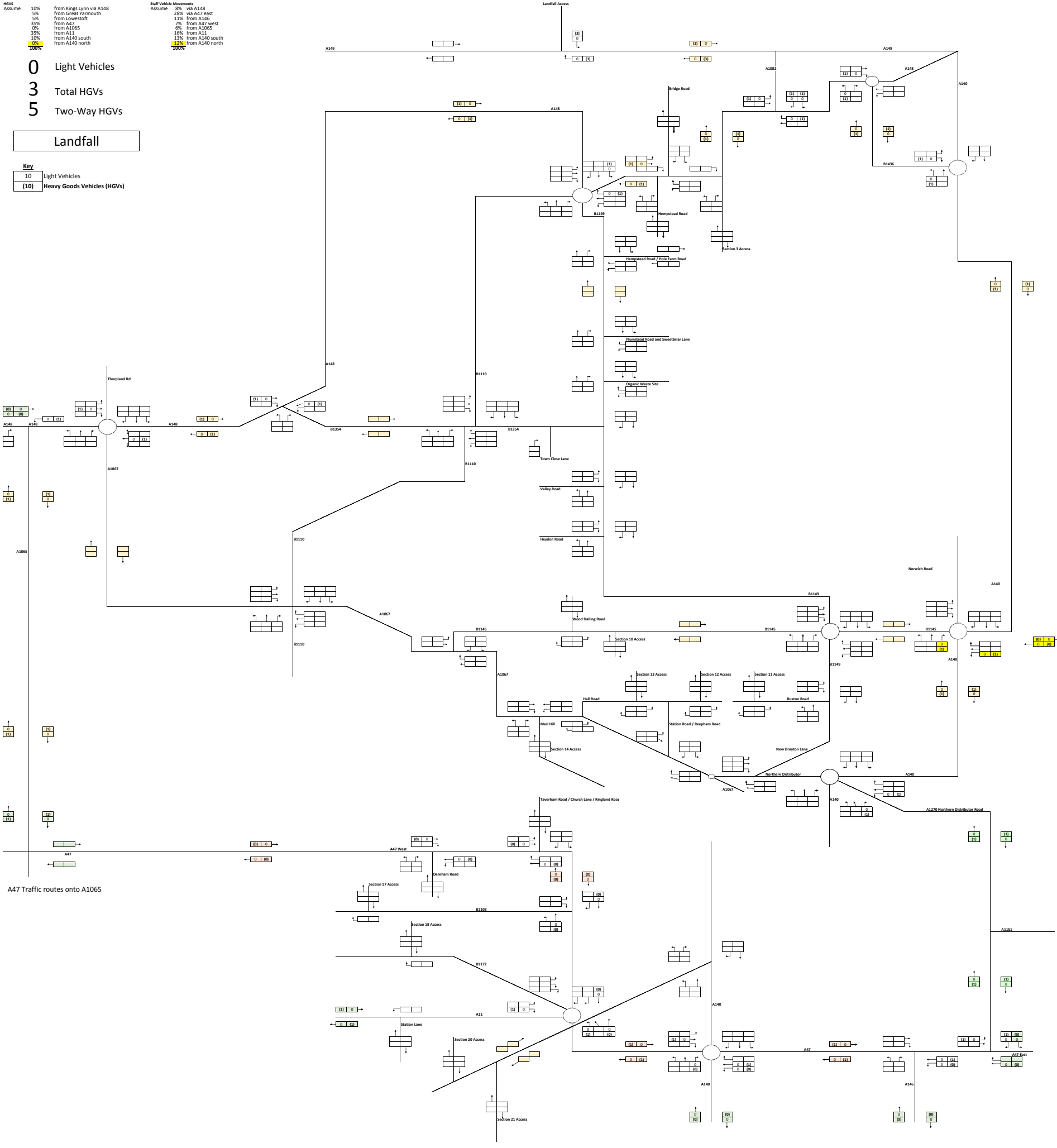


<b>HGVs Assume</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
	10%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	100%			100%	

- 0** Light Vehicles
- 3** Total HGVs
- 5** Two-Way HGVs

**Landfall**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



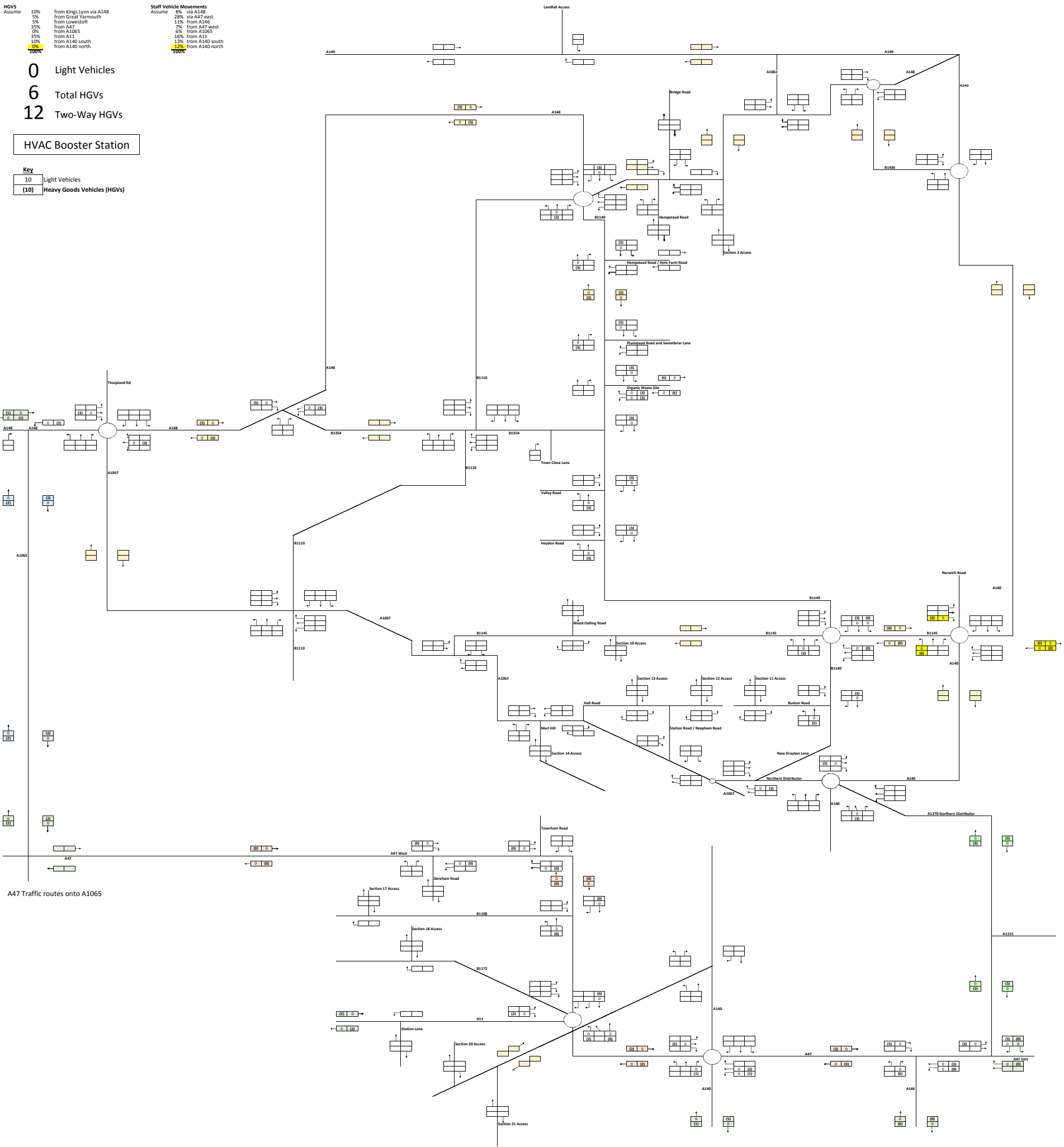
A47 Traffic routes onto A1065

<b>HGVs</b>	10%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	35%	from A11		16%	from A11
30%	from A140 south	13%	from A140 south		
10%	from A140 north	12%	from A140 north		
10%		10%			

0 Light Vehicles  
6 Total HGVs  
12 Two-Way HGVs

HVAC Booster Station

10	Light Vehicles
(10)	Heavy Goods Vehicles (HGVs)

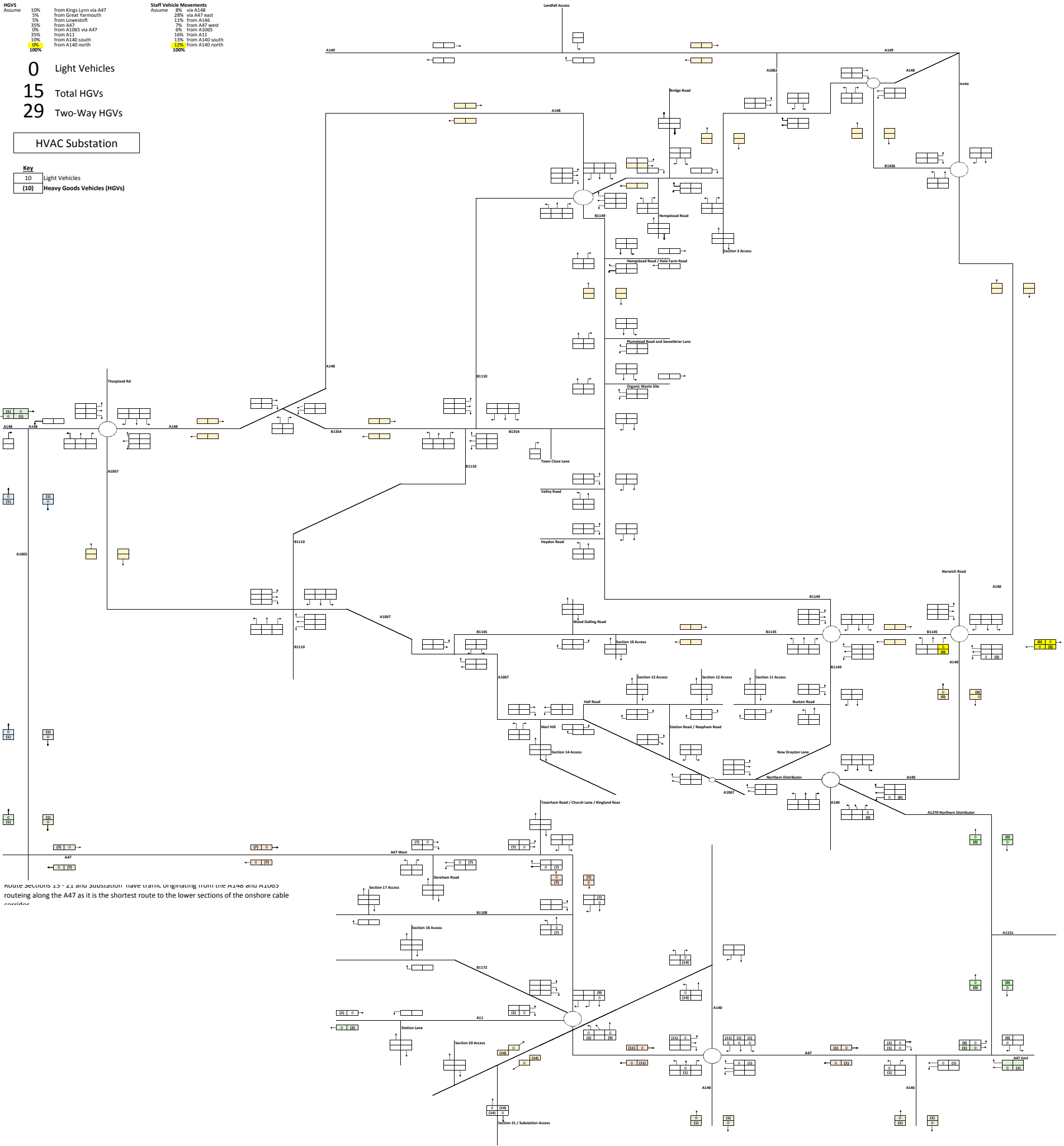


<b>HGVs Assume</b>	10%	from Kings Lynn via A47	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	5%	from Great Yarmouth		28%	via A47 east
	5%	from Lowestoft		11%	from A146
	35%	from A47		7%	from A47 west
	0%	from A148S via A47		6%	from A105
	35%	from A11		16%	from A11
	10%	from A140 south		13%	from A140 south
	10%	from A140 north		12%	from A140 north
	100%			100%	

0 Light Vehicles  
 15 Total HGVs  
 29 Two-Way HGVs

HVAC Substation

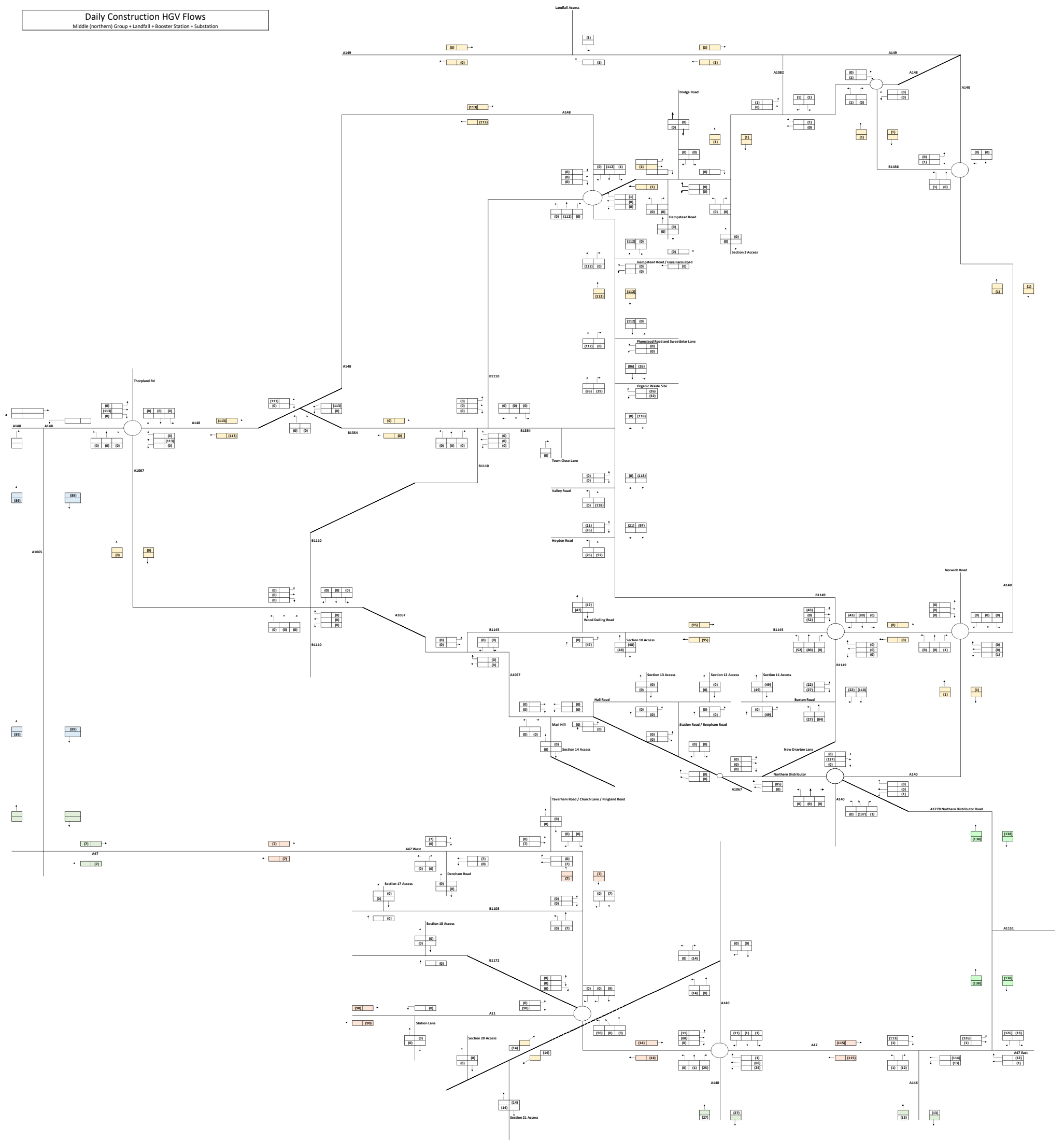
<b>Key</b>	10	Light Vehicles
	10	Heavy Goods Vehicles (HGVs)



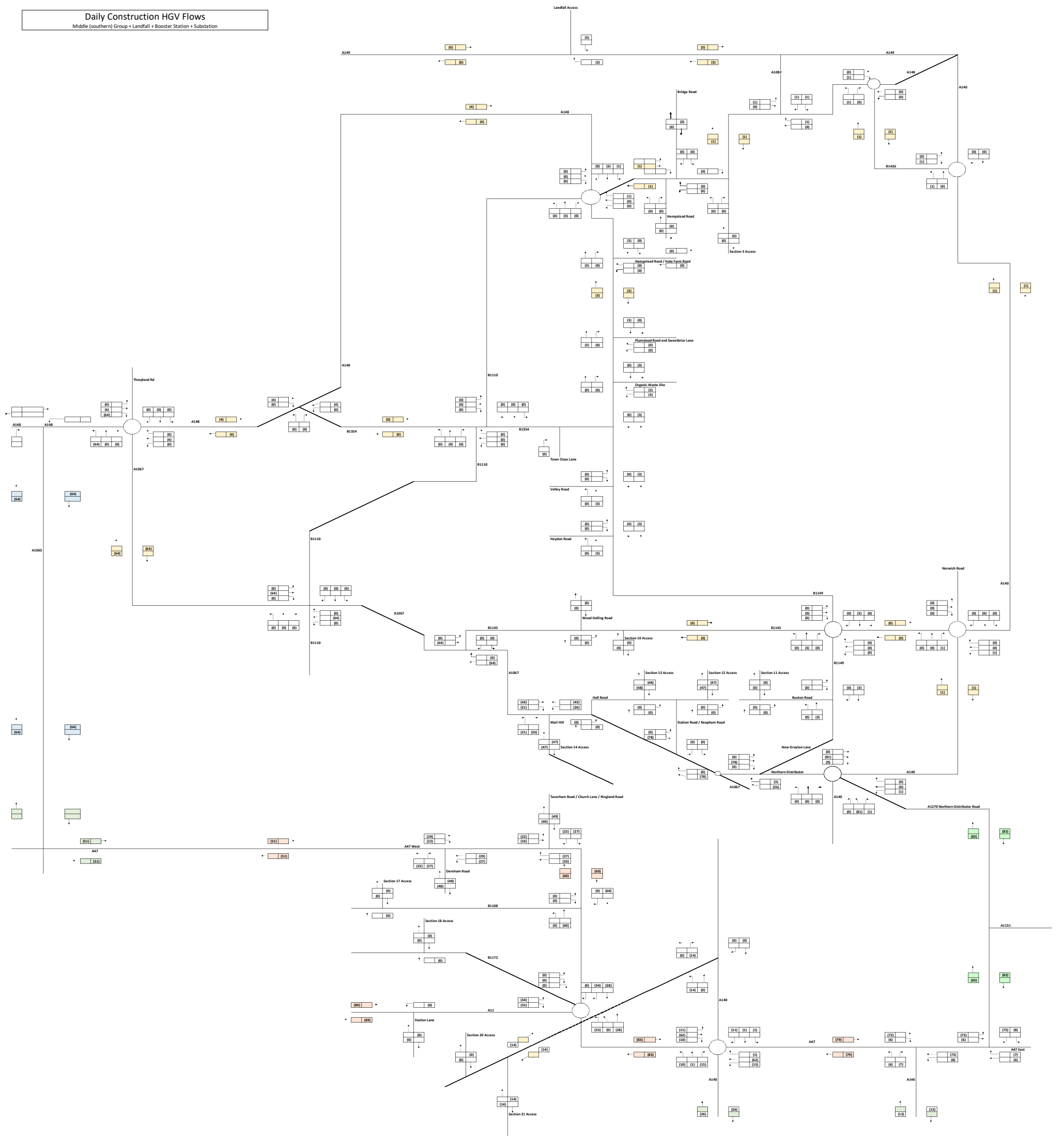


### Daily Construction HGV Flows

Middle (northern) Group • Landfall • Booster Station • Substation

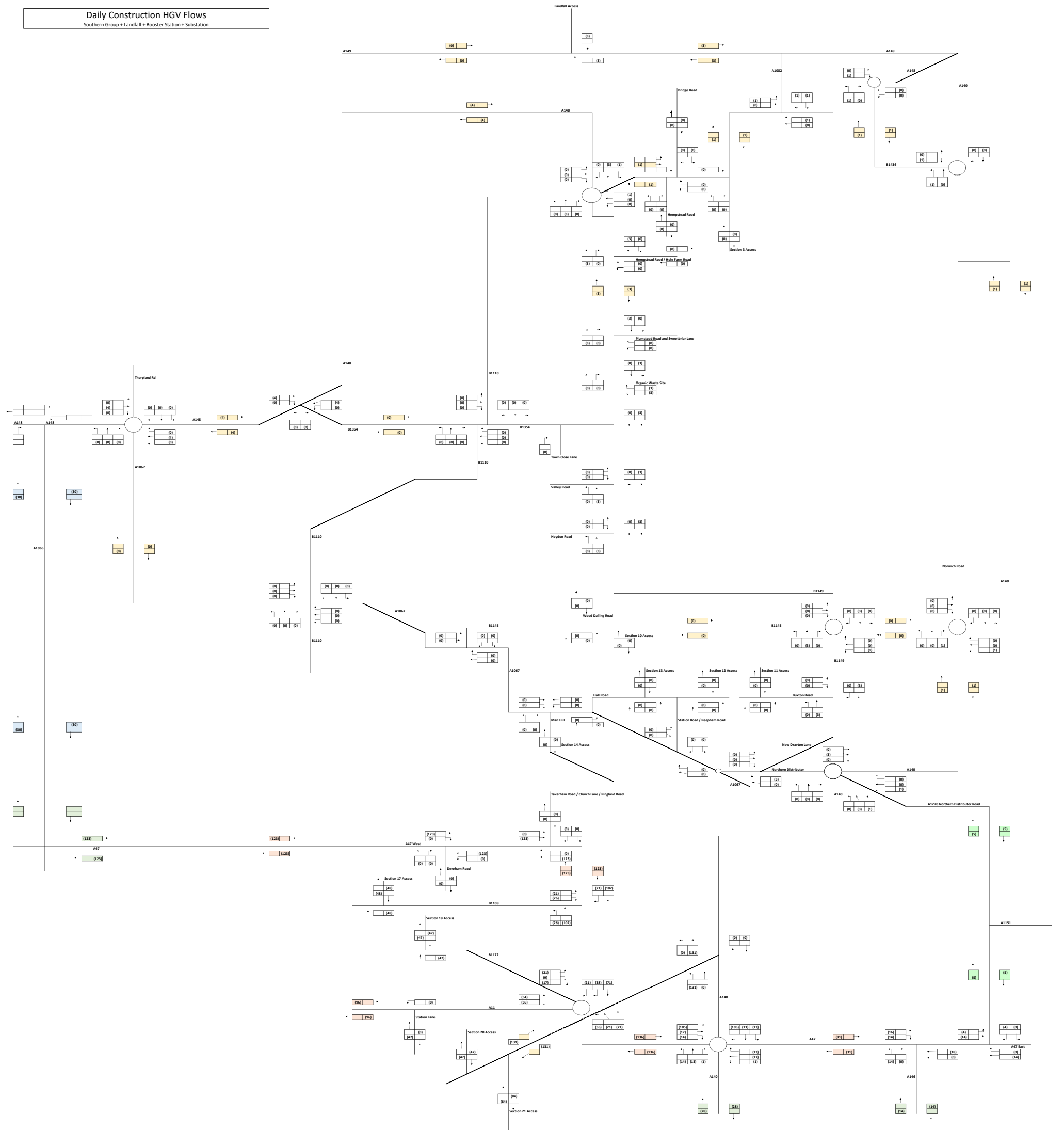


**Daily Construction HGV Flows**  
 Middle (southern) Group + Landfall + Booster Station + Substation



# Daily Construction HGV Flows

Southern Group + Landfill + Booster Station + Substation





**Appendix B**

Traffic Flow Diagrams

Daily Construction HGV Flows  
**Sensitivity Scenario**

**Assumptions for HGVS**

Assessment year of **2022** as this is the first full year of construction of the cable route

Assume that the majority of HGVs will route from Lings Kynn, Great Yarmouth and Lowestoft

Assume	25%	from Kings Lynn
	25%	from Great Yarmouth
	25%	from Lowestoft
	50%	from A47
	0%	from A1065
	50%	from A11
	25%	from A140 south
	0%	from A140 north
	<b>200%</b>	

