SUNNICA ENERGY FARM

EN010106

Volume 6

6.2 Environmental Statement

Appendix 13B: Transport Assessment

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Sunnica Energy Farm

Environmental Statement
Appendix 13B: Transport Assessment

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Executive summary

AECOM has been appointed by Sunnica Ltd to provide transport planning advice with regards to the proposed Energy Farm comprising solar PV and battery storage on land near Red Lodge, Suffolk (Sunnica East Site A and Site B) and Chippenham, Cambridgeshire (Sunnica West Site A and Site B). The Sites will connect to the National Grid system at Burwell, at an existing substation, which will be extended to allow energy generated by the development to enter the national grid.

The Scheme is located in a rural area with limited footways and pedestrian and cycle facilities in the area. This is due to the rural nature of the surrounding local roads however these are lightly trafficked. There are several PRoW crossing and connecting the sites.

The closest bus stops to the Sunnica West Sites A and B are located in Snailwell on Newmarket Road, where a pair of bus stops are provided. These are approximately 600m to the west of Sunnica West Site A. The bus stop nearest to the Sunnica East Sites A and B is located on B1085 Turnpike Road in Red Lodge approximately 500m to the south-east of Sunnica East Site B. Kennett railway station is located, approximately 2 and 3 km from Sunnica West Site A and Sunnica East Site respectively and Newmarket railway station is located approximately 2km from the Sunnica West Site B.

The A11 and A14 form part of Strategic Road Network (SRN) and are in close proximity of the Sites. The A11 runs in a northeast-southwest direction between London and Norwich to the east of the Sites. The A11 is a dual carriageway with two lanes in each direction to the north of A14 Junction 38. In addition, the A142 runs in a north-south direction which connects to the A14 J37 in close proximity to Sunnica West Site A.

Traffic data for the A11 and A14 has been obtained from the WebTRIS database for 2019. The traffic flows for the local highway network have been derived traffic survey data contained within various planning applications undertaken between 2016 and 2018, including for the 'Forest Heath District Council Site Allocation Plan Cumulative Impact Study' document (August 2016). The peak construction period is forecast to occur in 2023 with TEMPro 7.2 used to growth traffic survey data to 2019 and 2023 baseline traffic flows.

It is anticipated that there will be up to 17 permanent staff on-site during the operational phase during a single shift, with staff working on a three-shift pattern. There will also be a requirement for additional staff to attend the Sites when required for maintenance and cleaning activities. If all the 17 permanent staff drove daily to the Scheme this would result in an additional 17 vehicles on the highway network. It is noted that there is the potential for share sharing for operational staff which would reduce the number of vehicles on the highway network during the operational phase, and with an average vehicle occupancy of 1.5 persons, approximately 11 vehicles would be travelling to and from the Order limits daily.

During the construction phasing of the Scheme it is forecast there would be a peak of 155 HGV deliveries per day for one month across the Order limits. During the eight-month period which includes the substations (three on-site substations and Burwell National Grid Substation Extension) and Grid Connection Route A and B, an average of 119 HGV deliveries per day are anticipated across the Order limits. Once the four substations and Grid Connection Route A and B have been constructed, an average of 38 HGVs deliveries per day are forecast across the Order limits for the remaining 16-months construction period.

The proportion of HGV deliveries using the determined delivery routes cannot be determined at this time and the 155 HGVs per day have been evenly distributed between

the A11 North, A14 East and A14 West using the HGV inbound and outbound routes to each site outlined in the Framework CTMP and TP document (Appendix 13C of this Environmental Statement **[EN010106/APP/6.2]**). The HGVs are forecast to have the greatest impact on the A11 southbound (north of La Hogue) would result in a 5% increase in HGVs across a 12-hour day. Appendix 13C of this Environmental Statement **[EN010106/APP/6.2]** will ensure that HGV trips will not occur during network peak hours, lessening impact on the SRN. Therefore, the HGVs associated with the construction of the Scheme are not considered likely to have a significant impact on the SRN during this period. Assuming these are split across a 10-hour delivery period during the working hours, avoiding the two highway peak hours, this would result in approximately 15 additional HGVs on the local highway network per hour. The peak HGVs forecast for the Sunnica East Site A and B, Sunnica West Site A and B, and Burwell National Grid Substation Extension is 110 HGVs per day. This would result in approximately 11 additional HGVs on the local highway network per hour. The HGVs relating to the construction of Grid Connection Route A and B are expected to result in an additional four to five HGVs per hour.