Assume **4** groups of **5** workfronts  
**5** adjacent workfronts to assume worst case scenario

Assume **50%** of total staff movements occur between 07:00 and 08:00  
**50%** of total staff movements occur between 18:00 and 19:00

In reality, staff will **arrive 06:00-07:00**  
**depart 18:00-19:00**

The local road network, for assessment purposes only, assumes staff will **arrive 07:00-08:00**  
**depart 18:00-19:00**

The trunk road network staff assignment has staff, as predicted, **arriving 06:00 - 07:00**  
**departing 18:00-19:00**

**Assumptions for Staff**

Assessment year of **2022** as this is the first full year of construction of the cable route

Assume that all staff will route via the wider highway network (A and Trunk Roads)

Assume	8%	via A148
	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1065
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	<b>100%</b>	

Assume **4** groups of **5** workfronts  
**5** adjacent workfronts to assume worst case scenario

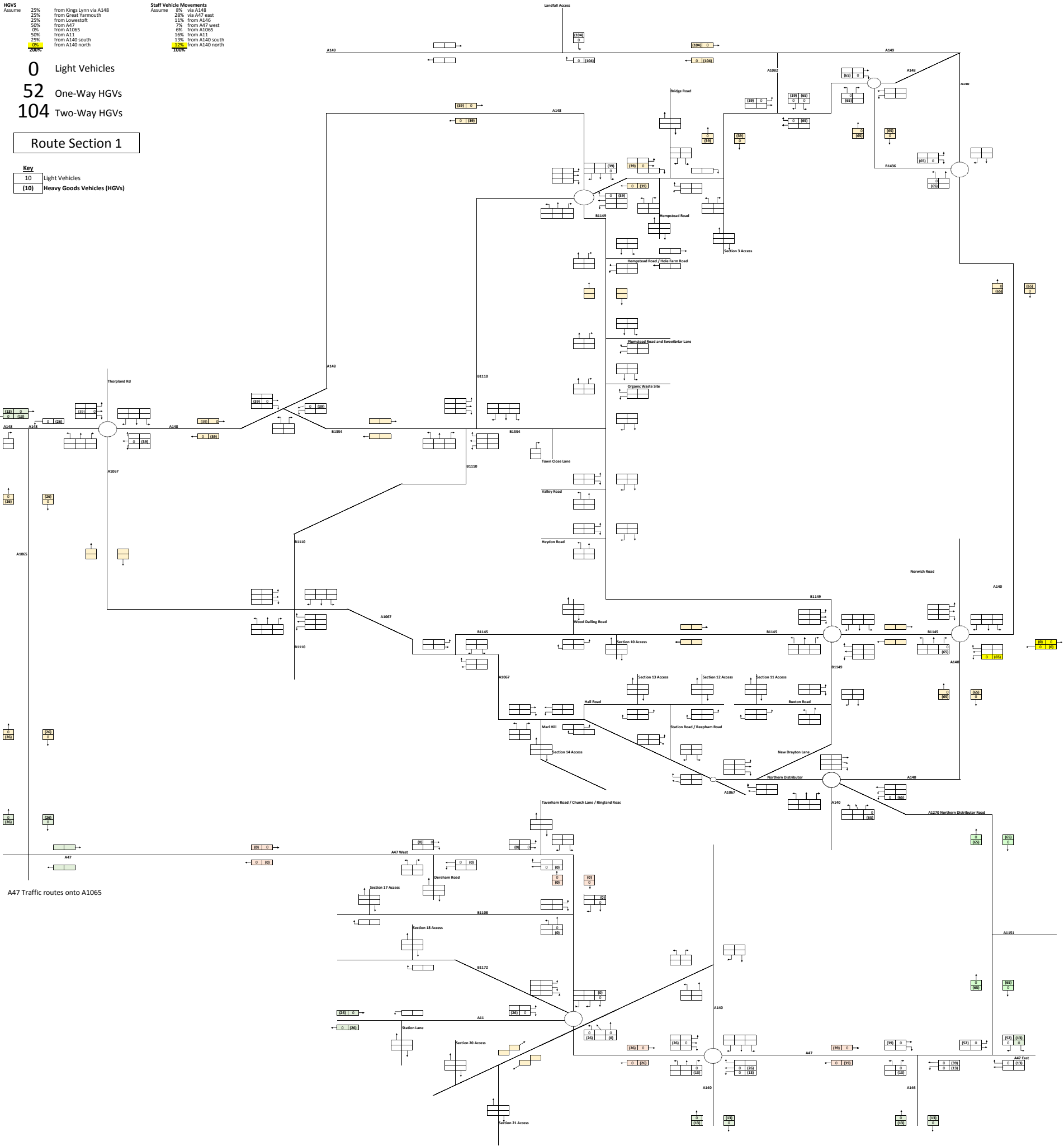
Assume **50%** of total staff movements occur between 07:00 and 08:00  
**50%** of total staff movements occur between 18:00 and 19:00

<b>HGVs</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	8%	via A148
Assume	25%	from Great Yarmouth	Assume	28%	via A27 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A27 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%			21%	

0 Light Vehicles  
 52 One-Way HGVs  
 104 Two-Way HGVs

Route Section 1

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



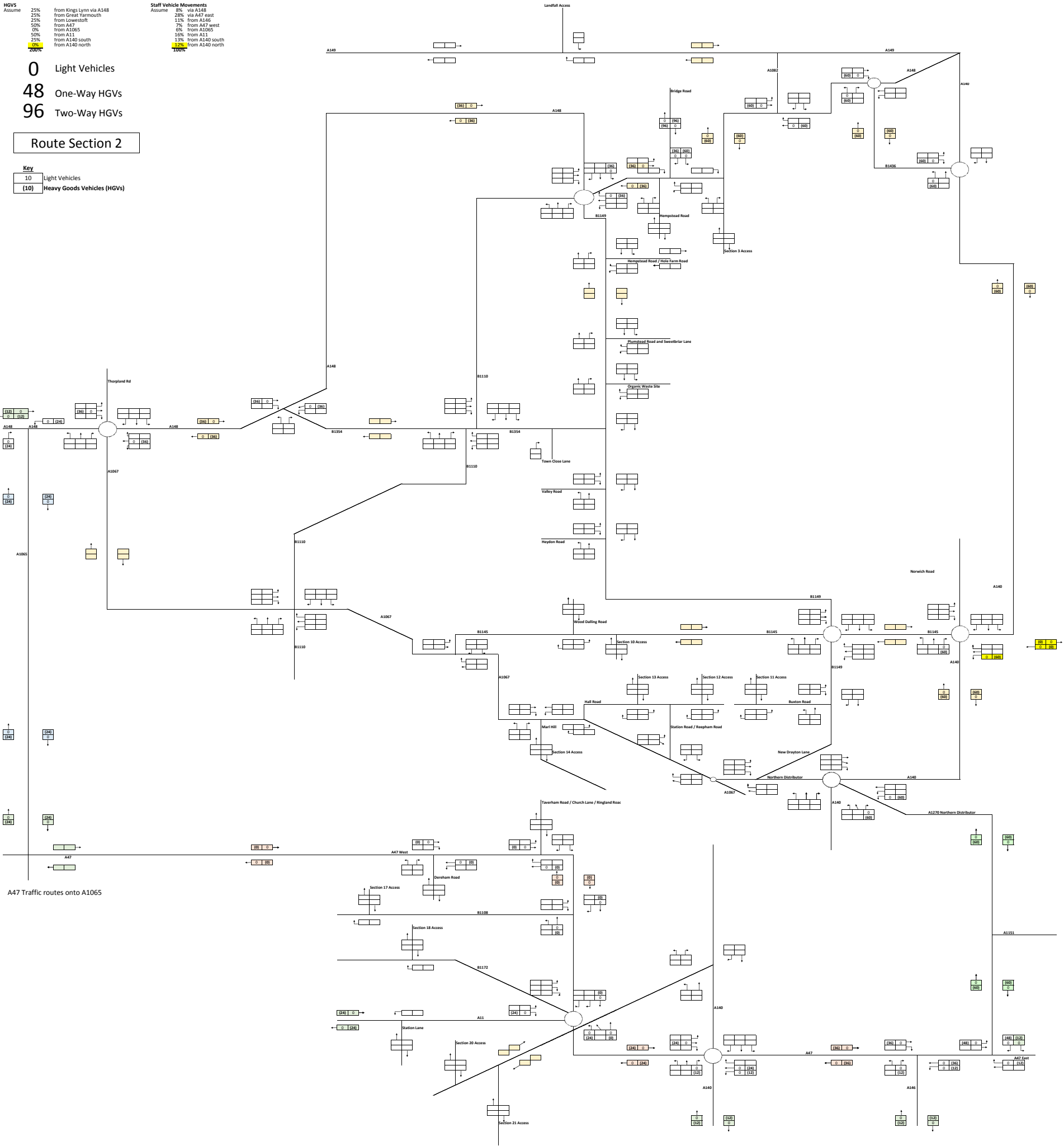
A47 Traffic routes onto A1065

<b>HGVs</b> Assume	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b> Assume	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
25%	from A140 south	13%	from A140 south		
25%	from A140 north	12%	from A140 north		
	25%			10%	

**0** Light Vehicles  
**48** One-Way HGVs  
**96** Two-Way HGVs

**Route Section 2**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



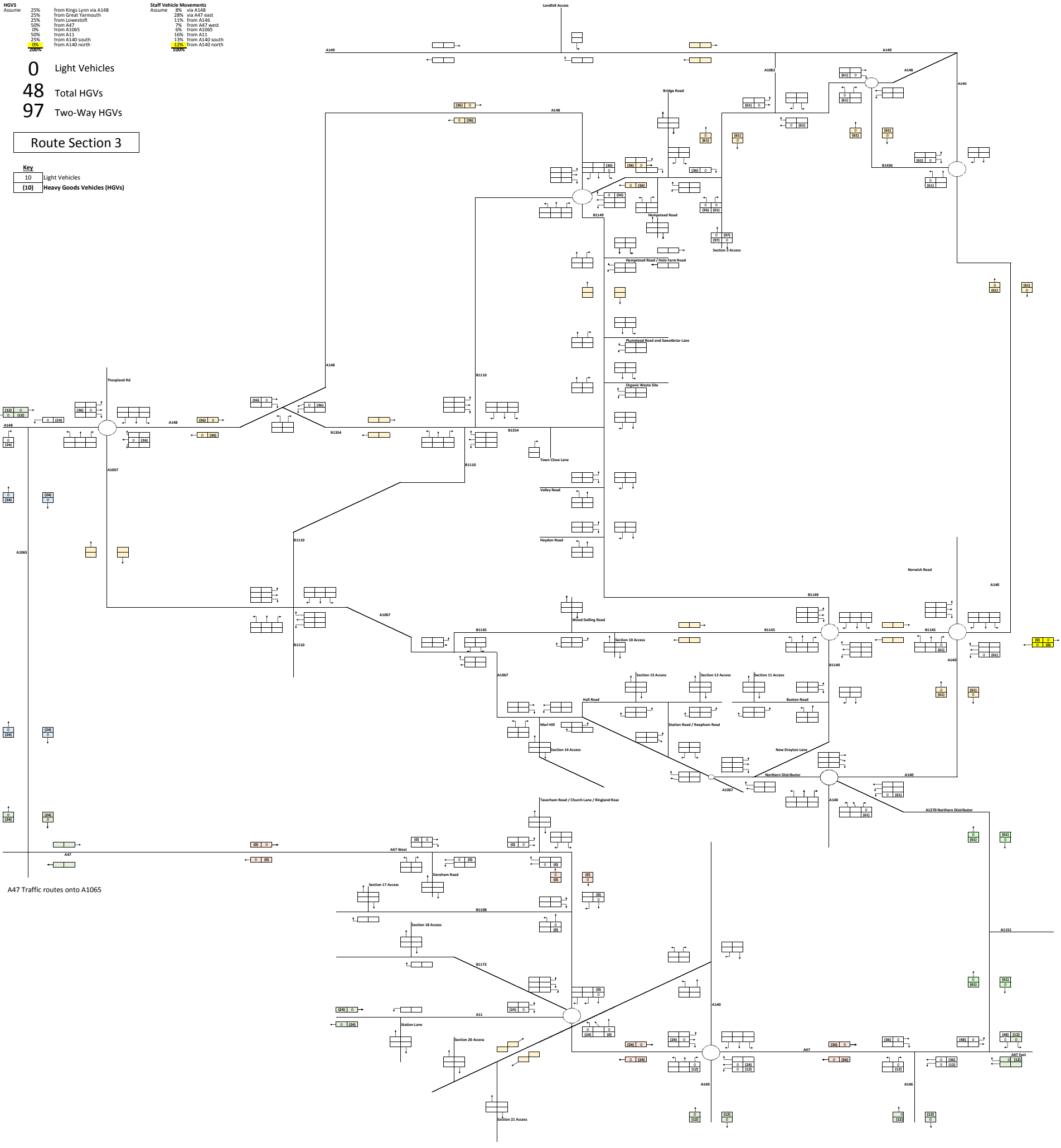
<b>HGVs</b>	25%	from Kings Lynn via A148
Assume	25%	from Great Yarmouth
	25%	from Lowestoft
	50%	from A47
	0%	from A1065
	50%	from A11
	25%	from A140 south
	25%	from A140 north
	25%	from A140 north
	25%	from A140 north

<b>Staff Vehicle Movements</b>	8%	via A148
Assume	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1065
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	10%	from A140 north

0 Light Vehicles  
 48 Total HGVs  
 97 Two-Way HGVs

Route Section 3

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

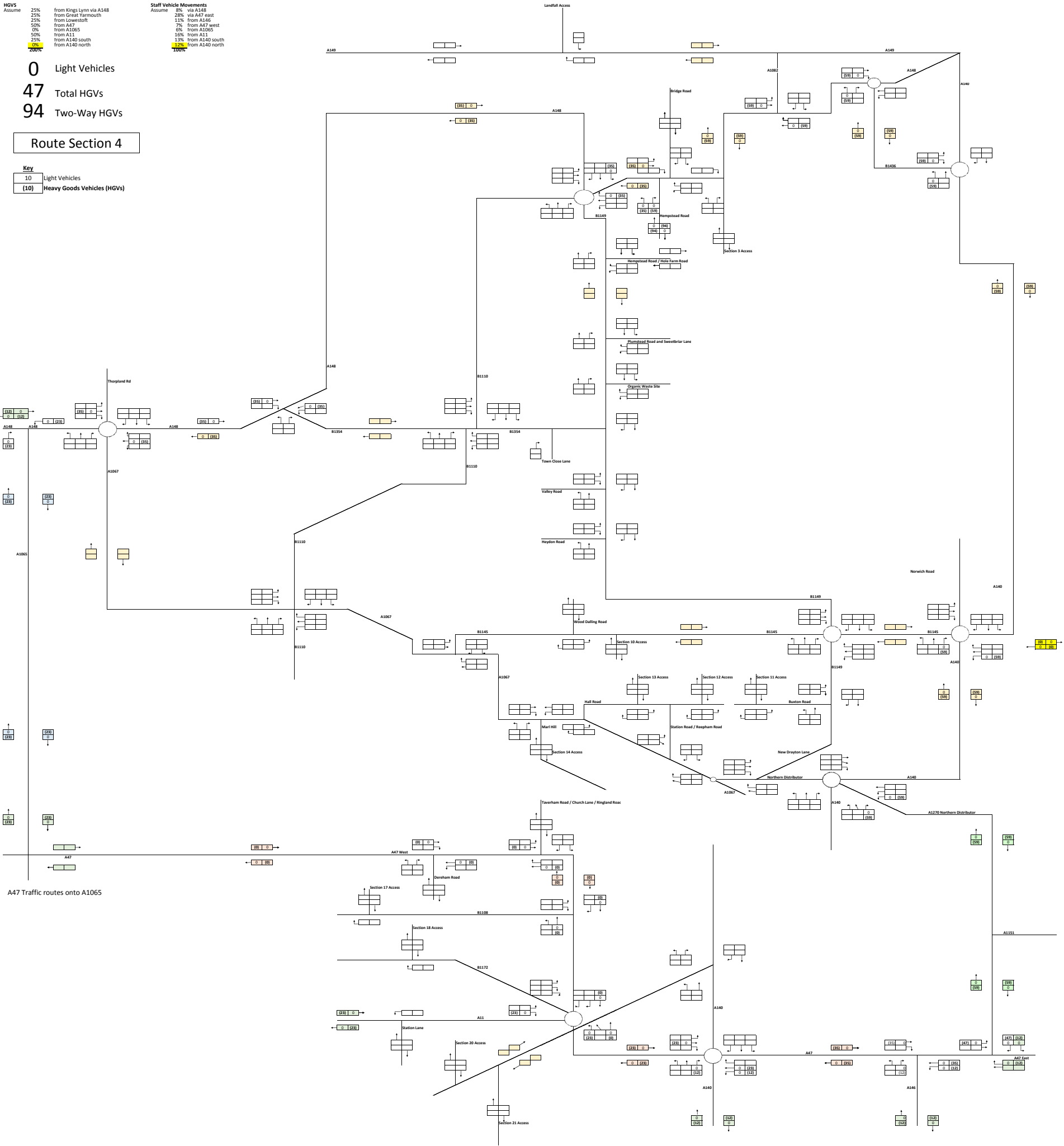


<b>HGVs</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	8%	via A148
Assume	25%	from Great Yarmouth	Assume	28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%			21%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 4

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

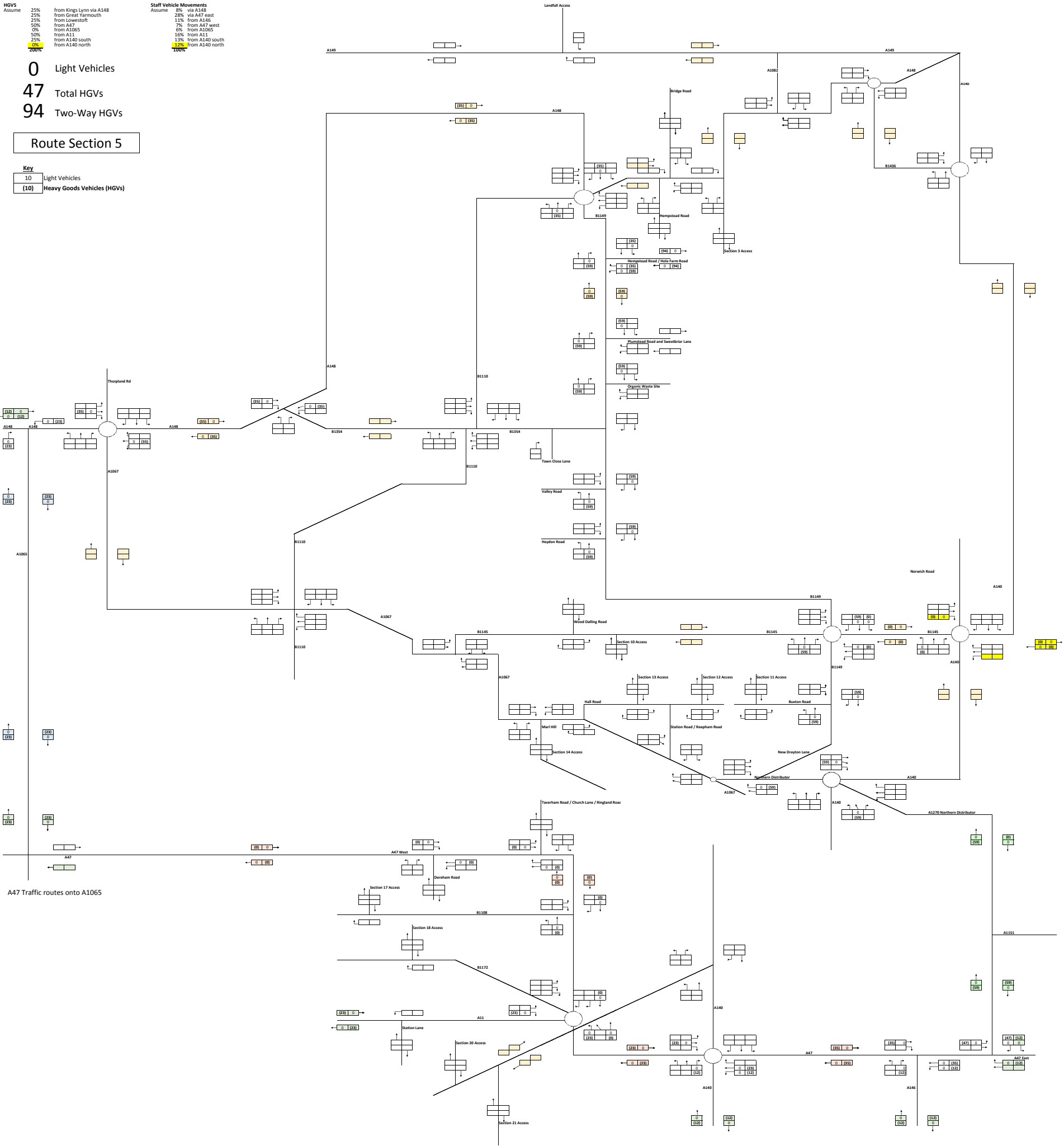


<b>HGVs Assume</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%			21%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 5

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



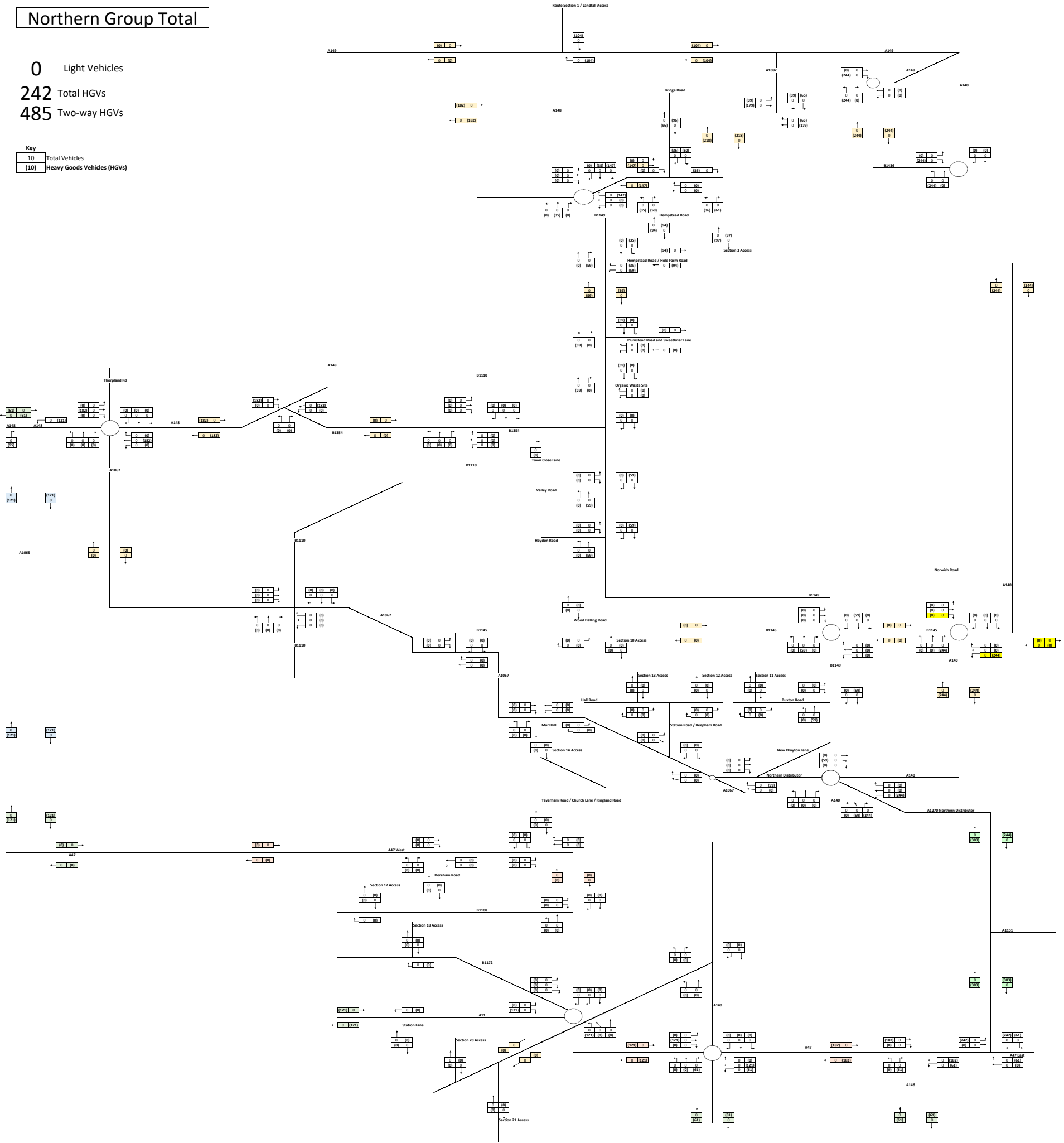
# Northern Group Total

0 Light Vehicles

242 Total HGVs

485 Two-way HGVs

Key  
 10 Total Vehicles  
 (10) Heavy Goods Vehicles (HGVs)



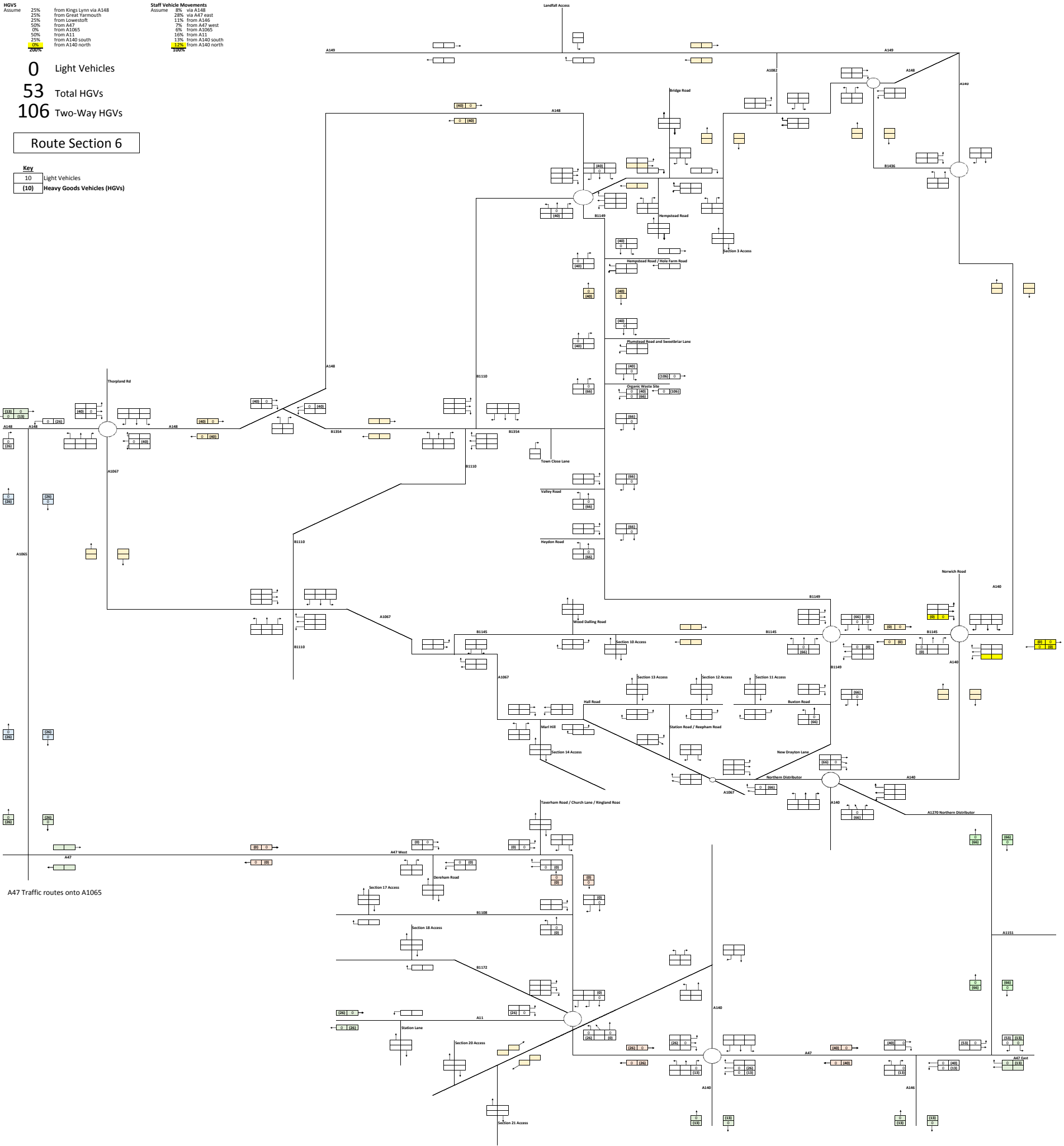


HGVs Assume		Staff Vehicle Movements Assume	
25%	from Kings Lynn via A148	8%	via A148
25%	from Great Yarmouth	28%	via A47 east
25%	from Lowestoft	11%	from A146
50%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
50%	from A11	16%	from A11
25%	from A140 south	13%	from A140 south
25%	from A140 north	12%	from A140 north
25%		12%	

0 Light Vehicles  
 53 Total HGVs  
 106 Two-Way HGVs

Route Section 6

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

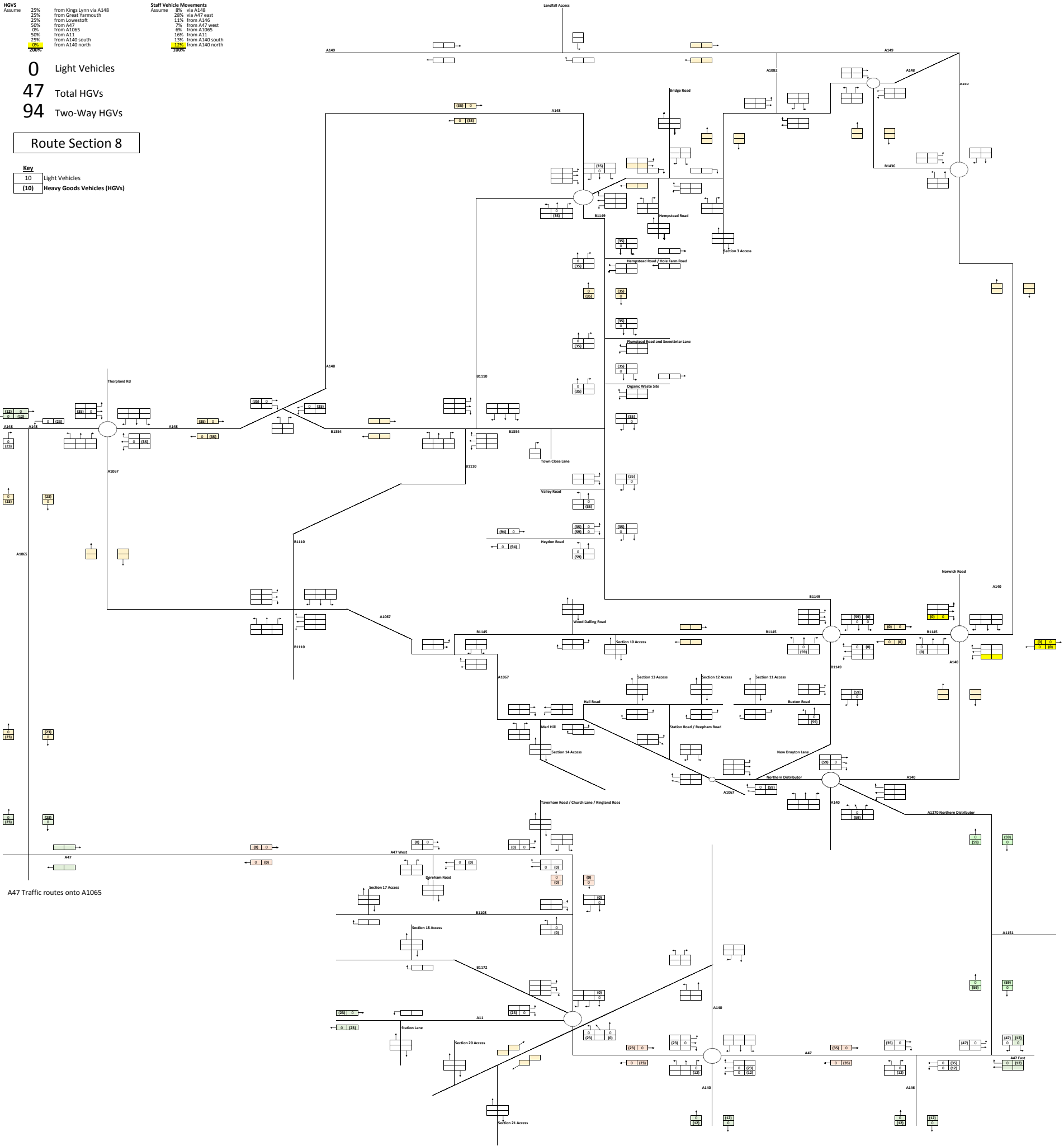


<b>HGVs Assume</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%	from A140 north		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 8

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

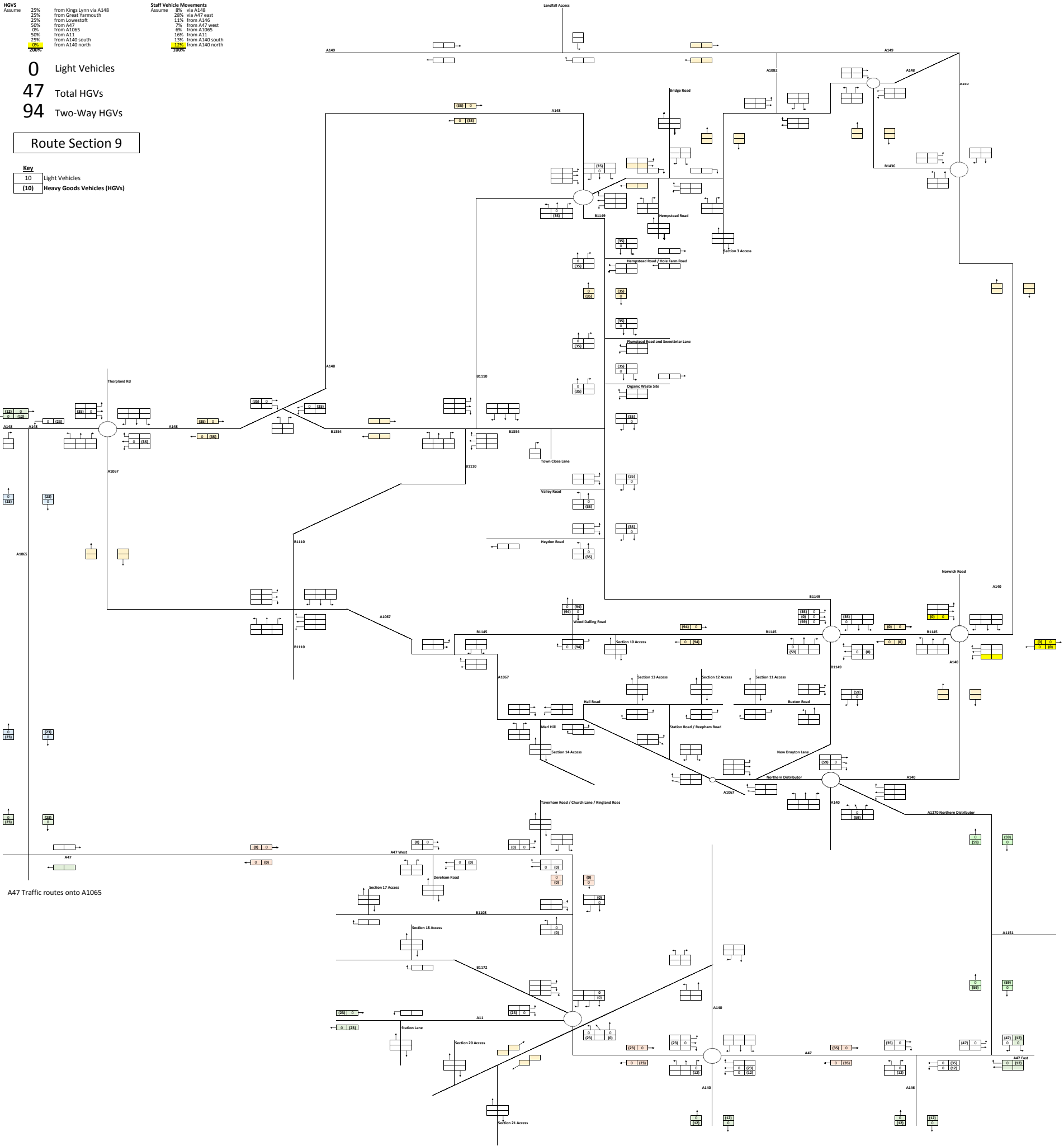


HGVs		Staff Vehicle Movements	
Assume		Assume	
25%	from Kings Lynn via A148	8%	via A148
25%	from Great Yarmouth	28%	via A47 east
25%	from Lowestoft	11%	from A146
50%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
50%	from A11	16%	from A11
25%	from A140 south	13%	from A140 south
25%	from A140 north	12%	from A140 north
25%		12%	

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 9

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

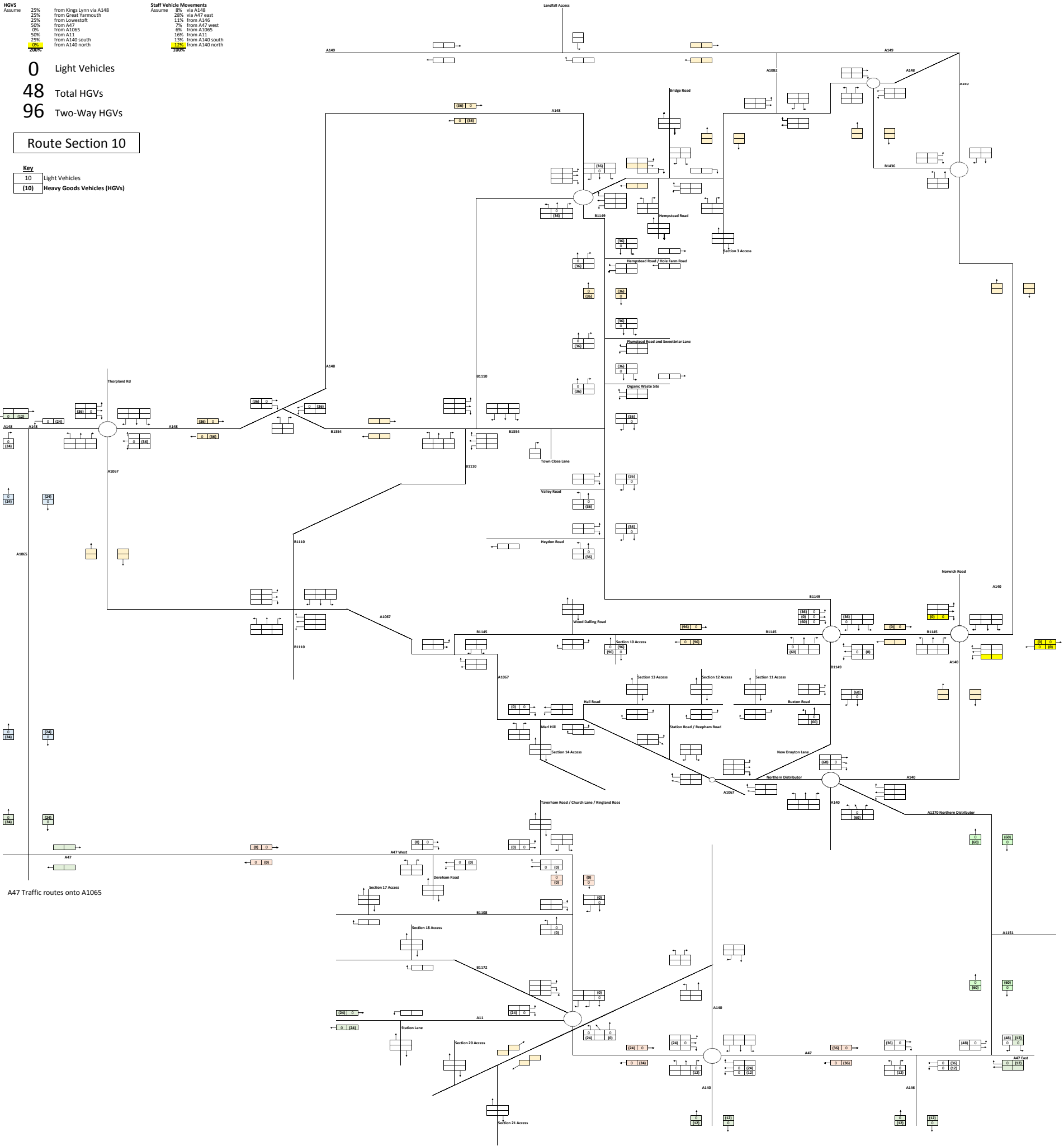


HGVs		Staff Vehicle Movements	
Assume		Assume	
25%	from Kings Lynn via A148	8%	via A148
25%	from Great Yarmouth	28%	via A47 east
25%	from Lowestoft	11%	from A146
50%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
50%	from A11	16%	from A11
25%	from A140 south	13%	from A140 south
25%	from A140 north	12%	from A140 north
25%		12%	

0 Light Vehicles  
 48 Total HGVs  
 96 Two-Way HGVs

Route Section 10

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



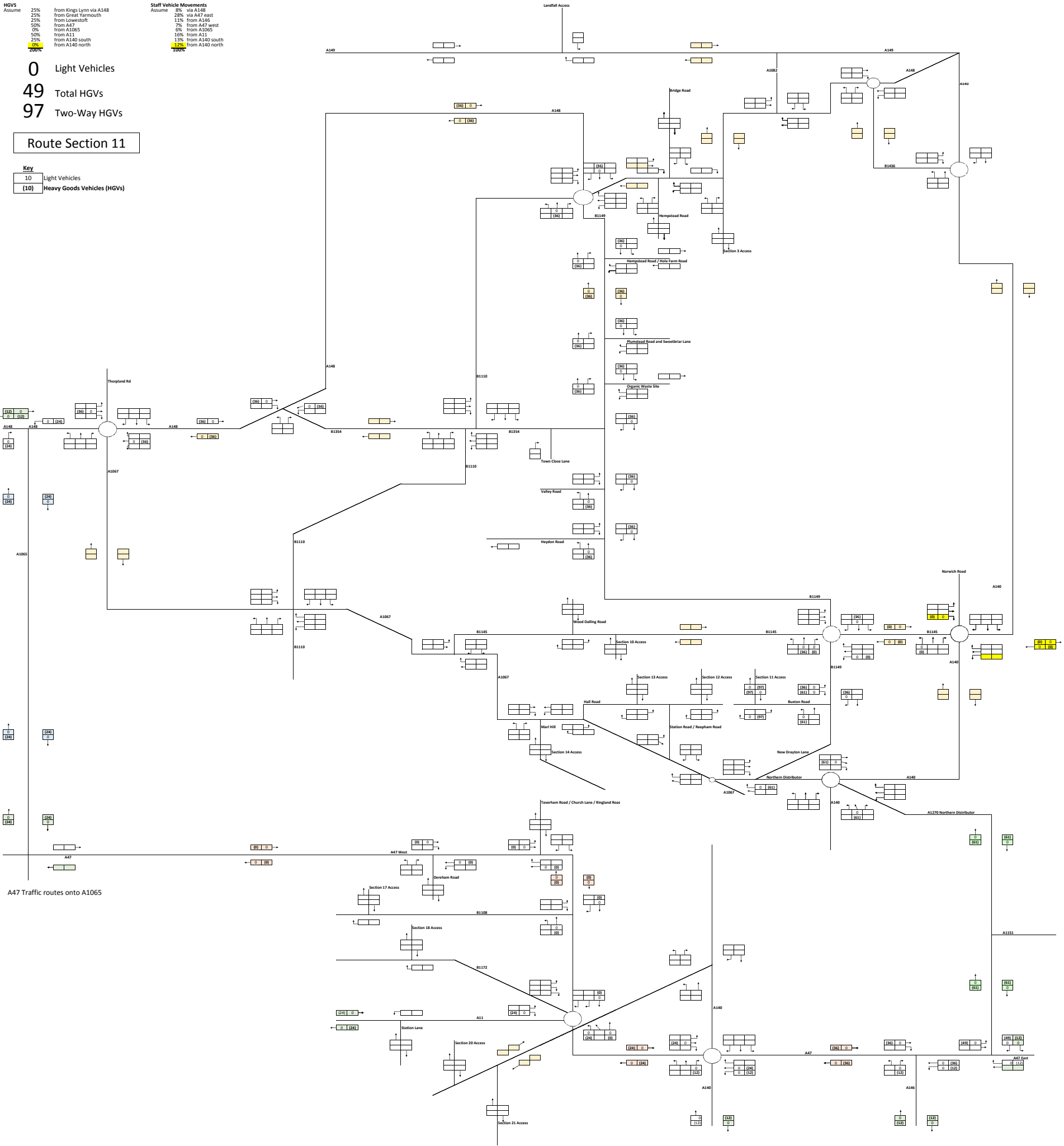
A47 Traffic routes onto A1065

HGVs Assume		Staff Vehicle Movements Assume	
25%	from Kings Lynn via A148	8%	via A148
25%	from Great Yarmouth	28%	via A47 east
25%	from Lowestoft	11%	from A146
50%	from A47	7%	from A47 west
0%	from A1065	6%	from A1065
50%	from A11	16%	from A11
25%	from A140 south	13%	from A140 south
25%	from A140 north	12%	from A140 north
25%		12%	