It is currently unknown the specific site access destinations of the HGVs relating to Grid Connection Route A and B. The destination of the HGVs associated with the construction of Grid Connection Route A and Grid Connection Route B will vary depending on the section that is being built and as a result Grid Connection Route A and B construction HGVs have not been assigned onto the local highway network. The distribution of HGVs associated with the construction of the Grid Connection Route A and B is expected to be dispersed over a wide range of links throughout the construction hours which would have a negligible impact.

La Hogue Road is forecast to carry the most HGVs associated with the Sunnica West Sites with a peak of 48 HGVs per day in month three. The forecast number of HGVs per hour is not considered to have a significant impact on La Hogue Road. Elms Road is forecast to carry the most HGVs associated with the Sunnica East Sites with a peak of 22 HGVs per day in month 14. The forecast number of HGVs per hour is not considered to have a significant impact on Elms Road.

Due to the rural location of the Scheme, it is anticipated that the majority of staff will drive or be a vehicle passenger to/from the site. The peak number of vehicles associated with the staff for the Sunnica West Site A and B and Burwell National Grid Substation Extension is forecast to be 562 in month six. The peak number of vehicles associated with the staff for the Sunnica East Site A and B is forecast to be 522 in month 12. The peak number of vehicles associated across the Scheme is 937 staff vehicles per day in month 9. The average number of vehicles associated with the staff for the Sunnica West Sites (including substation and Burwell National Grid Substation Extension) is forecast to be 295 and 356 for the Sunnica East Site A and B resulting in an average of 653 staff vehicles per day for the Scheme during the construction period.

During construction the working hours for staff will be from 07:00 to 19:00, therefore it is anticipated that the peak hours for staff arrival will be between 06:00 to 07:00 and staff departure between 19:00 to 20:00. Therefore, 06:00 to 07:00 forms the development network peak hour in the AM and 19:00 to 20:00 forms the development network peak hour in the PM. As a result, the staff vehicle trips during the construction period are not forecast to have an impact during the network peak hours.

The parking strategy has been developed to minimise the potential impact of the vehicle trips associated with the staff, in particular in the surrounding villages with two centralised car parking areas provided, one within Sunnica West Site A and the other in Sunnica East Site B. Staff will be required to park their vehicles at one of the two centralised car parking

zones with a mini-bus service provided to transport staff to the areas which cannot be accessed internally.

To reduce the potential impact of vehicles associated with the staff, they will be encouraged to lift share with colleagues to reduce the number of vehicles travelling to/from the Site each day. Staff will also be directed to use the SRN in the vicinity of the Site such as the A11, A14 and also the A142 to travel to/from the Site where appropriate to minimise the number of vehicles through the nearby villages.

After construction during the operational phase, there are three potential permissive routes that may be provided in the surrounding area, which includes a permissive route along Beck Road, one connecting PRoW W-257/010/0 and the B1102 Freckenham Road. A new permissive route between Freckenham and Isleham and to the south of Worlington, along U6006 to link with existing routes to Red Lodge.

In conclusion, the analysis undertaken as part of this TA indicates the proposed Scheme is not considered to have a significant impact on the highway network when considering the embedded mitigation measures including those outlined in Appendix 13C of this Environmental Statement **[EN010106/APP/6.2]**.

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1.1.1 AECOM has been appointed by Sunnica Ltd to provide transport planning advice in relation to the proposed Energy Farm comprising solar PV and battery storage (hereafter referred to as the Scheme) on land near Red Lodge, Suffolk (hereafter referred to as the Sunnica East Site A and Sunnica East Site B) and Chippenham, Cambridgeshire (hereafter referred to as the Sunnica West Site A and Sunnica West Site B). The Order limits are as follows:

a. Sunnica East Site A (straddling the administrative area of West Suffolk Council (WSC) and Suffolk County Council (SCC) and Cambridgeshire County Council (CCC) and East Cambridgeshire District Council (ECDC) is located approximately 3.5 kilometres (km) east of Mildenhall, 0.5km south-east of Isleham and 0.6km south-west of West Row;

b. Sunnica East Site B (within the administrative areas of WSC and SCC) is located approximately 1.5km south-east of Mildenhall, 1.5km east of Freckenham and immediately south of Worlington;

c. Sunnica West Site A (within the administrative areas of ECDC and CCC) is located approximately 1km south of Chippenham and 1.5km west of Kennett, immediately north of the A14 at Newmarket;

d. Sunnica West Site B (within the administrative areas of ECDC and CCC) is approximately 5.5km to the east of Burwell and 0.5km north of Snailwell;

e. Burwell National Grid Substation Extension. The Sites will connect to the National Grid system at Burwell, at the existing substation; and

f. Grid Connection Route A is located between Sunnica East Site A and Sunnica East Site B and then between Sunnica East Site B to Sunnica West Site A. Grid Connection Route B is located between Sunnica West Site A and Sunnica West Site B and then between Sunnica West Site B and Burwell National Grid Substation Extension.