0 Light Vehicles  
 49 Total HGVs  
 97 Two-Way HGVs

Route Section 11

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

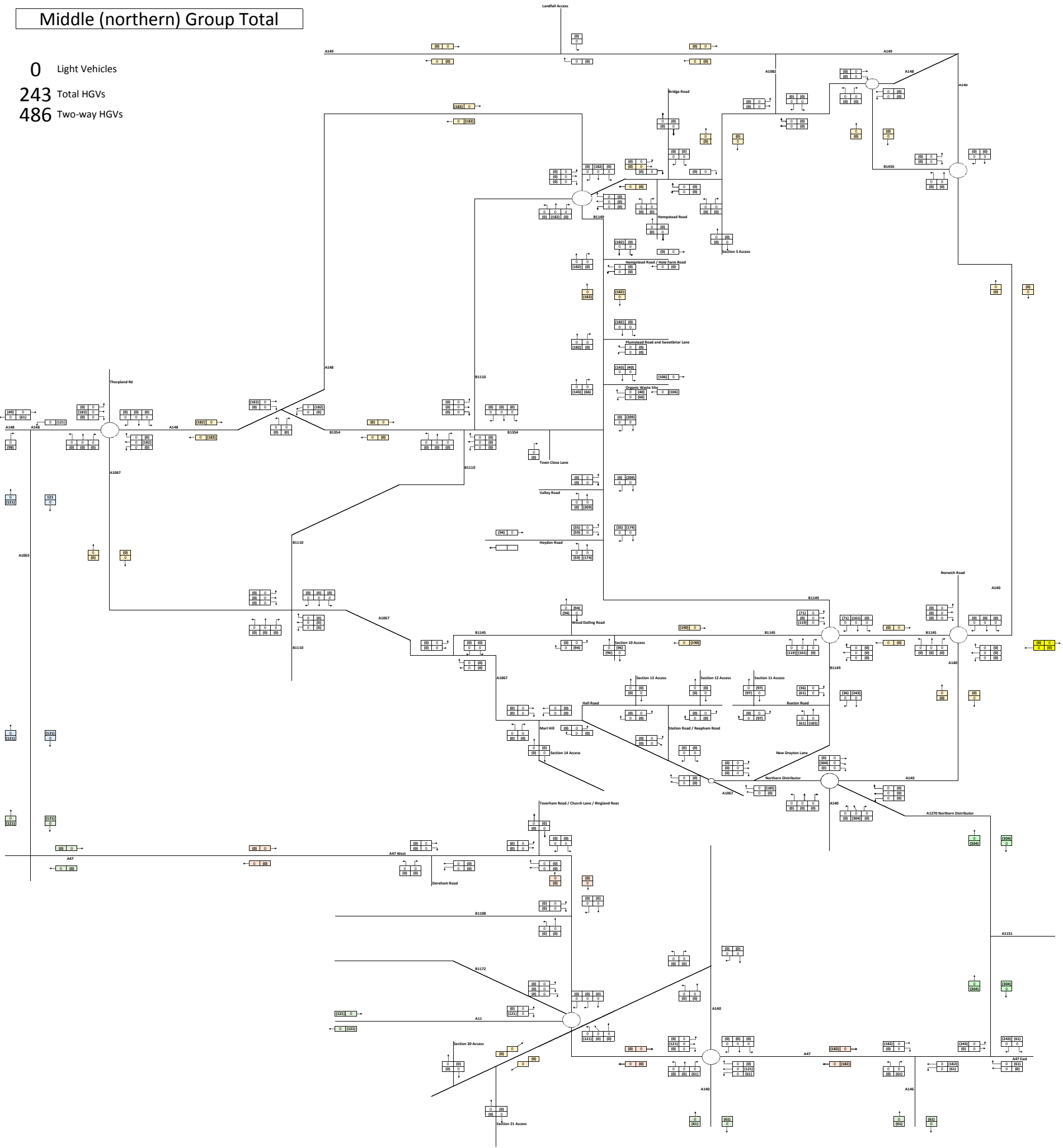


# Middle (northern) Group Total

0 Light Vehicles

243 Total HGVs

486 Two-way HGVs

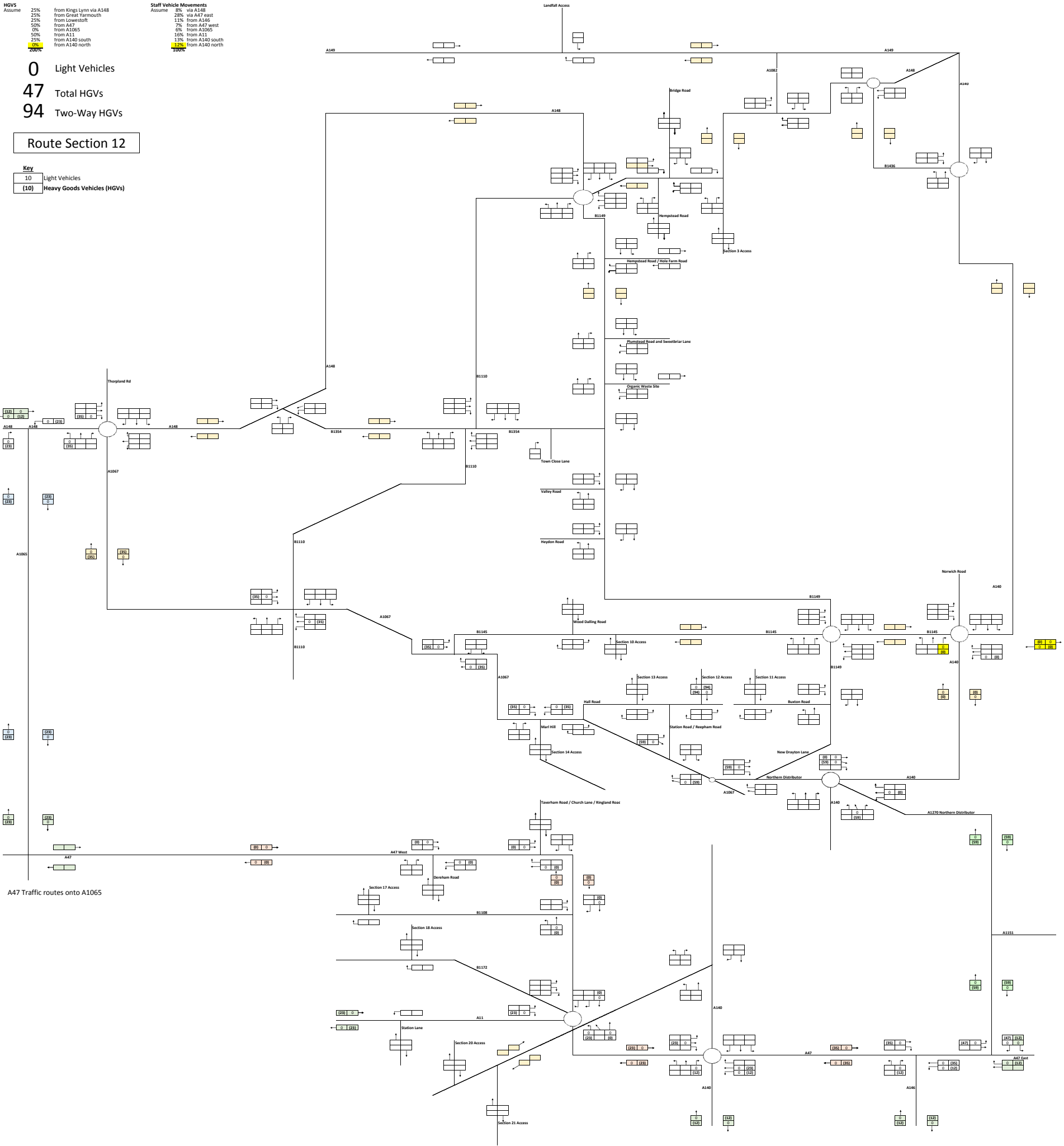


<b>HGVs</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	28%	via A148
Assume	25%	from Great Yarmouth	Assume	11%	from A146
	25%	from Lowestoft		7%	from A47 west
	50%	from A47		6%	from A1065
	0%	from A1065		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%	from A140 north		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 12

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)

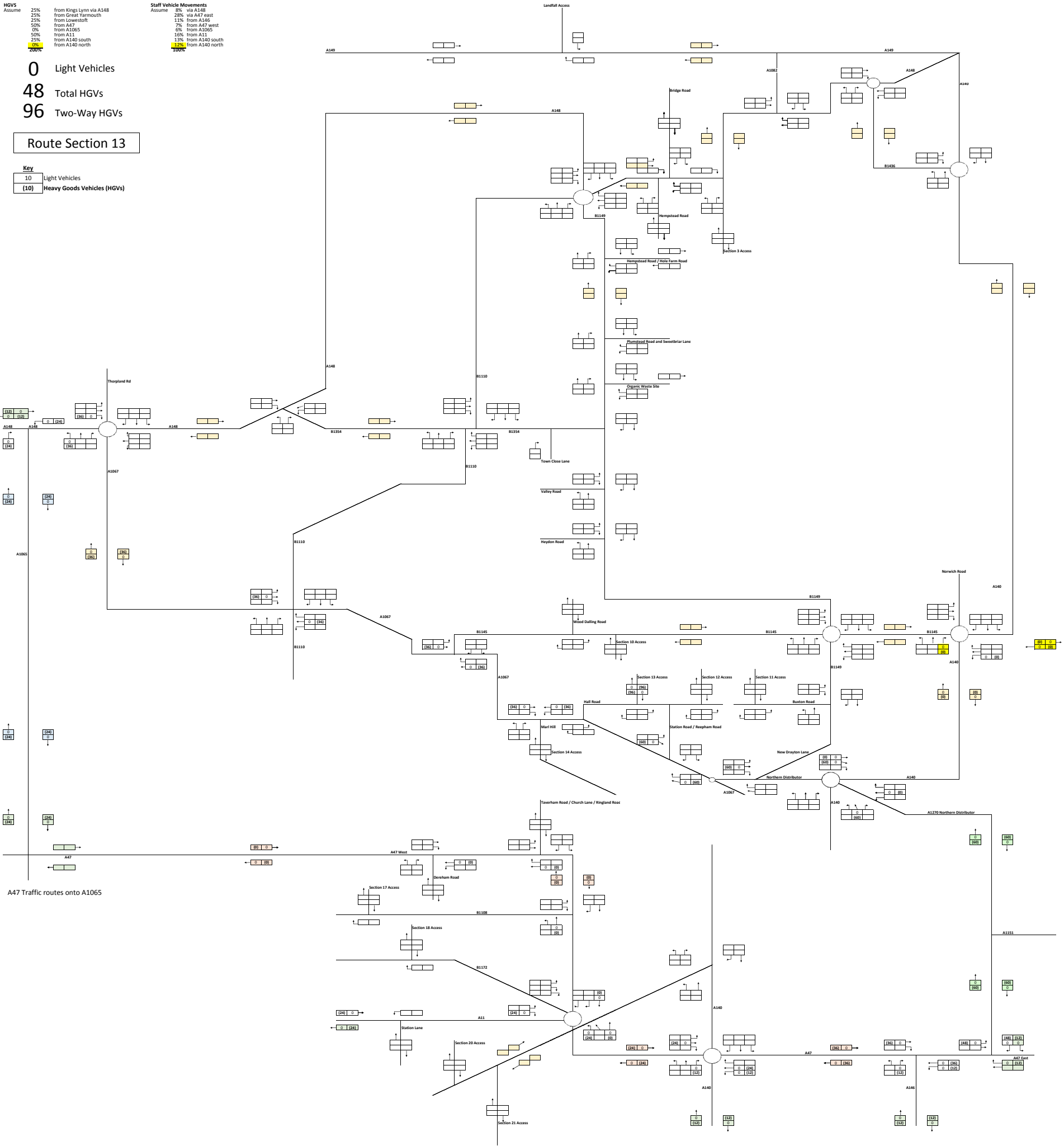


<b>HGVs Assume</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%			12%	

0 Light Vehicles  
 48 Total HGVs  
 96 Two-Way HGVs

**Route Section 13**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



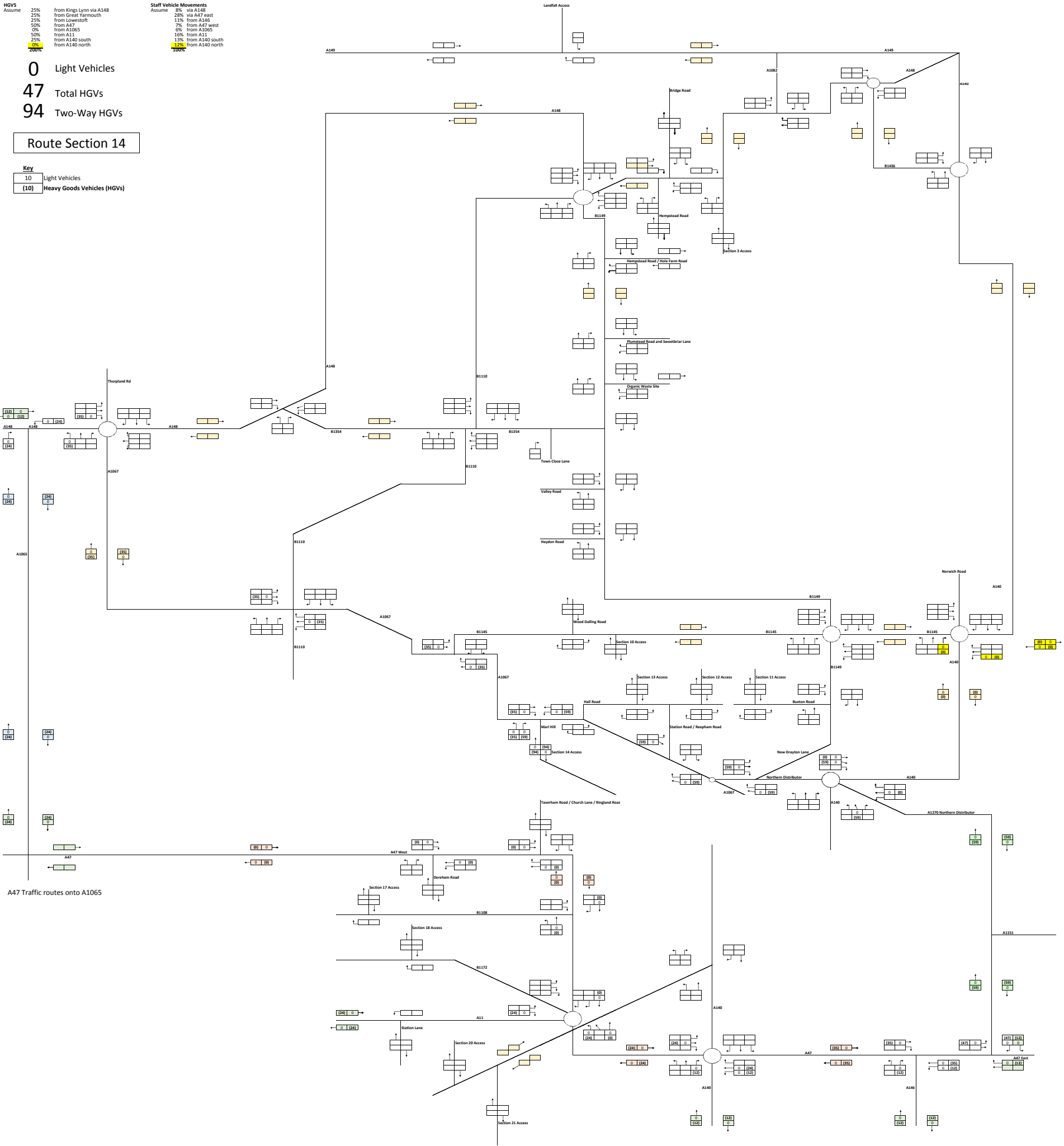


<b>HGVs</b>	25%	from Kings Lynn via A148	<b>Staff Vehicle Movements</b>	28%	via A148
Assume	25%	from Great Yarmouth	Assume	11%	from A146
	25%	from Lowestoft		7%	from A47 west
	50%	from A47		6%	from A1065
	0%	from A1065		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%	from A140 north		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

Route Section 14

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



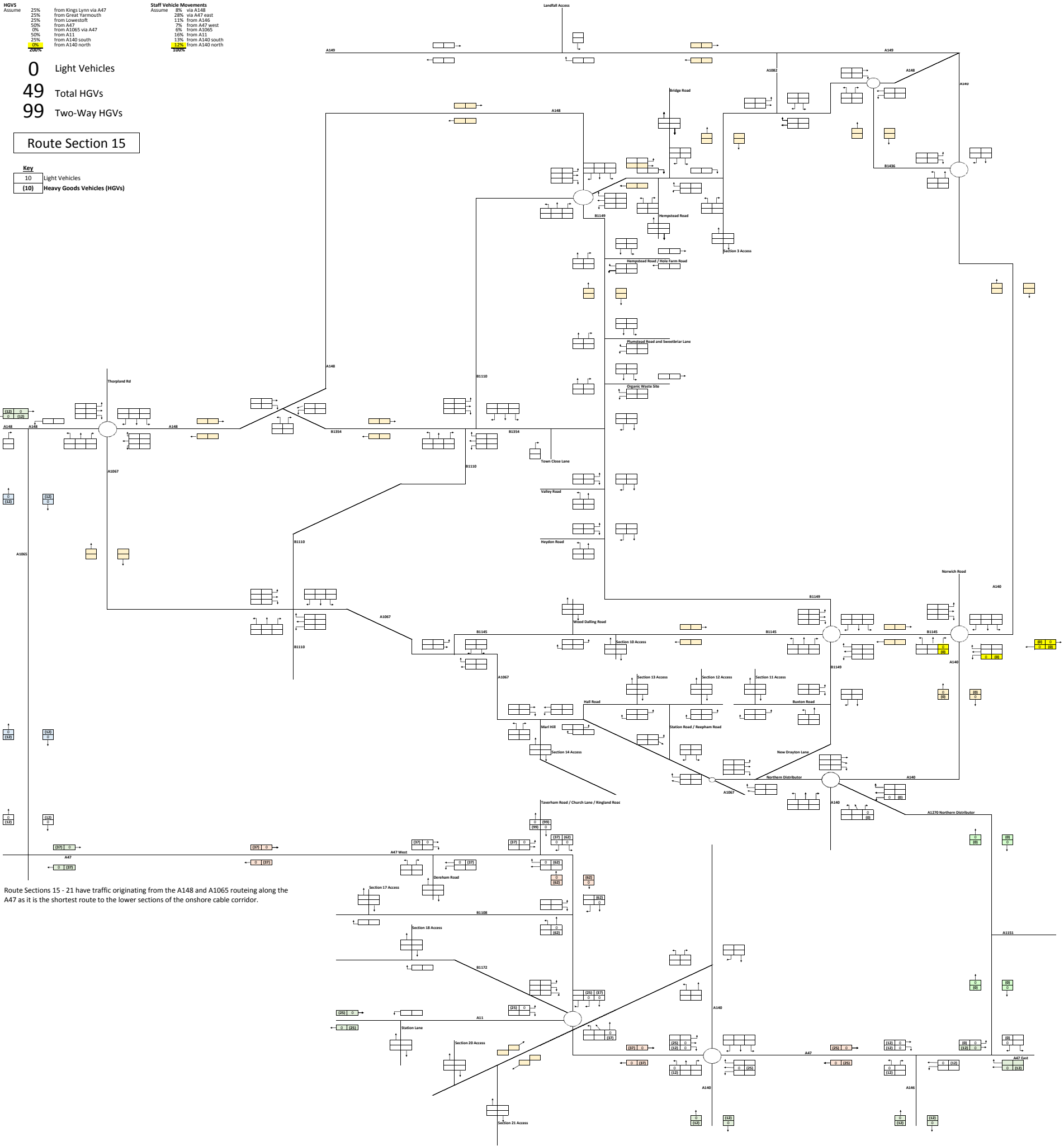
A47 Traffic routes onto A1065

HGVs Assume		Staff Vehicle Movements Assume	
25%	from Kings Lynn via A47	8%	via A148
25%	from Great Yarmouth	28%	via A47 east
25%	from Lowestoft	11%	from A146
50%	from A47	7%	from A47 west
0%	from A1065 via A47	6%	from A1065
50%	from A11	16%	from A11
25%	from A140 south	13%	from A140 south
25%	from A140 north	12%	from A140 north
25%		12%	

0 Light Vehicles  
 49 Total HGVs  
 99 Two-Way HGVs

Route Section 15

Key	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

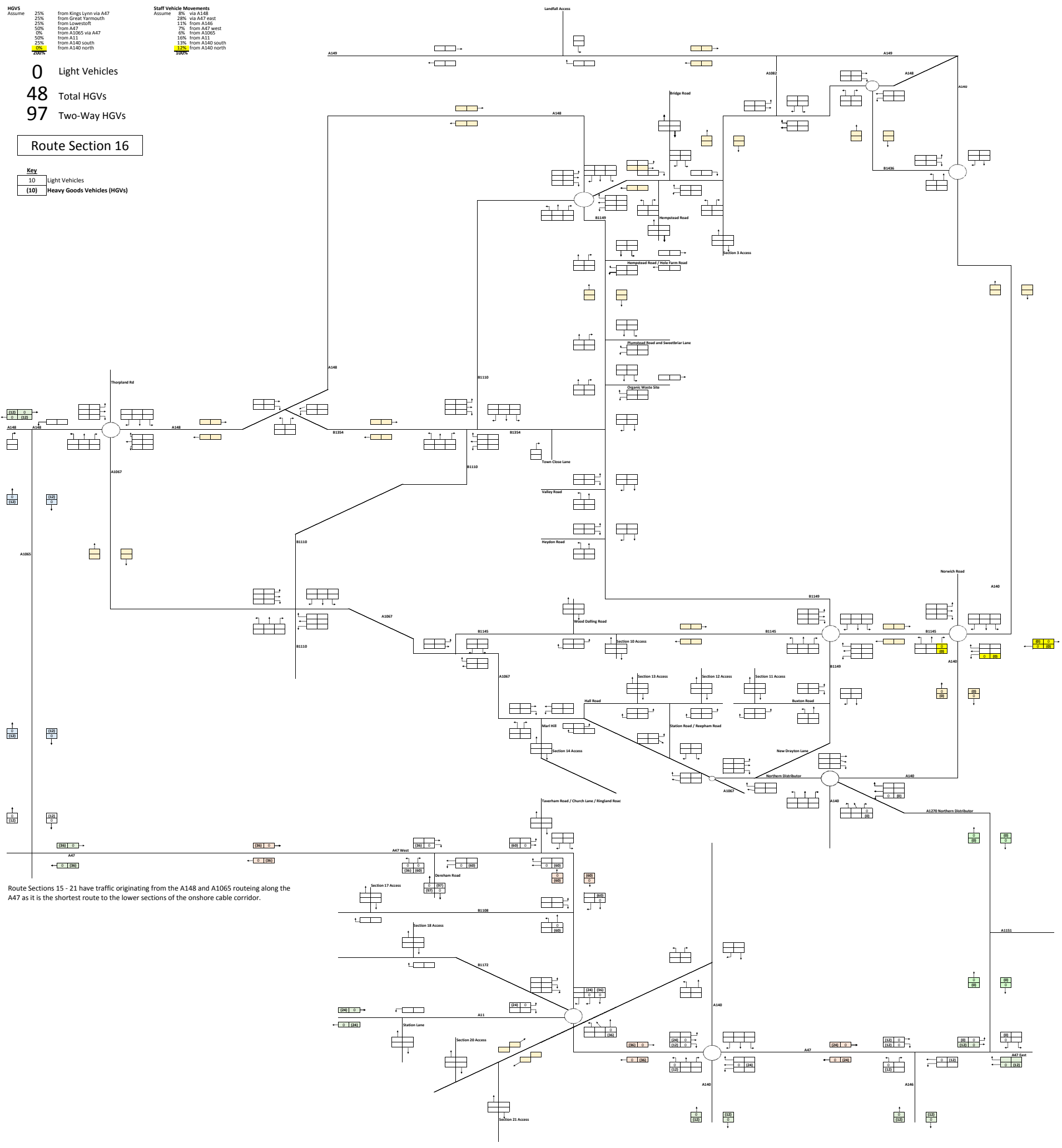
<b>HGVs</b>	Assume	25%	from Kings Lynn via A47
		25%	from Great Yarmouth
		25%	from Lowestoft
		50%	from A47
		0%	from A1065 via A47
		50%	from A11
		25%	from A140 south
		25%	from A140 north
		25%	from A140 north
		25%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		12%	from A140 north

0 Light Vehicles  
 48 Total HGVs  
 97 Two-Way HGVs

**Route Section 16**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



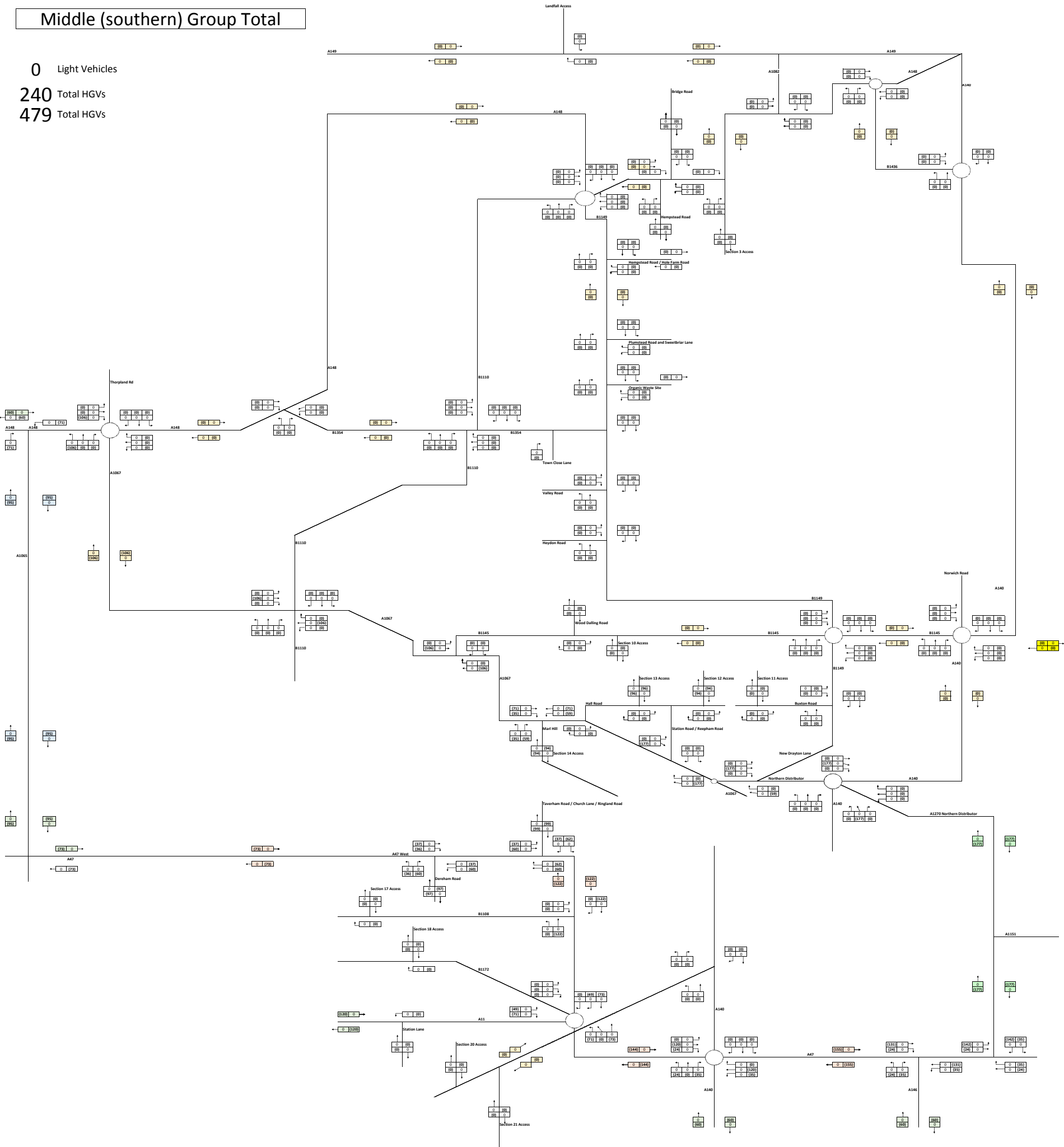
Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

# Middle (southern) Group Total

0 Light Vehicles

240 Total HGVs

479 Total HGVs

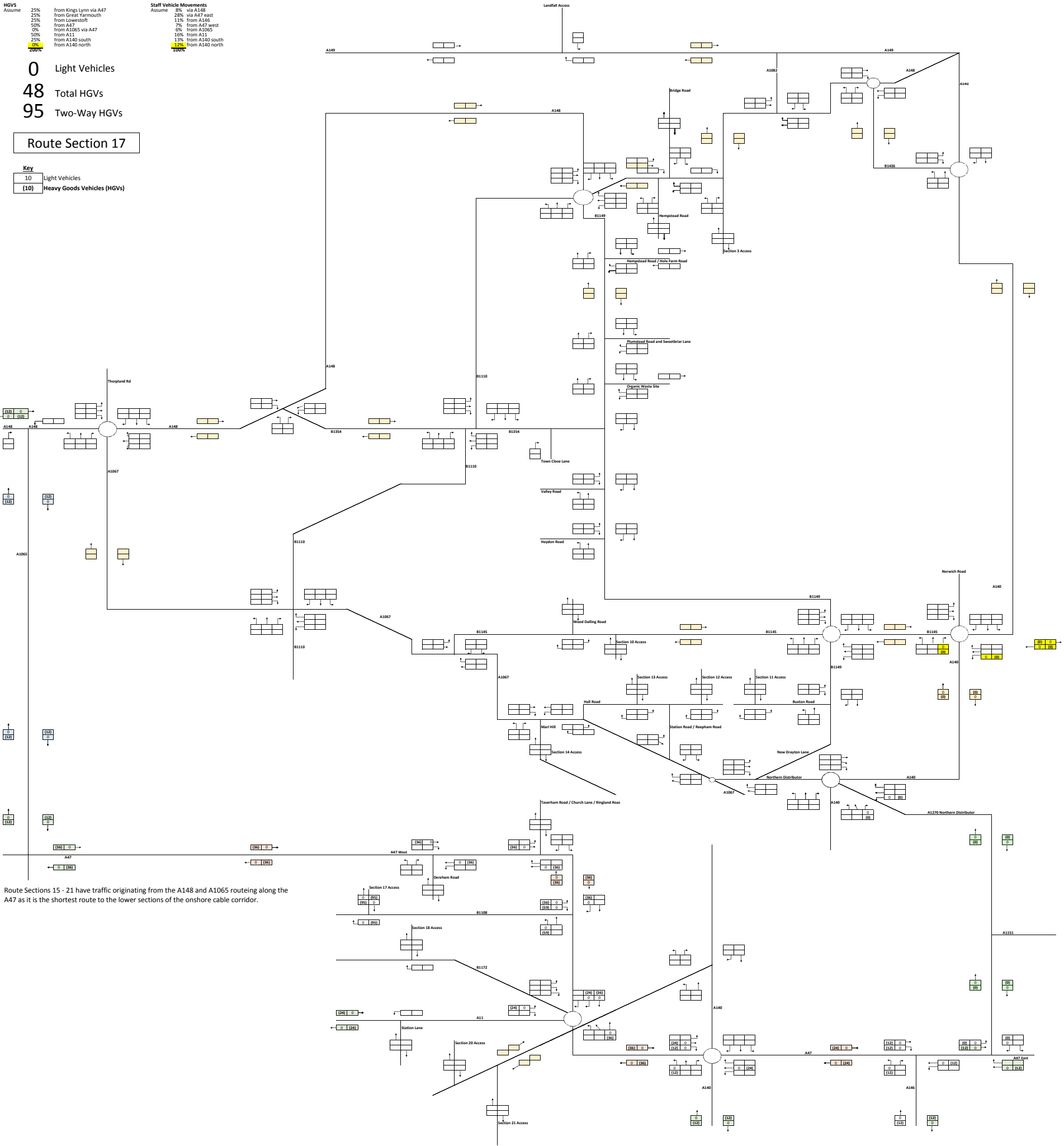


<b>HGVs</b>	25%	from Kings Lynn via A47	<b>Staff Vehicle Movements</b>	28%	via A148
Assume	25%	from Great Yarmouth	Assume	11%	from A146
	25%	from Lowestoft		7%	from A47 west
	50%	from A47		6%	from A1065
	0%	from A1065 via A47		10%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%	from A140 north		12%	from A140 north

0 Light Vehicles  
 48 Total HGVs  
 95 Two-Way HGVs

**Route Section 17**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

<b>HGVs</b>	<b>Assume</b>	25%	from Kings Lynn via A47	<b>Staff Vehicle Movements</b>	<b>Assume</b>	8%	via A148
		25%	from Great Yarmouth			28%	via A47 east
		25%	from Lowestoft			11%	from A146
		50%	from A47			7%	from A47 west
		0%	from A1065 via A47			6%	from A1065
		50%	from A11			16%	from A11
		25%	from A140 south			13%	from A140 south
		25%	from A140 north			12%	from A140 north
		<b>25%</b>				<b>12%</b>	

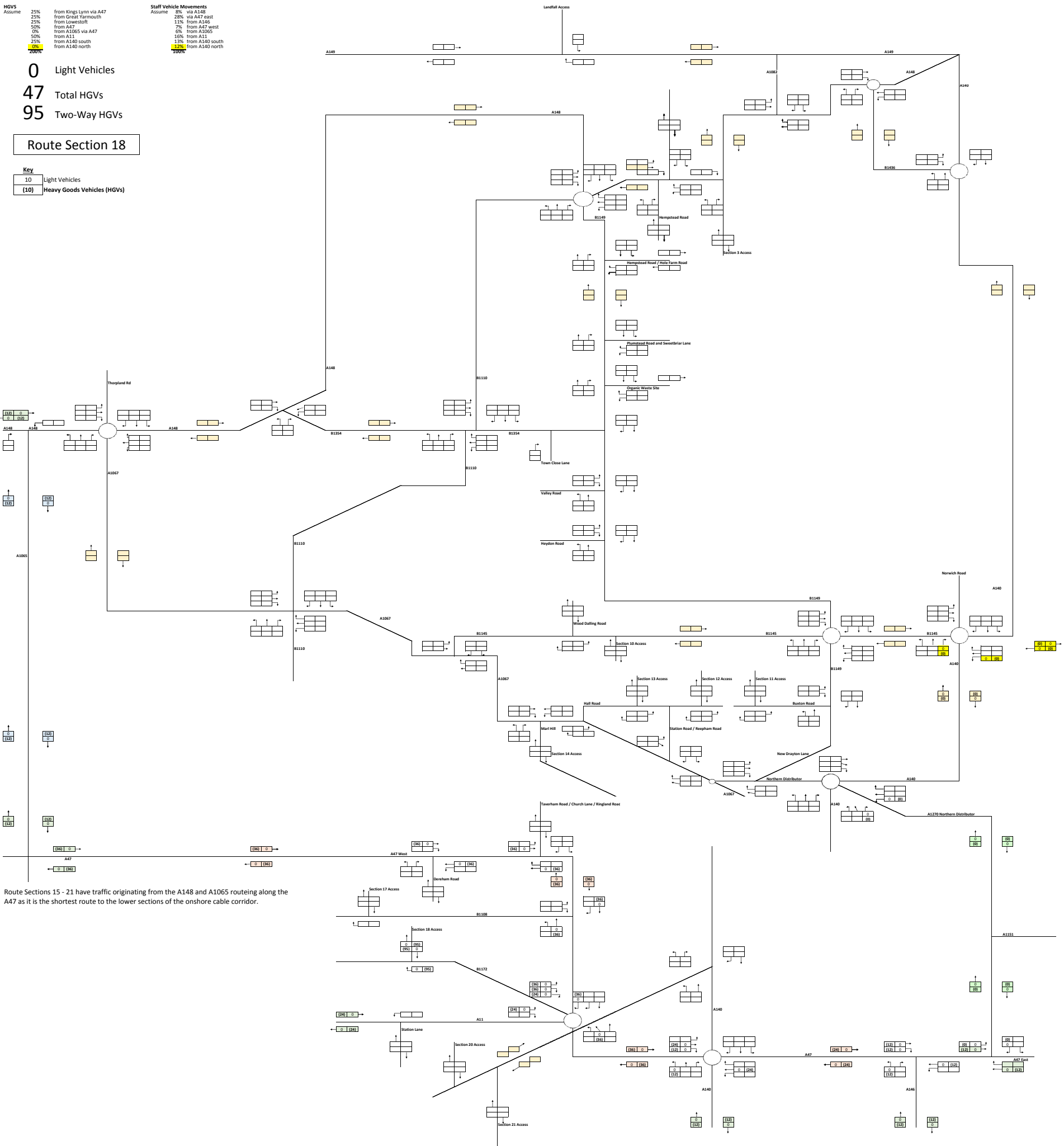
0 Light Vehicles

47 Total HGVs

95 Two-Way HGVs

**Route Section 18**

<b>Key</b>	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



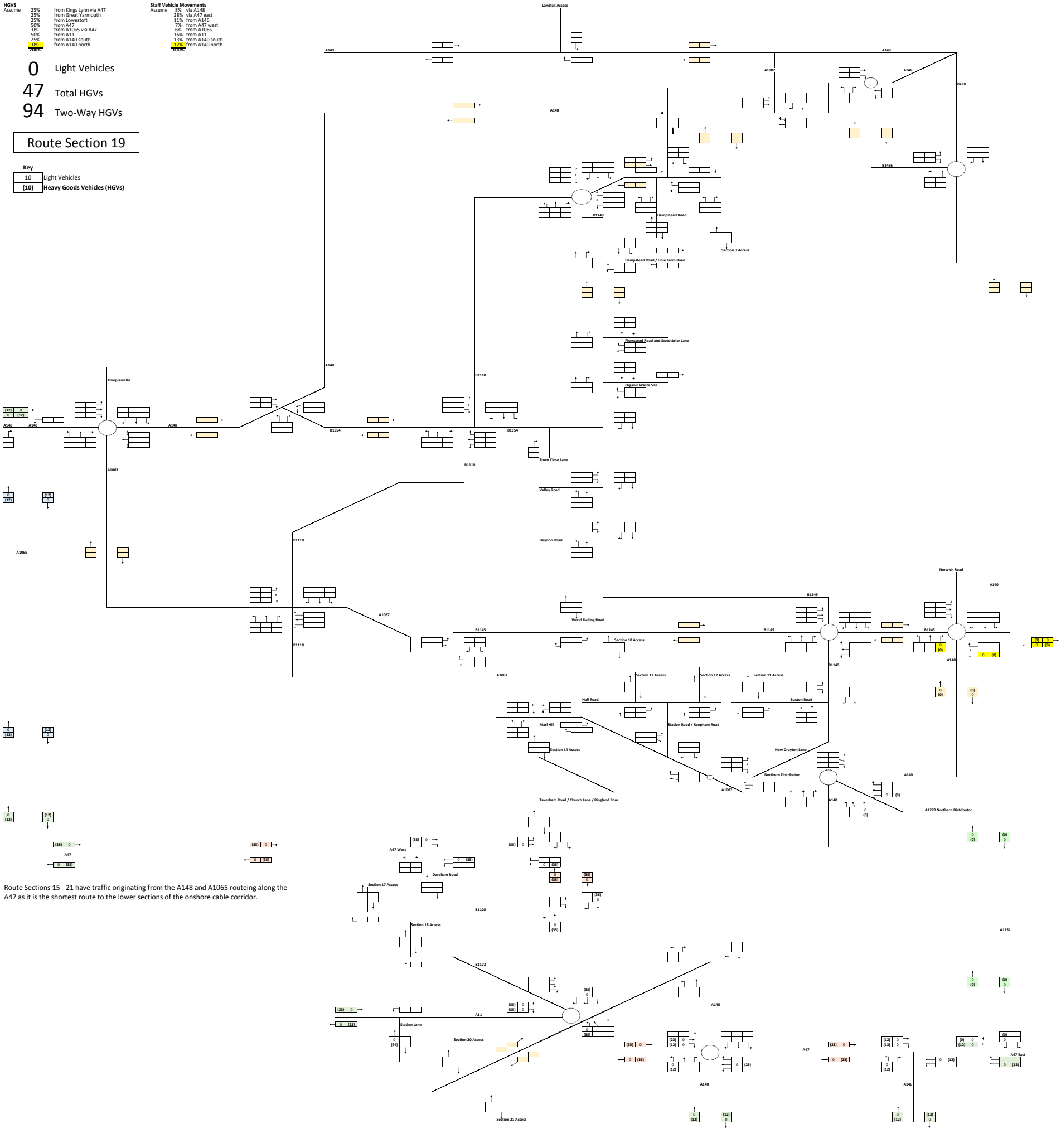
Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

<b>HGVs</b>	25%	from Kings Lynn via A47	<b>Staff Vehicle Movements</b>	28%	via A148
Assume	25%	from Great Yarmouth	Assume	11%	from A146
	25%	from Lowestoft		7%	from A47 west
	50%	from A47		6%	from A1065
	0%	from A1065 via A47		16%	from A11
	25%	from A140 south		13%	from A140 south
	25%	from A140 north		12%	from A140 north
	25%	from A140 north		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 94 Two-Way HGVs

**Route Section 19**

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

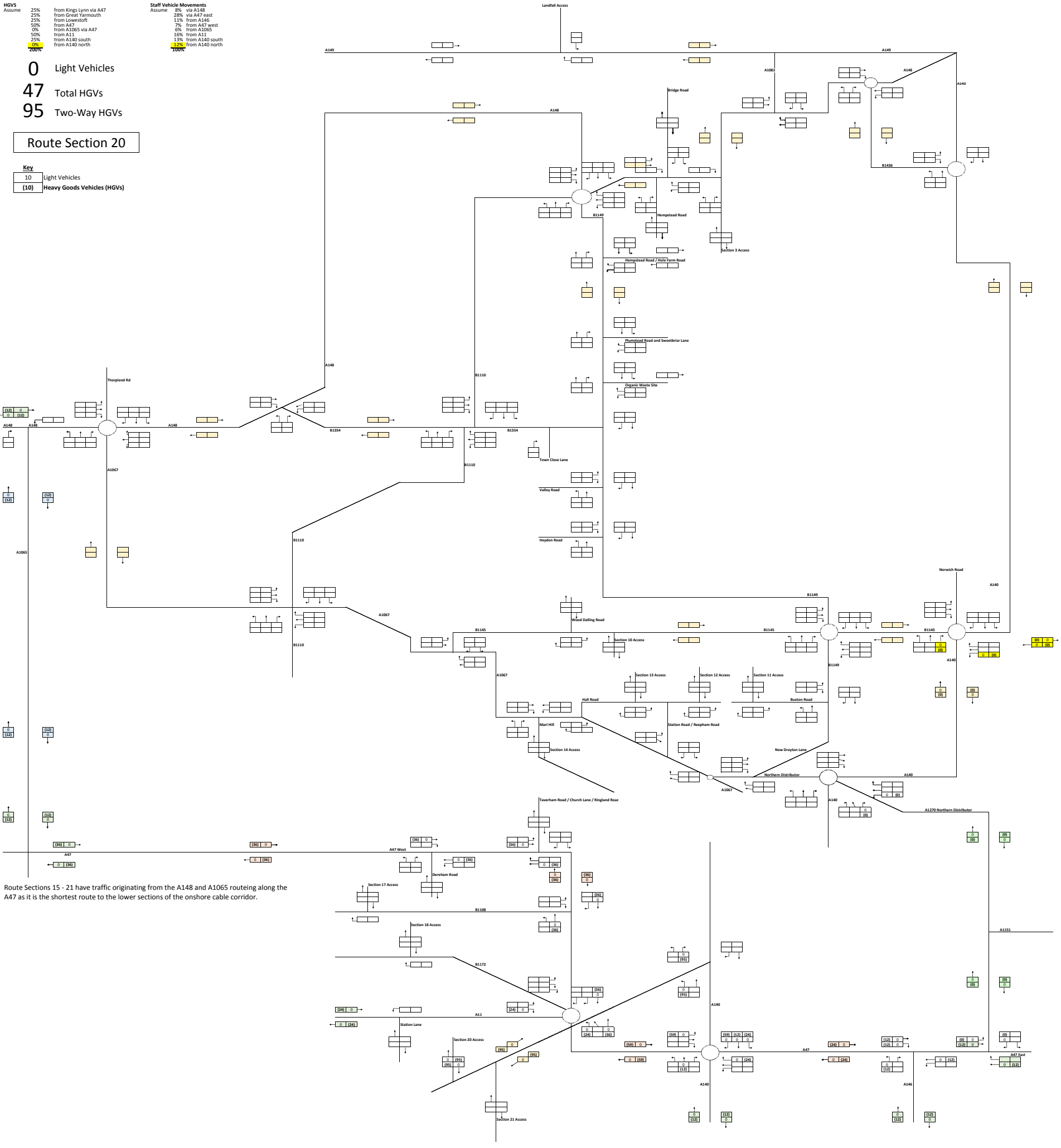
<b>HGVs</b>	Assume	25%	from Kings Lynn via A47
		25%	from Great Yarmouth
		25%	from Lowestoft
		50%	from A47
		0%	from A1065 via A47
		50%	from A11
		25%	from A140 south
		25%	from A140 north
		25%	from A140 north
		25%	from A140 north

<b>Staff Vehicle Movements</b>	Assume	8%	via A148
		28%	via A47 east
		11%	from A146
		7%	from A47 west
		6%	from A1065
		16%	from A11
		13%	from A140 south
		12%	from A140 north
		12%	from A140 north

0 Light Vehicles  
 47 Total HGVs  
 95 Two-Way HGVs

Route Section 20

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

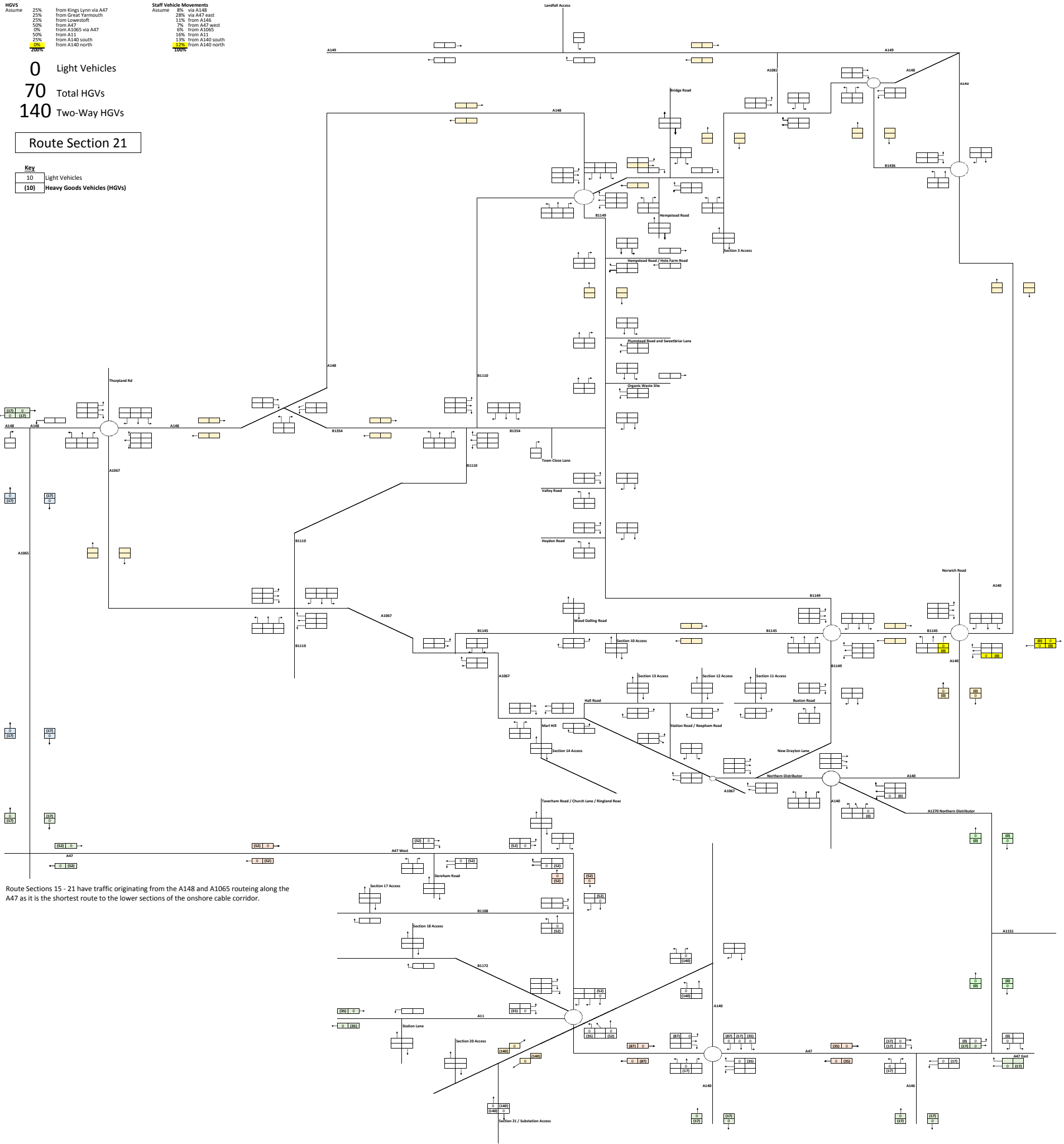


<b>HGVs Assume</b>	25%	from Kings Lynn via A47	<b>Staff Vehicle Movements Assume</b>	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		13%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065 via A47		6%	from A1065
	25%	from A11		16%	from A11
<b>HGVs Assume</b>	25%	from A140 south	13%	from A140 south	
	25%	from A140 north	12%	from A140 north	
	25%	from A140 north	13%	from A140 north	

0 Light Vehicles  
 70 Total HGVs  
 140 Two-Way HGVs

**Route Section 21**

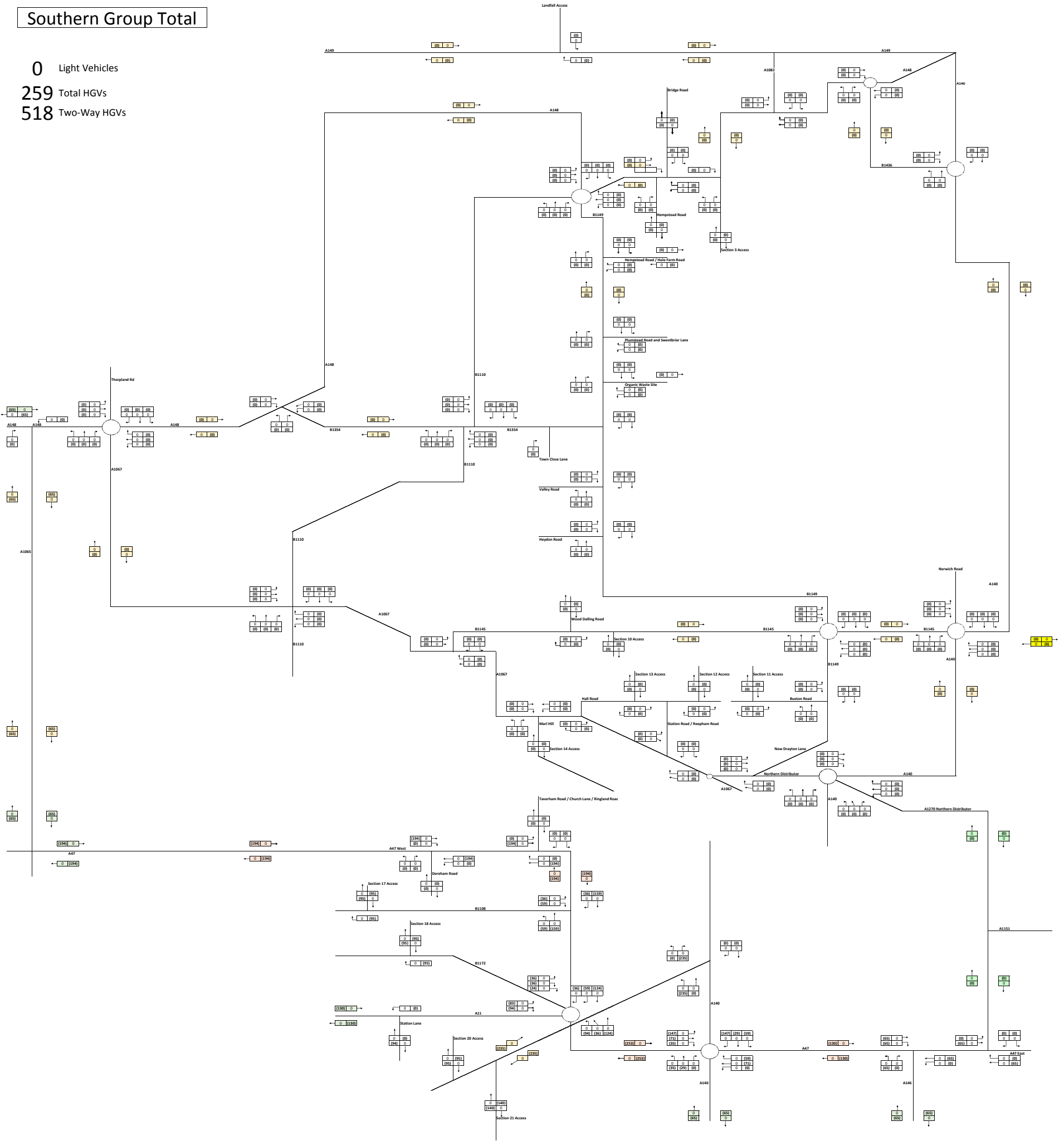
10	Light Vehicles
(10)	Heavy Goods Vehicles (HGVs)



Route Sections 15 - 21 have traffic originating from the A148 and A1065 routing along the A47 as it is the shortest route to the lower sections of the onshore cable corridor.