1.1.2 Sunnica East Site A, Sunnica East Site B, Sunnica West Site A and Sunnica West Site B are approximately 224 hectares (ha), 319ha, 373ha, and 66ha, respectively. Collectively, these are referred to as the Sites in this Environmental Statement and have a combined area of 982.5ha.

1.1.3 This document has been prepared in consultation with the Highway Authorities SCC, CCC, and National Highways (formerly Highways England), with this Transport Assessment (TA) submitted as part of a Development Consent Order (DCO) application for the Scheme. In addition, a Framework Construction Traffic Management Plan (CTMP) and Travel Plan (TP) document has been prepared which is in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

1.1.4 The Scheme will have transport requirements during the construction, operation, and decommissioning phases. A summary of key parameters relating to transportation is provided below with further details provided in Section 4 of this TA.

a. The Scheme is proposed to be constructed over a 24-month period starting at the earliest in 2023;

b. There will be a single construction shift, running between 07:00 and 19:00. Therefore, construction workers will arrive between 06:00 and 07:00 in the AM and depart between 19:00 and 20:00 in the PM, which are outside of the highway network peak hours;

c. During the construction phase, two centralised car parks will be provided for staff, one in Sunnica East Site B accessed off Elms Road and one in Sunnica West Site A accessed off La Hogue Road. The purpose of this is to consolidate staff trips into a small number of locations where they can be managed;

d. During the construction phase a mini-bus service will be provided to transport staff from the two main centralised car parks to each worksite, predominantly using the internal road network to minimize trips on external highways;

e. Up to 16 Abnormal Indivisible Loads (AILs) per substation, 52 AILs in total, including a variety of cranes are forecast during the construction phase;

f. The operational phase will be for up to 40-years;

g. During operation, there are anticipated to be up to 17 permanent staff on-site during a single shift, with staff working on a three-shift pattern. It has been agreed with the Highways Authorities that the transport impact of the operational phase will not be significant and can be scoped out of the assessment;

h. A Framework CTMP and TP document is included with **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**. This contains the embedded mitigation measures designed to limit traffic impacts during the construction phase; and

i. The forecast number of staff and Heavy Goods Vehicle (HGV) movements are expected to be no greater in the decommissioning phase than in the construction phase. A Framework Decommissioning Environmental Management Plan (DEMP) has been prepared and is presented in **Appendix 16E** of this Environmental Statement **[EN010106/APP/6.2]** which provides the outline mitigation measures to be adhered to during decommissioning and provides measures equivalent to those in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**. This will be updated and finalised prior to the decommissioning phase in accordance with the requirements of the DCO.