# Southern Group Total

0 Light Vehicles  
259 Total HGVs  
518 Two-Way HGVs

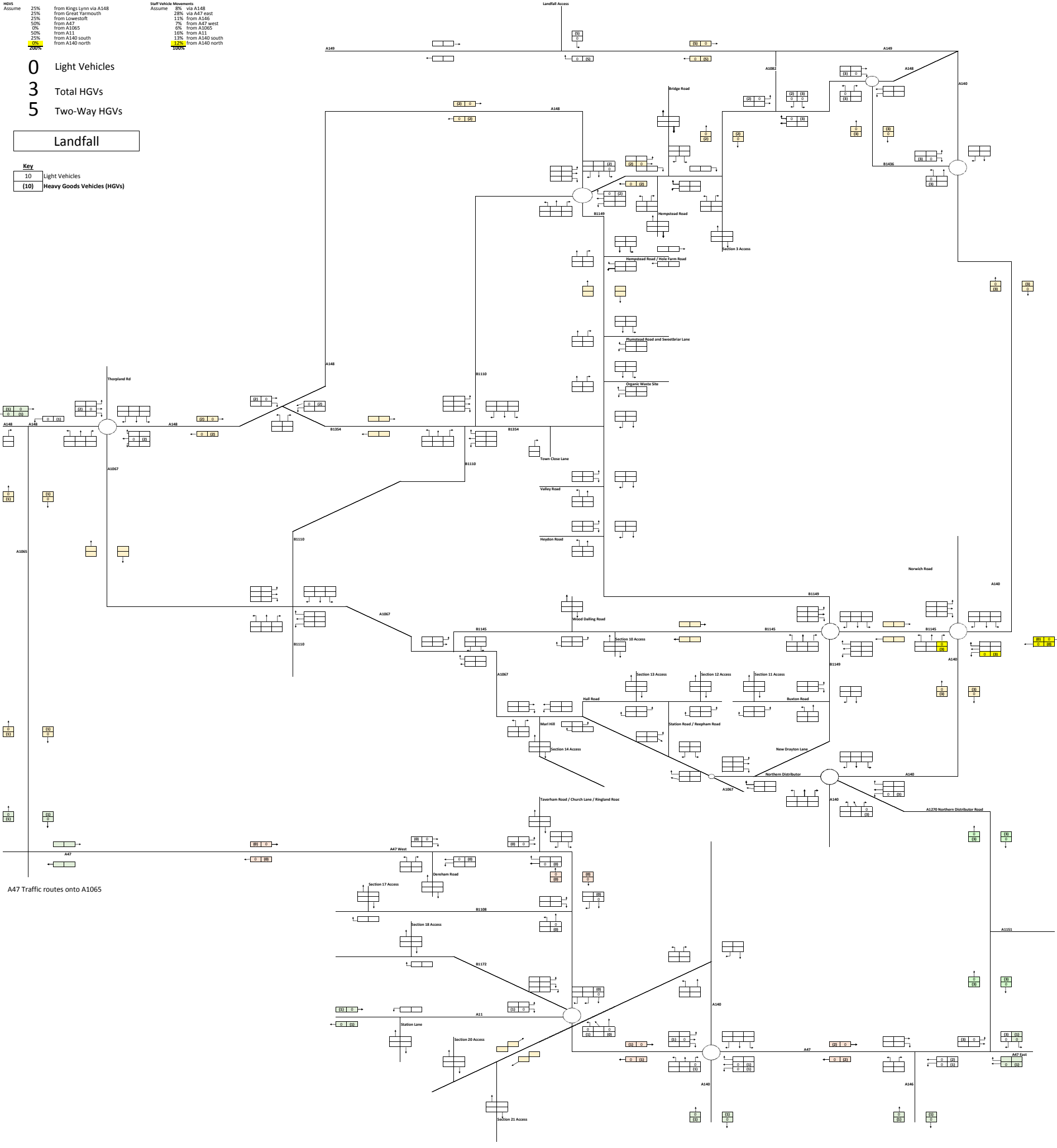


MWV Assume	25%	from Kings Lynn via A148	Staff Vehicle Movements Assume	8%	via A148
	25%	from Great Yarmouth		28%	via A47 east
	25%	from Lowestoft		11%	from A146
	50%	from A47		7%	from A47 west
	0%	from A1065		6%	from A1065
	50%	from A11		16%	from A11
25%	from A140 south	13%	from A140 south		
25%	from A140 north	12%	from A140 north		
25%		12%			

- 0 Light Vehicles
- 3 Total HGVs
- 5 Two-Way HGVs

Landfall

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



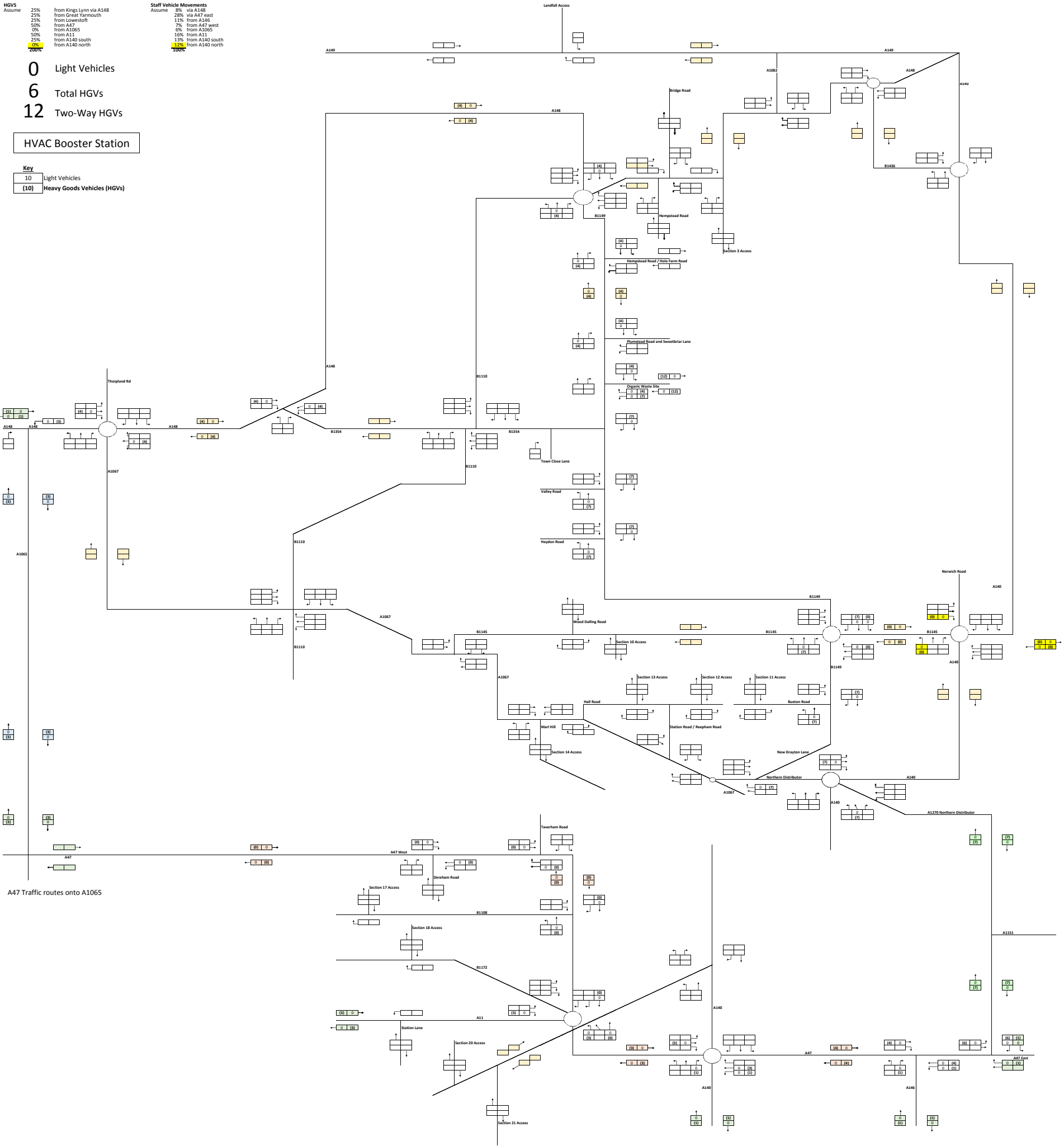
<b>HGVs</b>	25%	from Kings Lynn via A148
Assume	25%	from Great Yarmouth
	25%	from Lowestoft
	50%	from A47
	0%	from A1065
	50%	from A11
	25%	from A140 south
	25%	from A140 north
	25%	from A140 north
	25%	from A140 north

<b>Staff Vehicle Movements</b>	8%	via A148
Assume	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1065
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	12%	from A140 north

0 Light Vehicles  
 6 Total HGVs  
 12 Two-Way HGVs

HVAC Booster Station

10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



A47 Traffic routes onto A1065

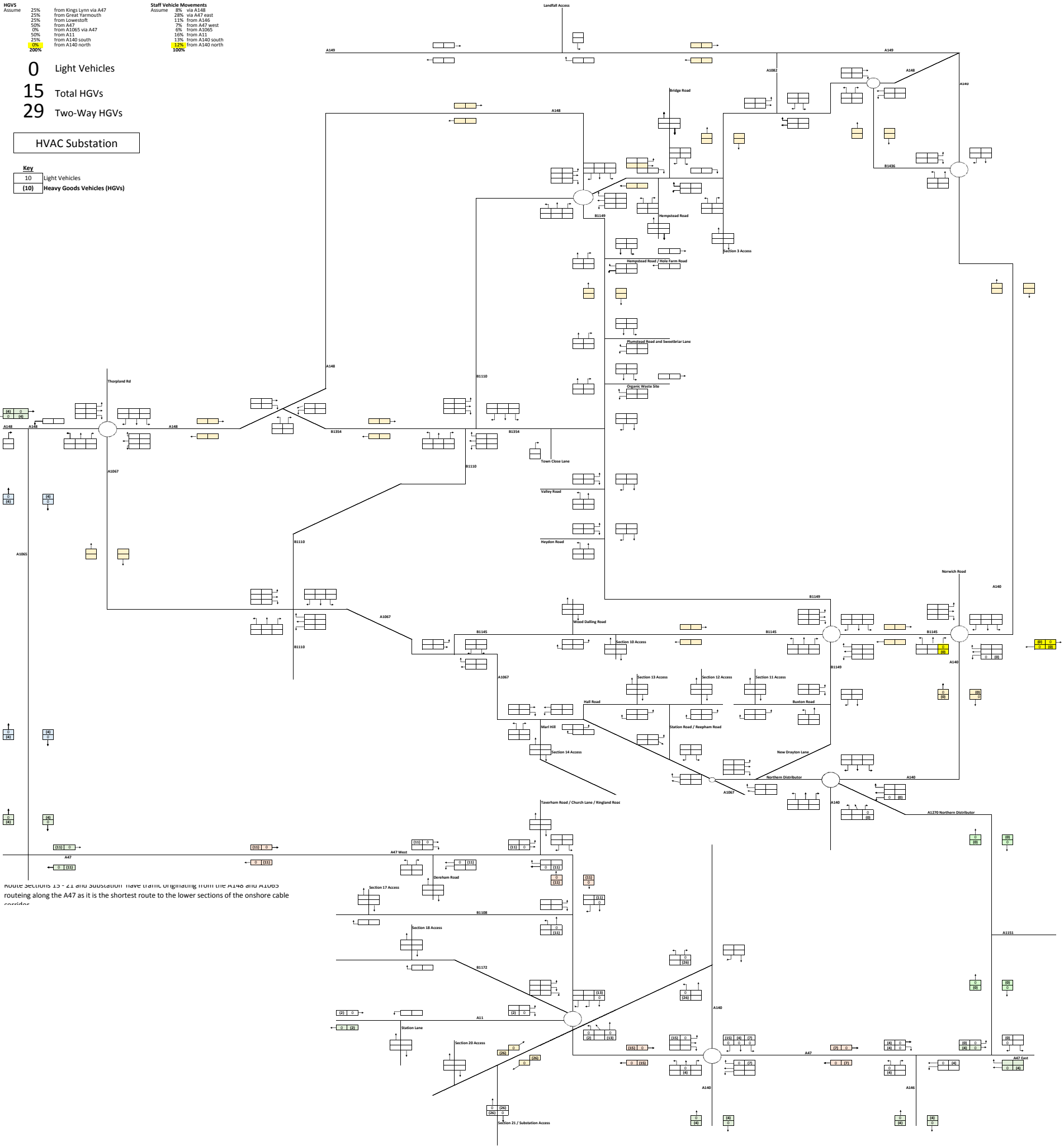
<b>HGVs</b>	25%	from Kings Lynn via A47
Assume	25%	from Great Yarmouth
	25%	from Lowestoft
	50%	from A47
	0%	from A1405 via A47
	50%	from A11
	25%	from A140 south
	0%	from A140 north
	200%	

<b>Staff Vehicle Movements</b>	8%	via A148
Assume	28%	via A47 east
	11%	from A146
	7%	from A47 west
	6%	from A1405
	16%	from A11
	13%	from A140 south
	12%	from A140 north
	100%	

0 Light Vehicles  
 15 Total HGVs  
 29 Two-Way HGVs

HVAC Substation

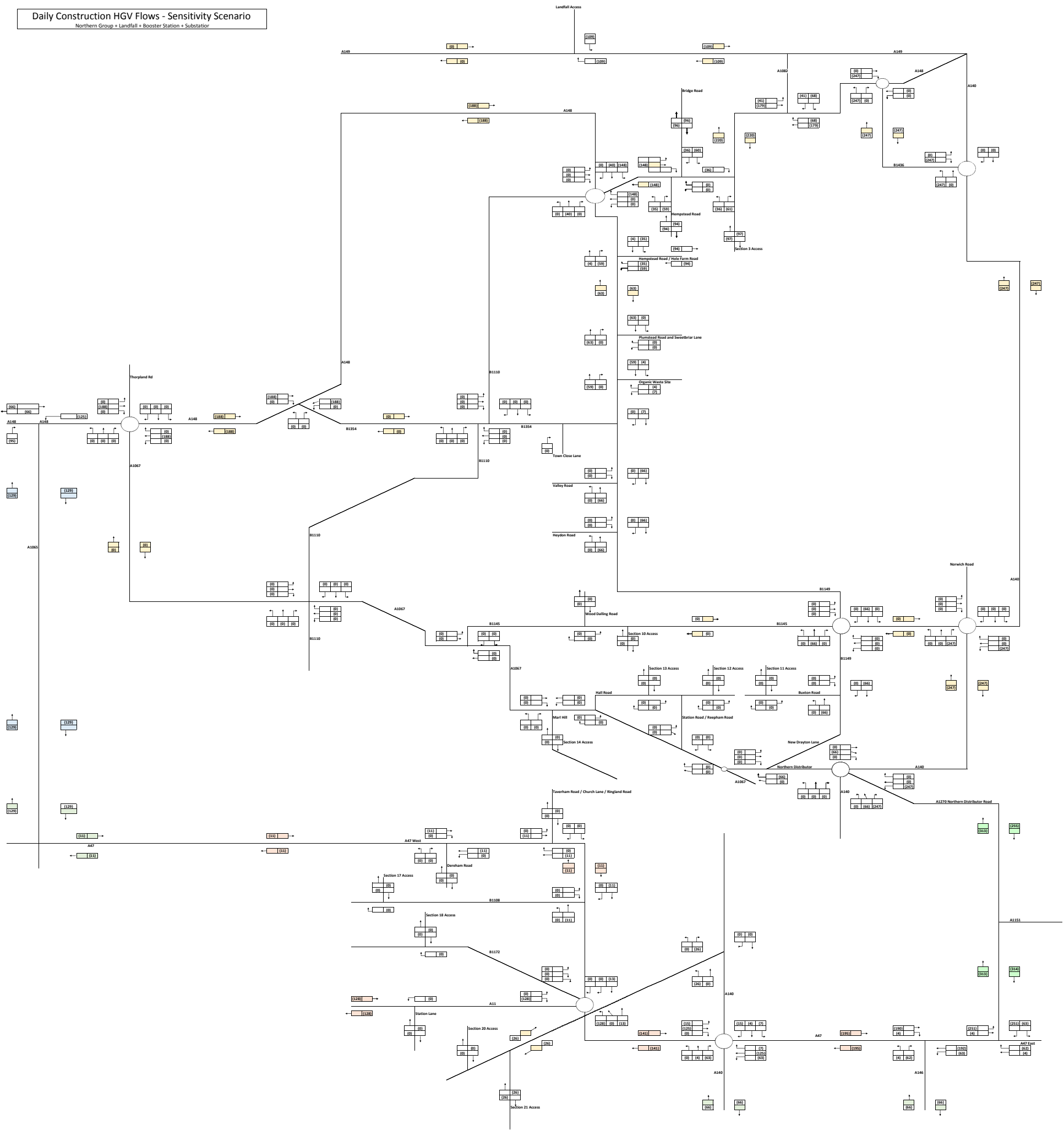
<b>Key</b>	
10	Light Vehicles
10	Heavy Goods Vehicles (HGVs)



routing along the A47 as it is the shortest route to the lower sections of the onshore cable

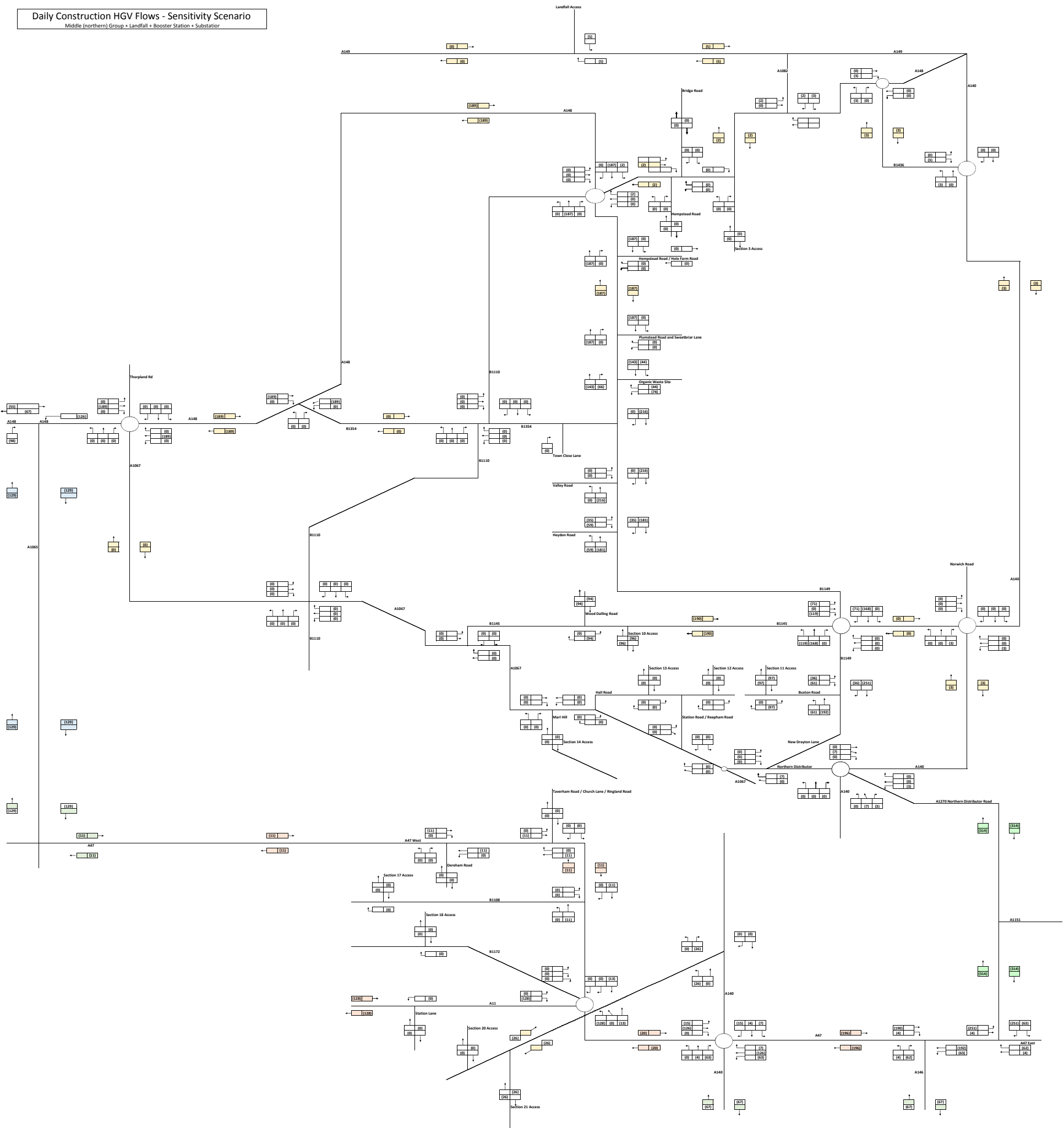
Daily Construction HGV Flows - Sensitivity Scenario

Northern Group + Landfill + Booster Station + Substation

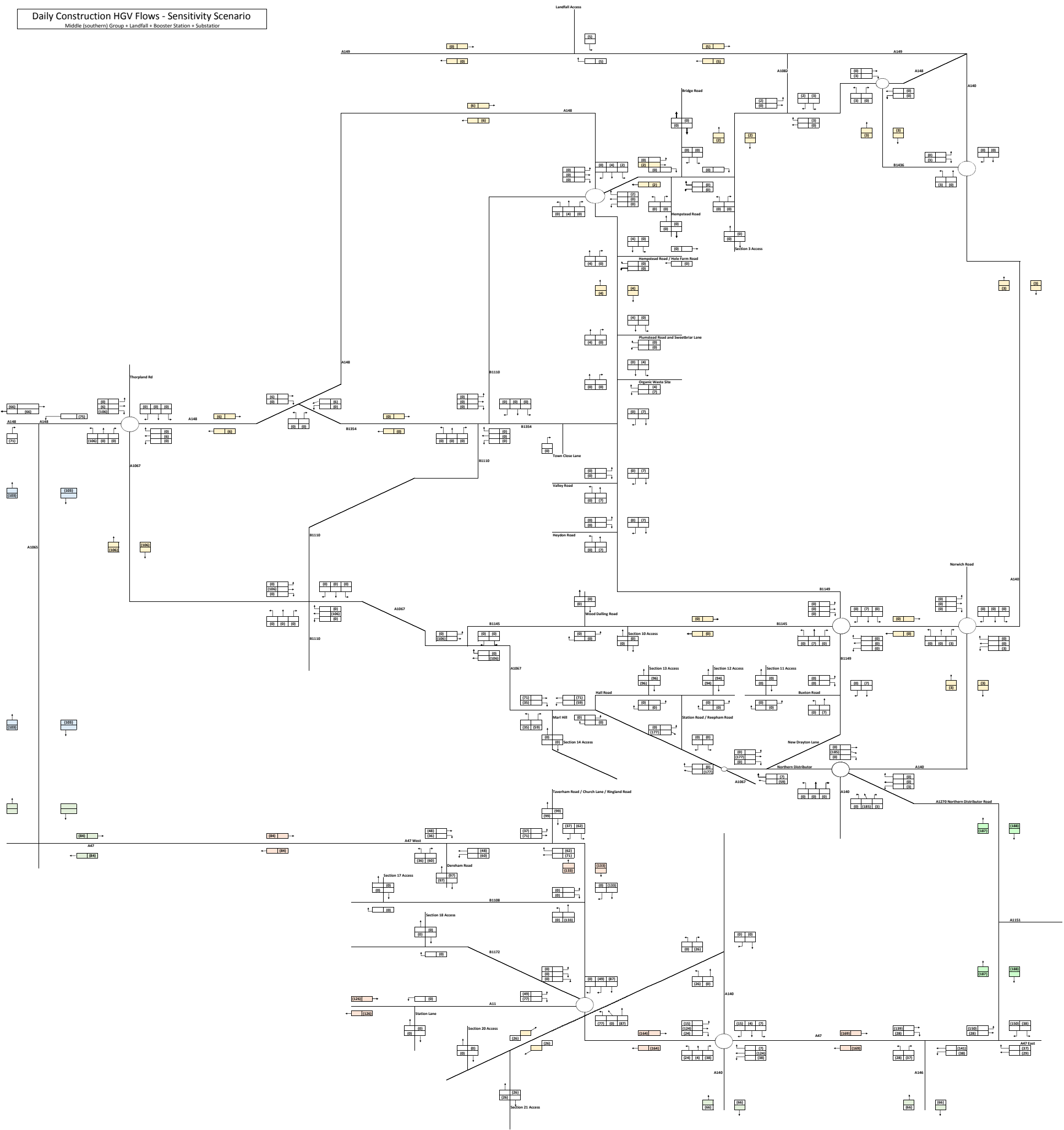


Daily Construction HGV Flows - Sensitivity Scenario

Middle (northern) Group + Landfill + Booster Station + Substation



Daily Construction HGV Flows - Sensitivity Scenario  
Middle (southern) Group + Landfill + Booster Station + Substation







## Appendix TN-C Clarifications to Appendix C of the Transport Assessment

**Appendix C**  
**Traffic Flow Diagrams**

Comparison of Construction Staff and HGV  
Traffic Flows against the Network Peaks

# 2017 Weekday Observed Traffic Flows

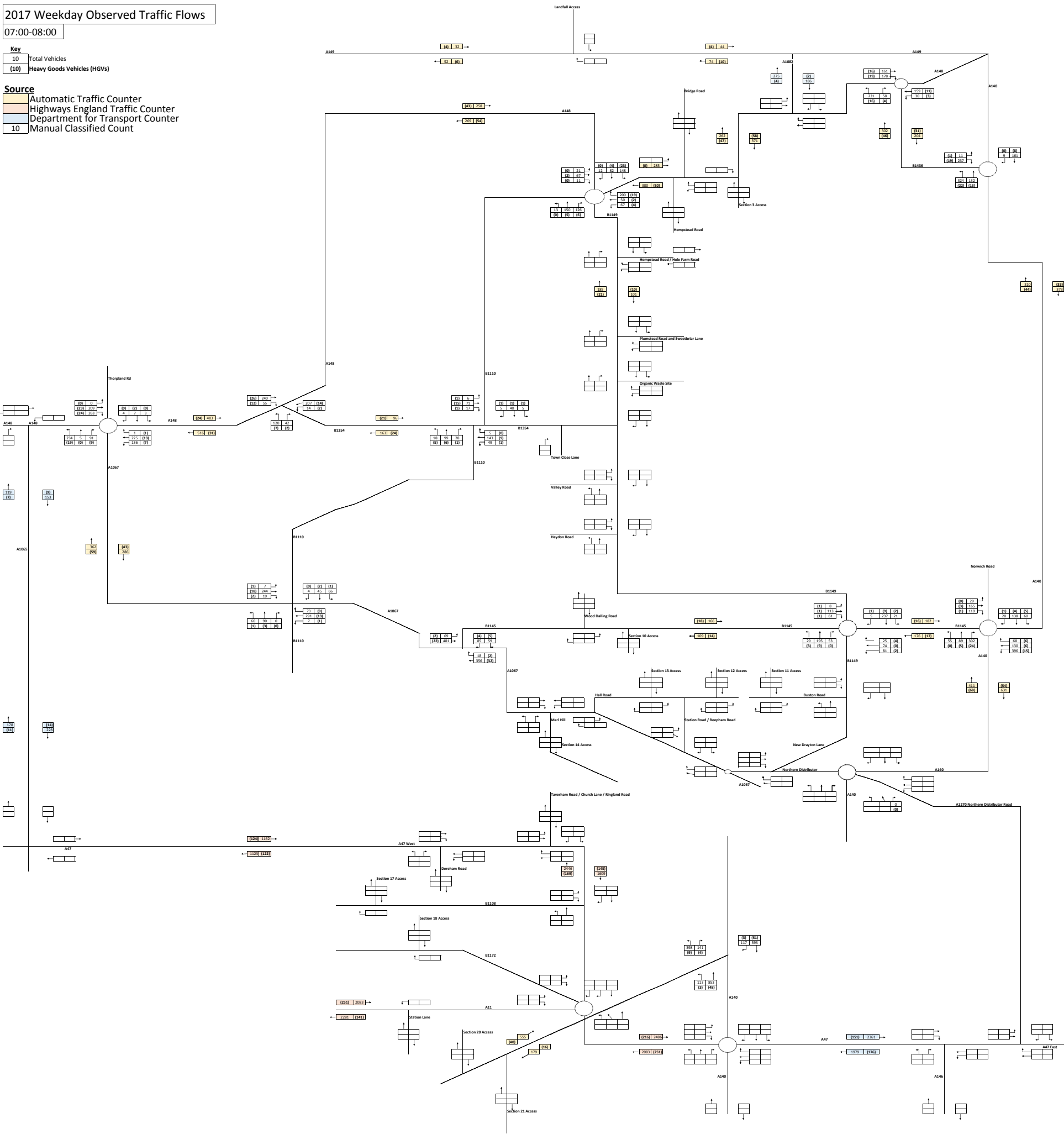
07:00-08:00

**Key**

10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)

**Source**

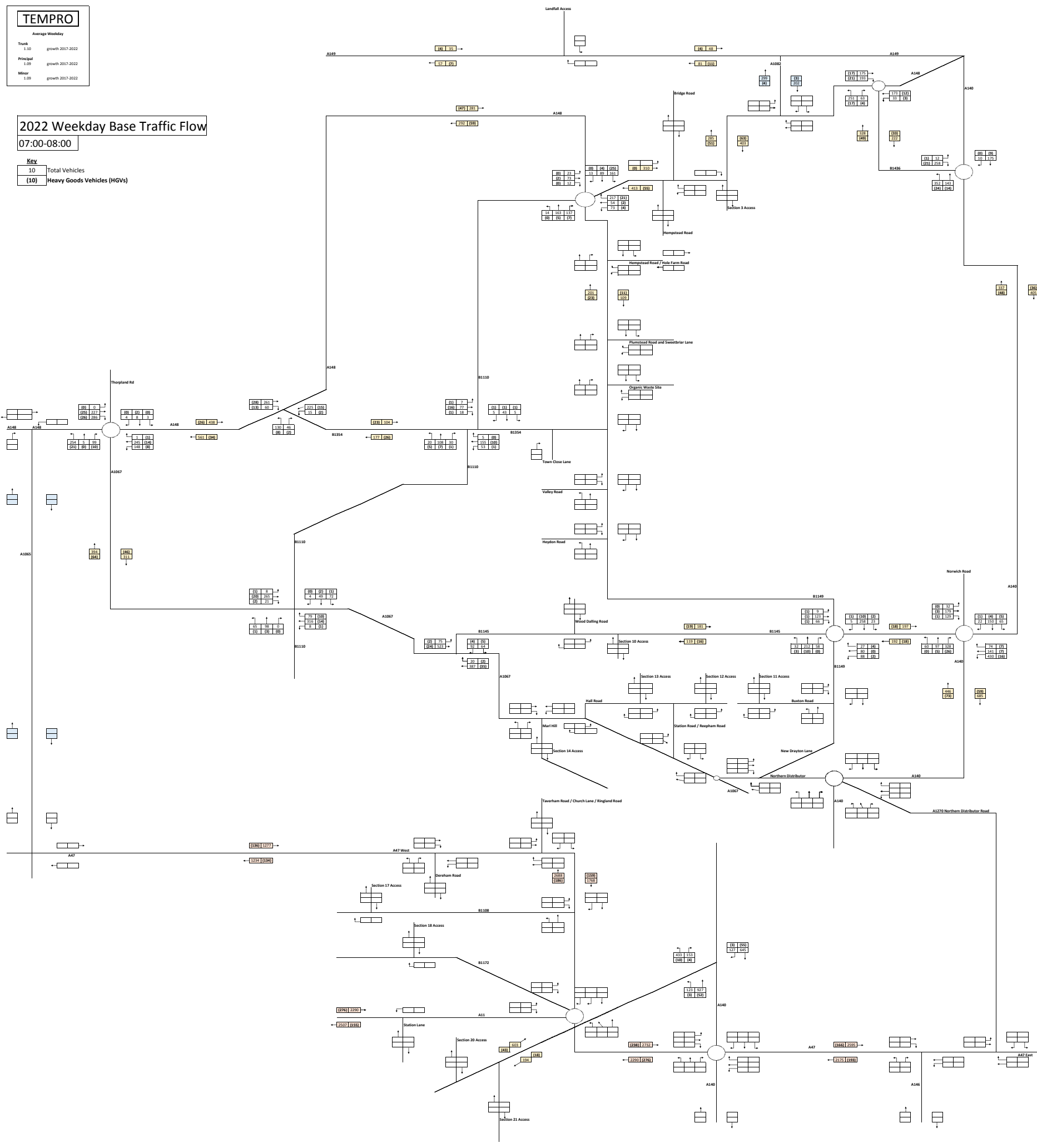
Automatic Traffic Counter
Highways England Traffic Counter
Department for Transport Counter
10 Manual Classified Count



TEMPO	
Average Weekday	
Thick	growth 2017-2022
Principal	growth 2017-2022
Minor	growth 2017-2022

**2022 Weekday Base Traffic Flow**  
07:00-08:00

Key	
10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)

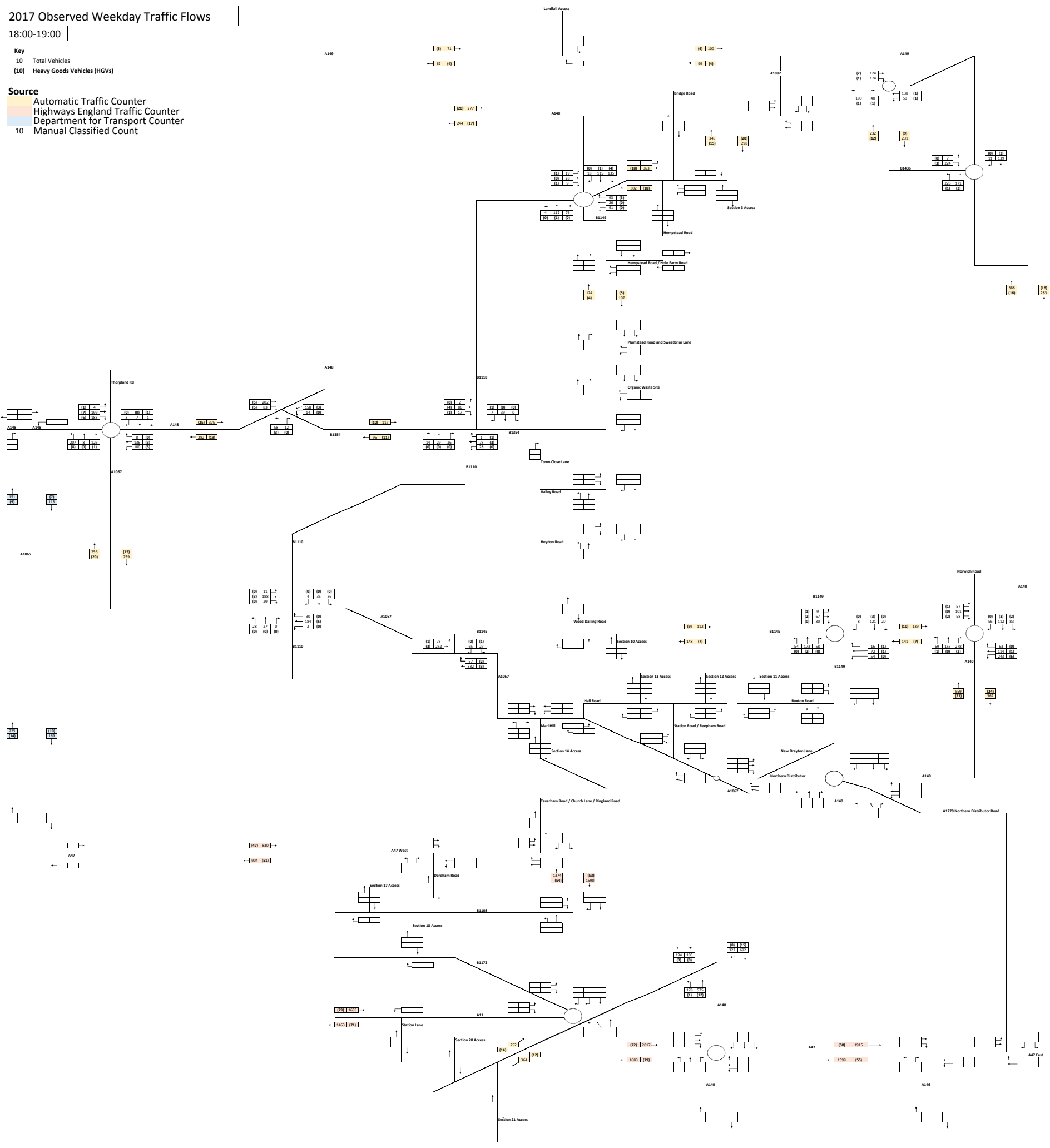


# 2017 Observed Weekday Traffic Flows

18:00-19:00

- Key**
- 10 Total Vehicles
  - (10) Heavy Goods Vehicles (HGVs)

- Source**
- Automatic Traffic Counter
  - Highways England Traffic Counter
  - Department for Transport Counter
  - 10 Manual Classified Count

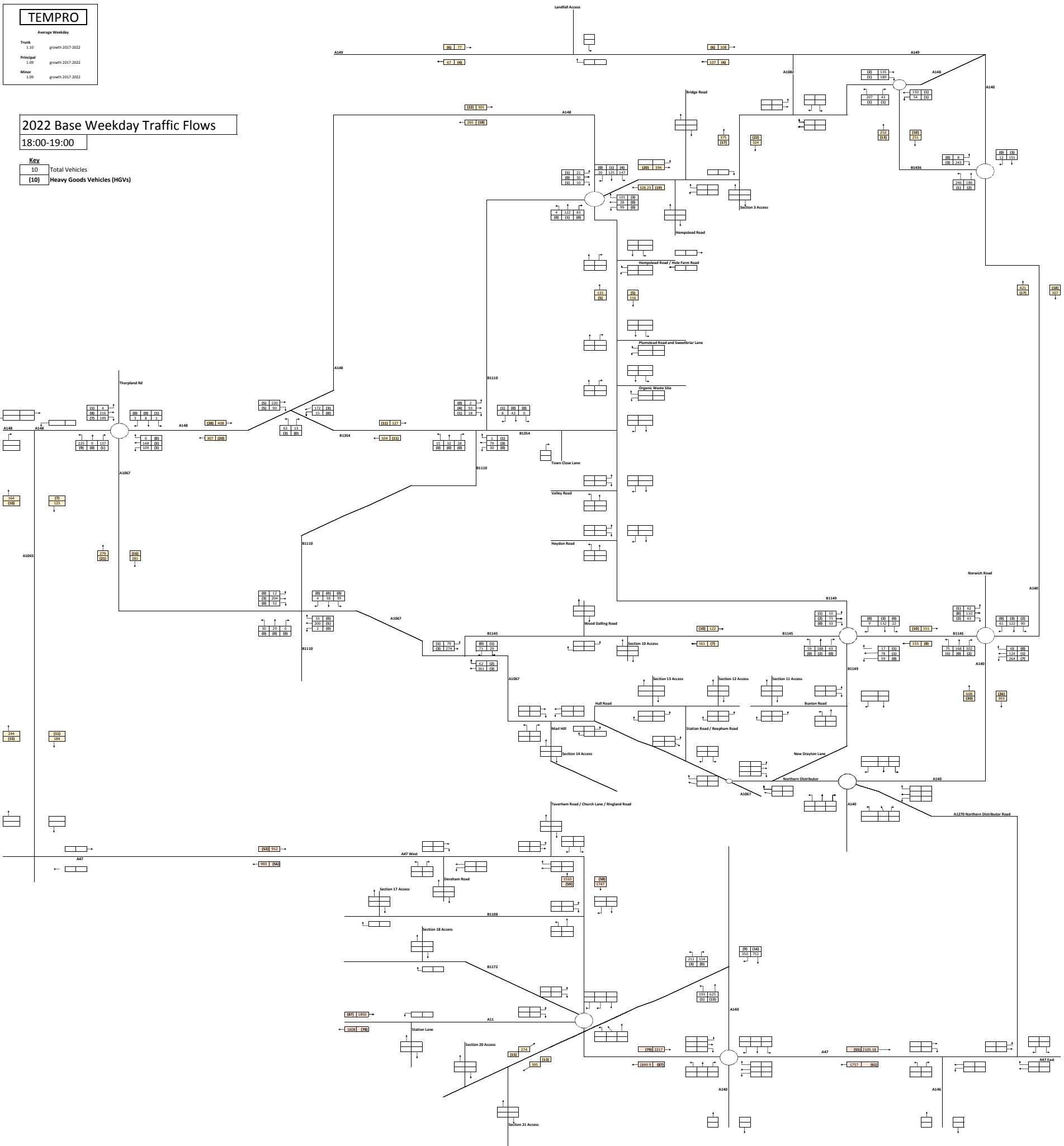


TEMPRO	
Average Weekday	
Trunk	1.10 growth 2017-2022
Principal	1.05 growth 2017-2022
Minor	1.00 growth 2017-2022

### 2022 Base Weekday Traffic Flows

18:00-19:00

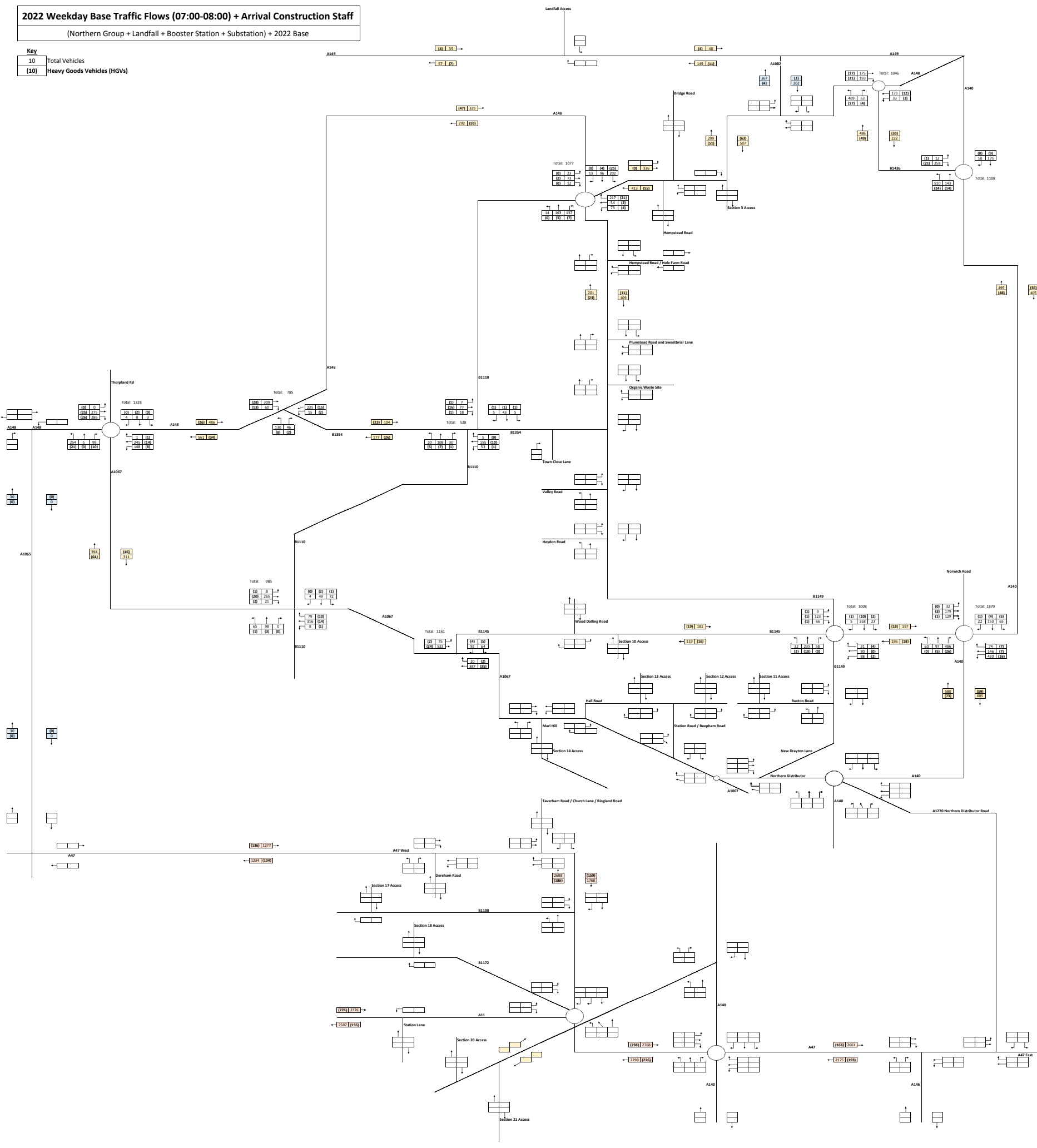
Key	
10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)



**2022 Weekday Base Traffic Flows (07:00-08:00) + Arrival Construction Staff**  
 (Northern Group + Landfall + Booster Station + Substation) + 2022 Base

**Key**

10	Total Vehicles
101	Heavy Goods Vehicles (HGVs)

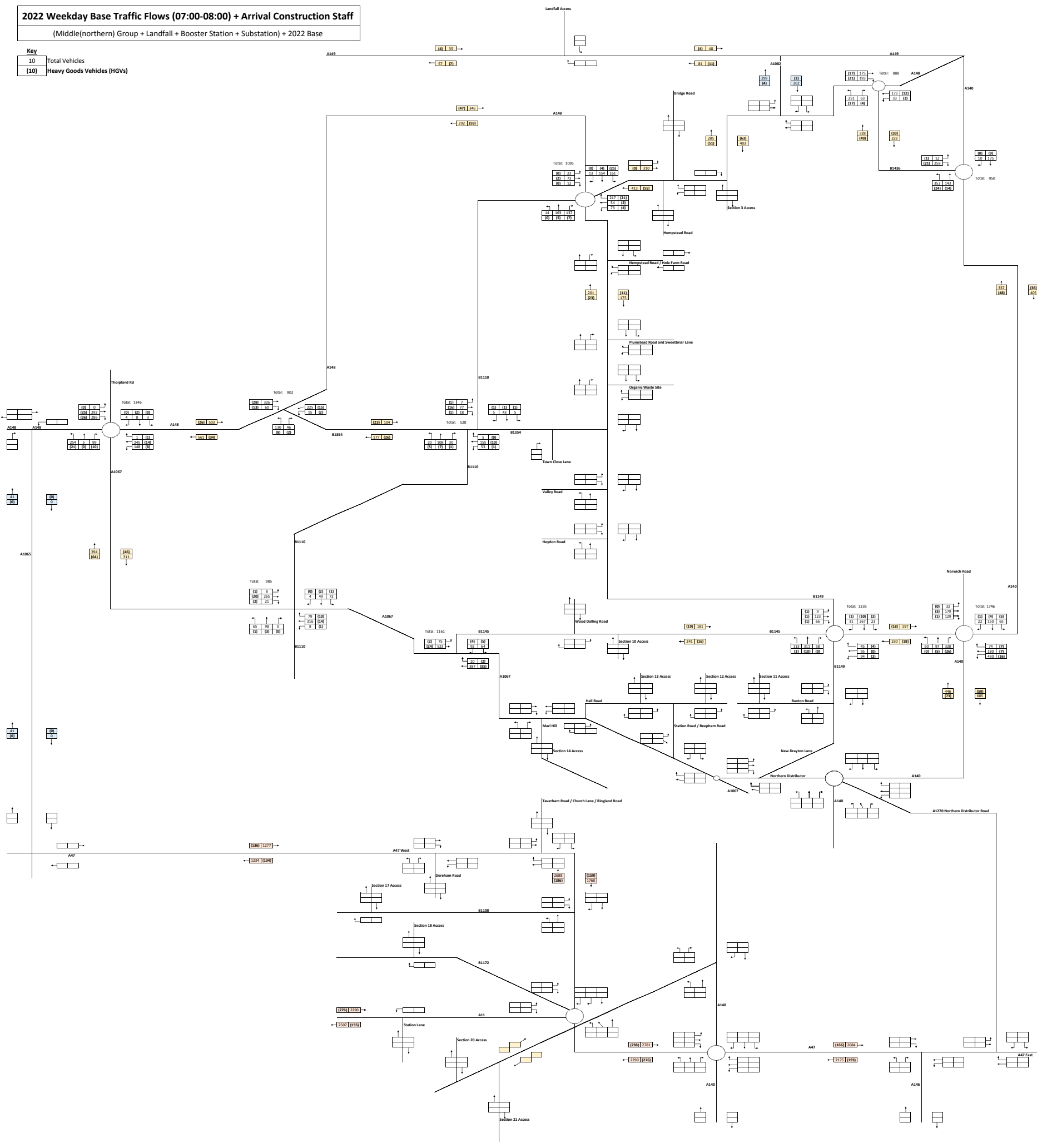




**2022 Weekday Base Traffic Flows (07:00-08:00) + Arrival Construction Staff**  
 (Middle(northern) Group + Landfall + Booster Station + Substation) + 2022 Base