1.1.5 The location of the Order limits is shown in Figure 1 below and **Annex A**.

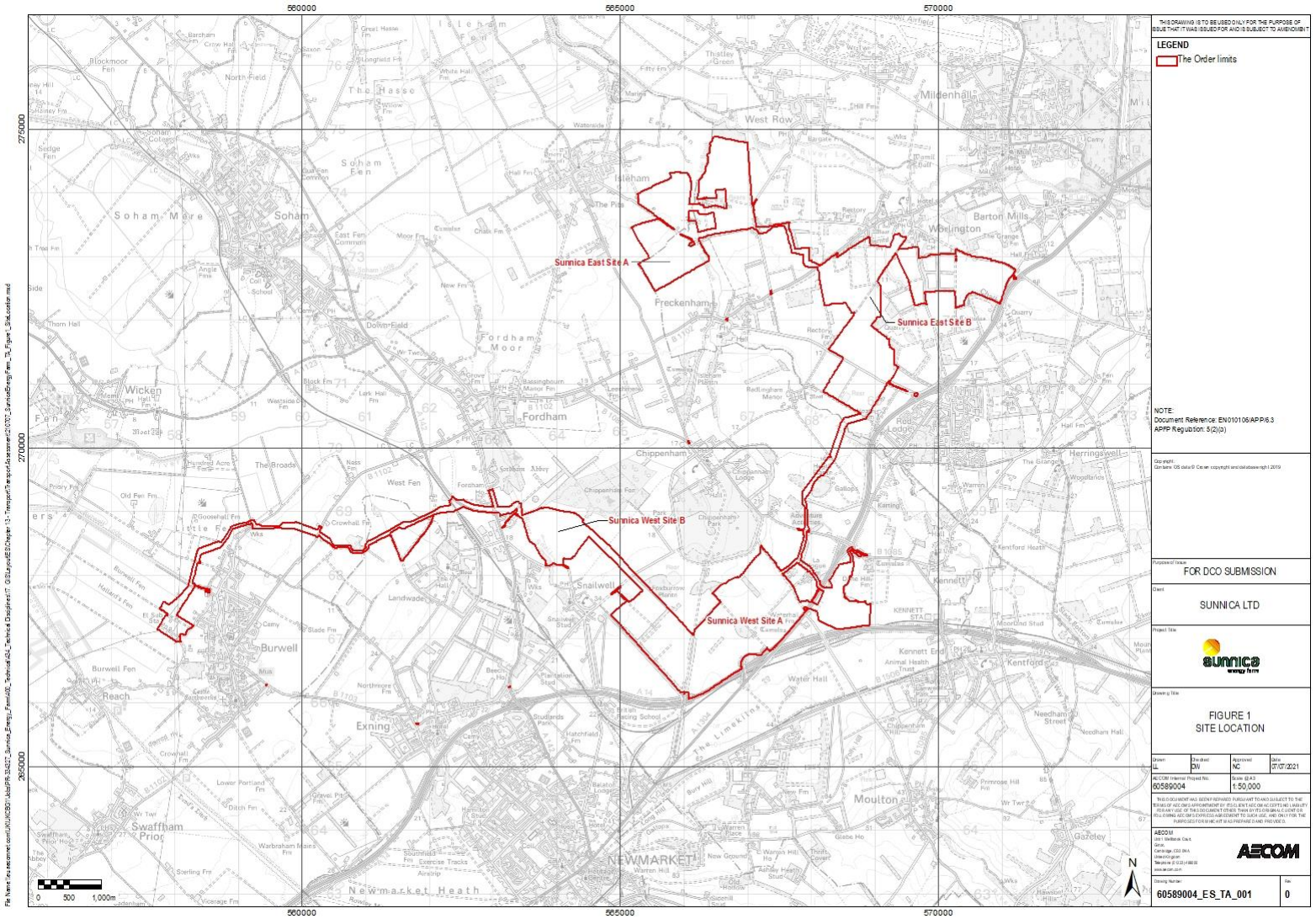

Figure 1: Site Location

1.2 Coronavirus Pandemic

1.2.1 The coronavirus pandemic has resulted in it not being possible to undertake traffic surveys as various national wide and local lockdowns occurred within the UK in 2020 and 2021, which had varying travel restrictions. Since the easing of the latest lockdown traffic flows are not expected to return to their normal level with many companies not returning to their offices. Therefore, current peak hour traffic flows are expected to be lower than those identified in the traffic surveys carried out pre pandemic in 2016 to 2019. Further discussion regarding the use of historic traffic survey data is discussed in Section 3.4.

1.2.2 Notwithstanding the above paragraph, a number of speed surveys have been undertaken in September and October 2021 to assist in determining traffic management and visibility requirements for number of site accesses. Undertaking the speed surveys was discussed during the pre-application stage with the two local highway authorities and it was agreed the collection of the speed survey data was appropriate and would not be impacted in the way traffic flows/volumes have been impacted by the coronavirus pandemic. Further information regarding the speed surveys, traffic management and site accesses is contained within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

1.3 Report Structure

1.3.1 Following this introduction, this TA is structured as follows:

a. **Section 2: Policy Context** – sets out the relevant national, regional and local policies related to transport and the Scheme;

b. **Section 3: Baseline Conditions** – outlines the local existing walking, cycling, public transport and highway routes. Relative link flows are identified for 2019 base year and the 2023 future base year;

c. **Section 4: Development Proposals** – identifies the Scheme proposals and site accesses. Discusses the embedded mitigation measures as part of the Scheme to minimise the impact of HGV deliveries and vehicle movements associated with the construction staff;

d. **Section 5: Trip Generation and Distribution** – summarises the methodology used to identify the trip generation and distribution forecasted of HGVs and staff vehicles during the construction phase;

e. **Section 6: Development Impact** – assesses the impact of the Scheme on the local highway network in the 2023 assessment year;

f. **Section 7: Summary and Conclusion** – provides a summary of this TA and a conclusion on the impact of the proposals.