**Key**

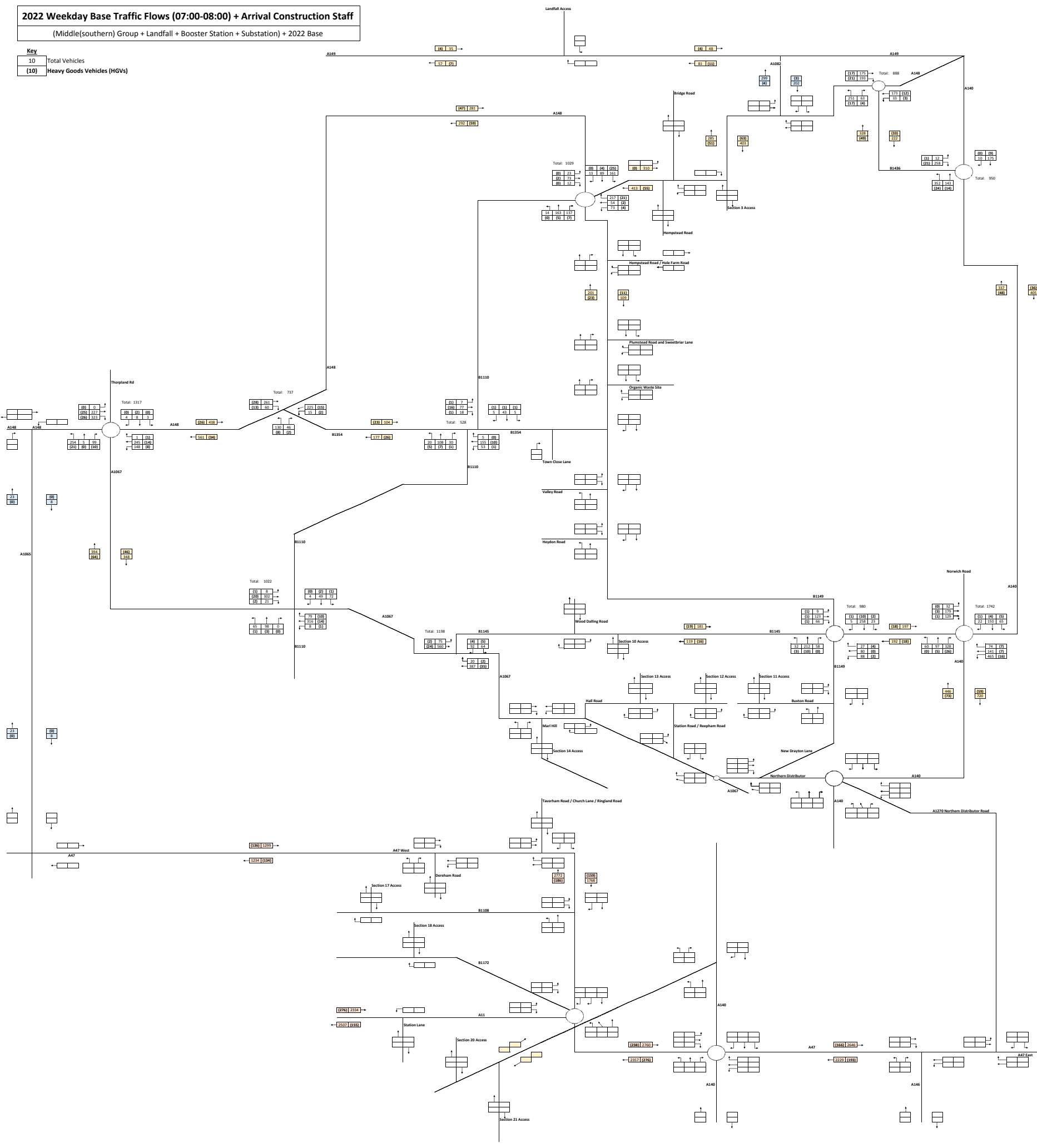
10	Total Vehicles
100	Heavy Goods Vehicles (HGVs)



**2022 Weekday Base Traffic Flows (07:00-08:00) + Arrival Construction Staff**  
 (Middle(southern) Group + Landfall + Booster Station + Substation) + 2022 Base

**Key**

10	Total Vehicles
100	Heavy Goods Vehicles (HGVs)

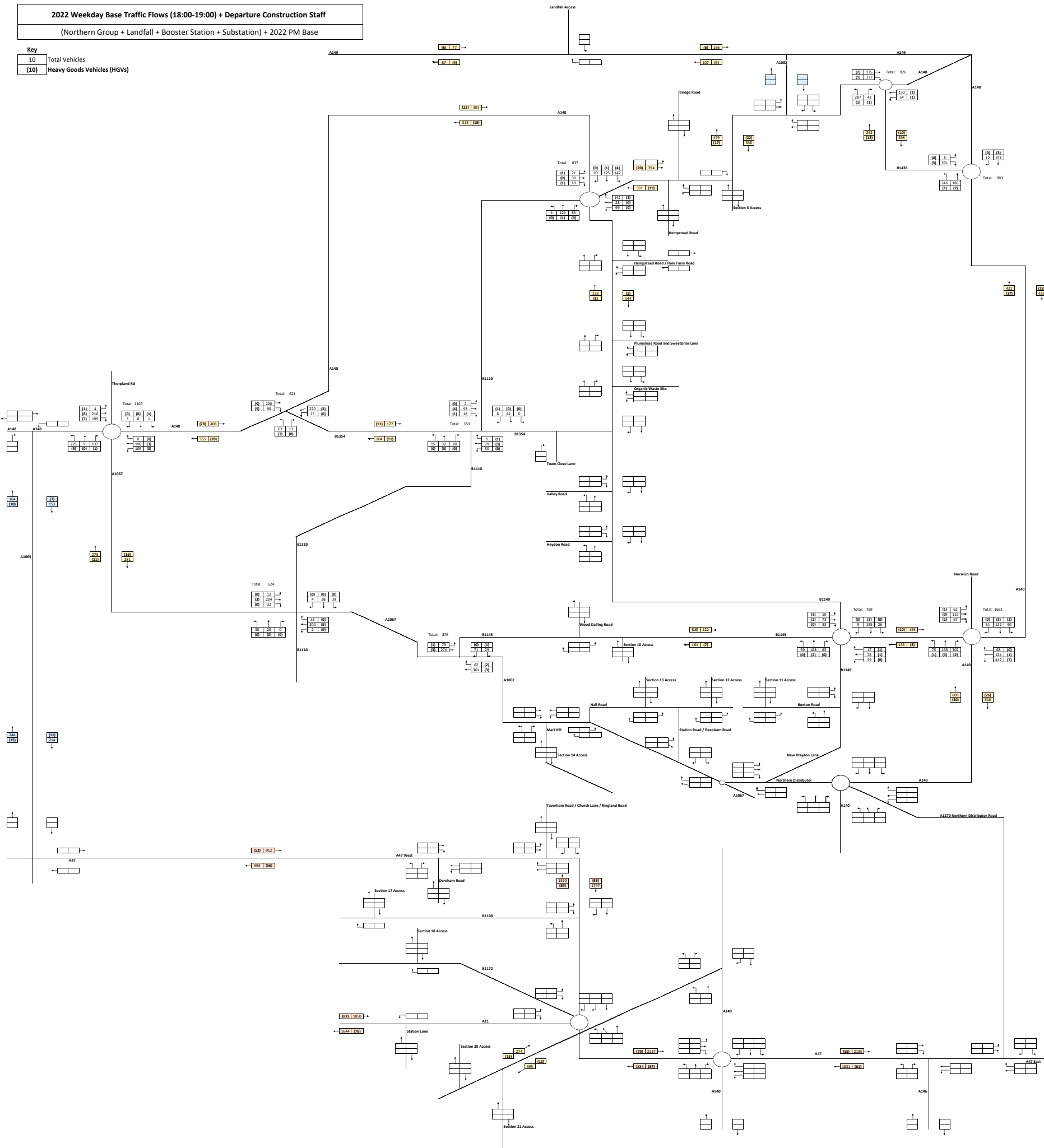




**2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff**  
 (Northern Group + Landfall + Booster Station + Substation) + 2022 PM Base

**Key**

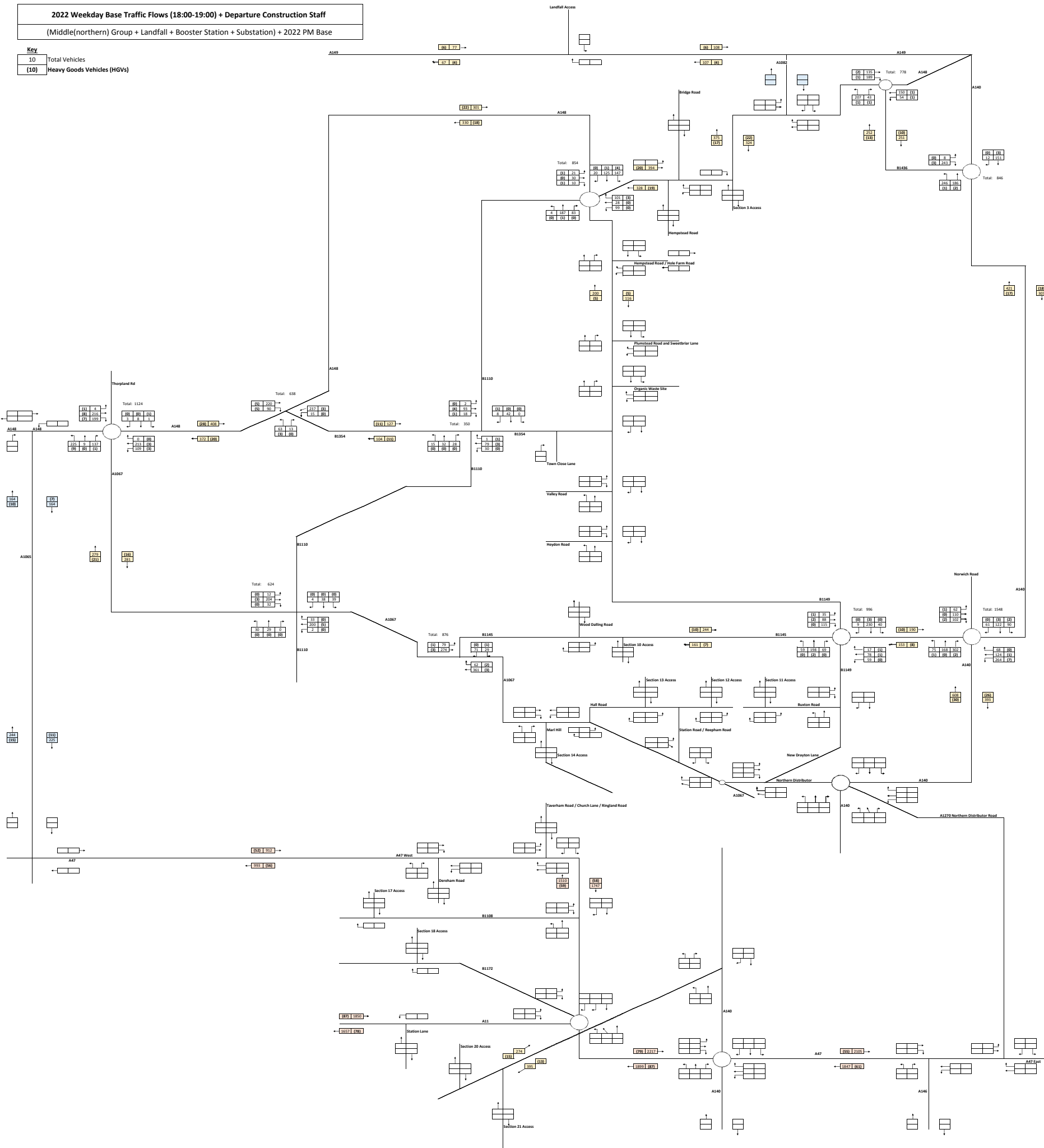
10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)



**2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff**  
(Middle(northern) Group + Landfall + Booster Station + Substation) + 2022 PM Base

**Key**

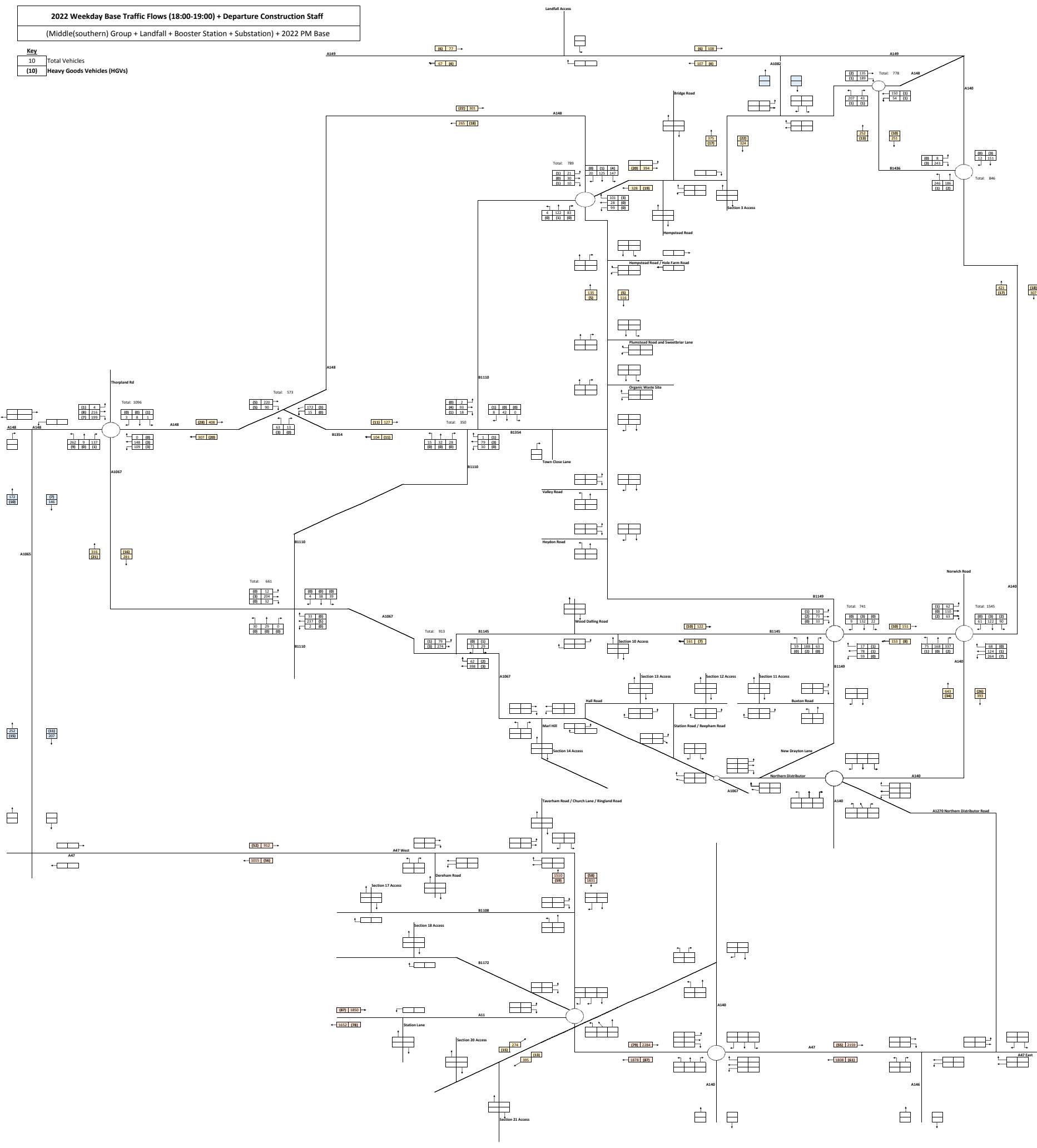
10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)



**2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff**  
 (Middle(southern) Group + Landfall + Booster Station + Substation) + 2022 PM Base

**Key**

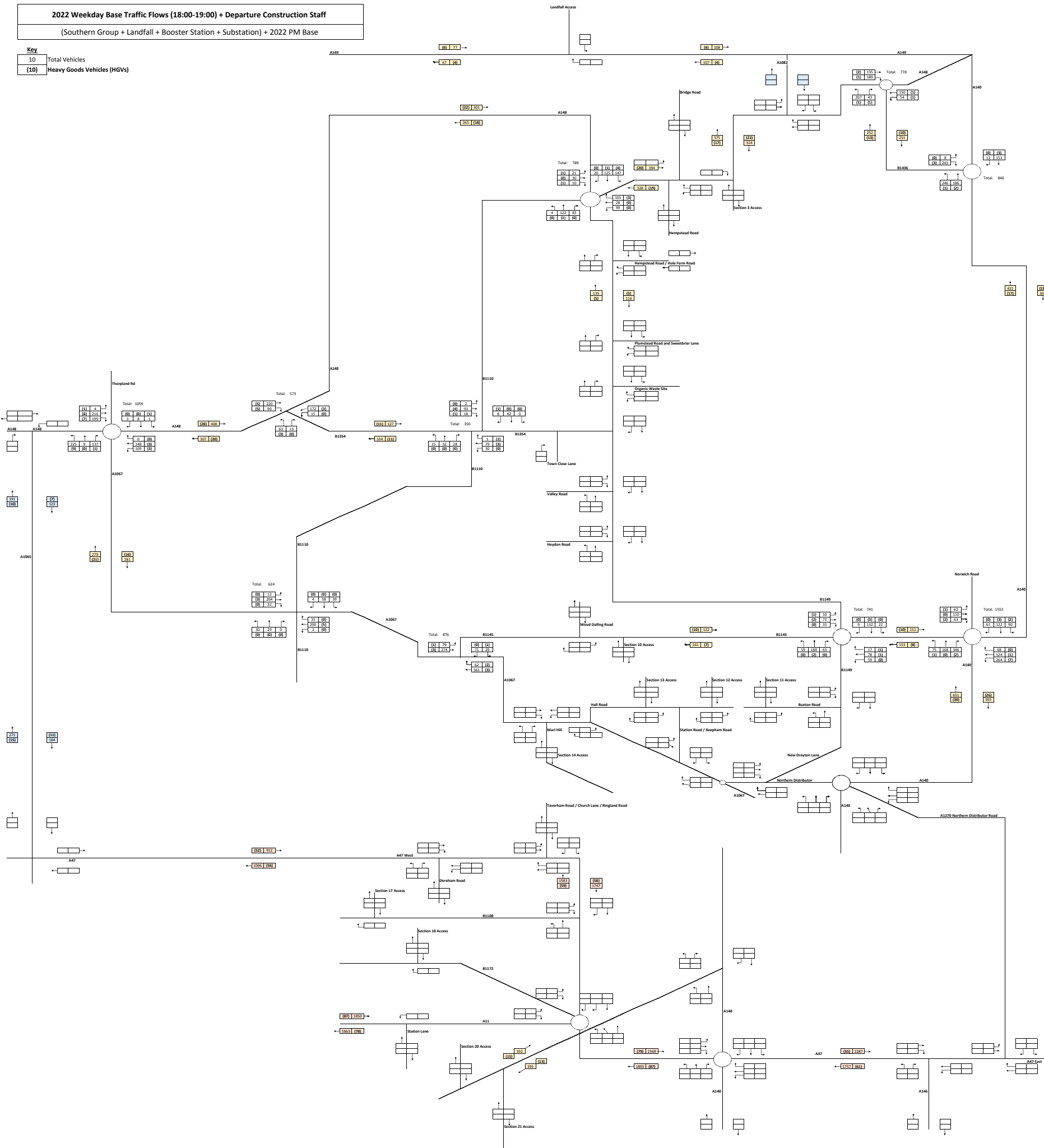
10	Total Vehicles
(10)	Heavy Goods Vehicles (HGVs)



**2022 Weekday Base Traffic Flows (18:00-19:00) + Departure Construction Staff**  
 (Southern Group + Landfall + Booster Station + Substation) + 2022 PM Base

**Key**

10	Total Vehicles
10	Heavy Goods Vehicles (HGVs)



Junction	Explanation	Comment
A140 / B1113 Signalised Junction	Requested by Norfolk County Council to assess the junction during the peak hours.	This junction has been assessed during the network peak hours.
A148 / B1149 / B1110 Roundabout	2022 Base plus construction staff flows exceeded the network peak flows.	This junction has been assessed during the network peak hours.
B1149 / B1145 Roundabout	2022 Base plus construction staff flows exceeded the network peak flows.	This junction has been assessed during the network peak hours.
No other junctions on the local road network have been assessed.		
A47 / Dereham Road / Church Lane Roundabout	<p>Agreed with Highways England to assess if construction traffic flows through the junction exceeded 30 vehicle movements during the network peak hour, or if construction flows plus base flows exceed the network peak hour flows.</p> <p>Staff arrivals and departures added to the base traffic flows between 06:00 and 07:00 and between 18:00 and 19:00 respectively do not exceed the network peak hours of 07:00-08:00 and 17:00-18:00 respectively.</p>	This junction has not been assessed.
A47 / A140 Roundabout	<p>Hourly construction HGV movements during the network peak hour do not exceed 30 vehicle movements through the junction.</p> <p>The sensitivity methodology assumes that approximately double the proportion of HGVs would originate from each of the entry points to the study area. This allows for day-to-day variances in traffic flows along highway corridors as the supply chain evolves through the construction process. In the context of some specific locations that are next to the cable corridor, this results in an overestimate. This is because, in practice, an increase from one origin would be offset by a decrease from another origin, however, the sensitivity methodology takes no account for this. Given that the majority of construction traffic through this junction is associated with the adjacent sections of cable corridor and the substation, this is one such location where the sensitivity methodology results in an overestimate. The hourly construction traffic flows without the sensitivity methodology are therefore representative of the predicted vehicle movements through this junction. These do not exceed 30 vehicle movements per hour.</p>	This junction has not been assessed.
A47 / A11 Roundabout	<p>The sensitivity methodology assumes that approximately double the proportion of HGVs would originate from each of the entry points to the study area. This allows for day-to-day variances in traffic flows along highway corridors as the supply chain evolves through the construction process. In the context of some specific locations that are next to the cable corridor, this results in an overestimate. This is because, in practice, an increase from one origin would be offset by a decrease from another origin, however, the sensitivity methodology takes no account for this. Given that the majority of construction traffic through this junction is associated with the adjacent sections of cable corridor and the substation, this is one such location where the sensitivity methodology results in an overestimate. The hourly construction traffic flows without the sensitivity methodology are therefore representative of the predicted vehicle movements through this junction. These do not exceed 30 vehicle movements per hour.</p>	This junction has not been assessed.
No other junctions on the trunk road network meet the assessment criteria and therefore not been assessed.		