2. Policy

2.1.1 The relevant national regional and local policy documents are discussed **Appendix 13A** of this Environmental Statement **[EN010106/APP/6.2]**.

3. Baseline Conditions

3.1 Introduction

3.1.1 This section of the TA reviews the transport facilities and networks available in the vicinity of the Order limits by foot, cycle, public transport and via the strategic and local highway network.

3.1.2 The Sunnica East Site A is located approximately 3.5km east of Mildenhall, 0.5km south-east of Isleham and 0.6km south-west of West Row. Sunnica East Site B is located approximately 1.5km south-east of Mildenhall, 1.5km east of Freckenham and immediately south of Worlington. The Sunnica West Site A is located approximately 1km south of Chippenham and 1.5km west of Kennett and immediately north of the A14 at Newmarket. Sunnica West Site B is approximately 5.5km to the east of Burwell and 0.5km north of Snailwell. The Sites are connected with Grid Connection Routes A and B and with the existing Burwell National Grid Substation located on Weirs Drove.

3.2 Existing Facilities

Walking and Cycling

3.2.1 The Scheme is located in a rural area with limited footways and pedestrian and cycle facilities in the area. This is due to the rural nature of the surrounding local roads. There are several Public Rights of Way (PRoW) crossing and connecting the Order limits, which are illustrated in Figure 13-2 of this Environmental Statement **[EN010106/APP/6.3]** and the existing PRoW network is provided in Figure 2 below and **Annex A**.

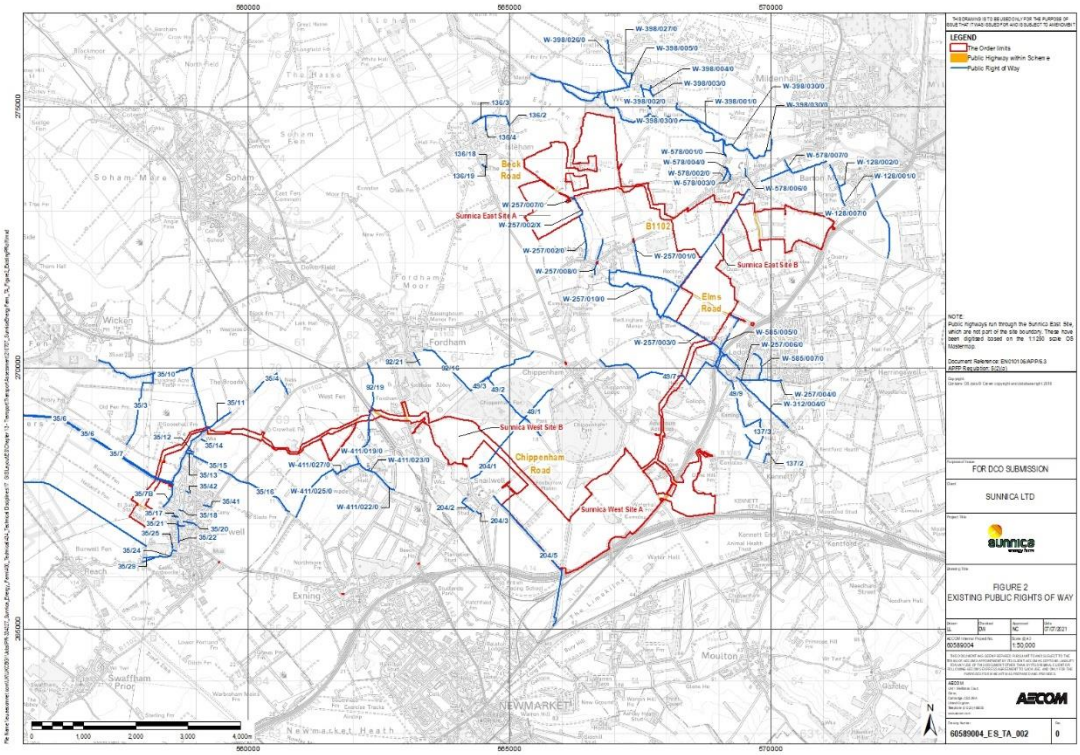

Figure 2: Existing PRoW

3.2.2 There are three PRoWs (W-257/002/0, W-257/002/X and W-257/007/0) located within the boundary of the Sunnica East Site A, which run from Mortimer Lane in the south to Beck Road in the north.

3.2.3 There are two PRoWs located within the boundary of Sunnica East Site B. PRoW (W-257/003/0) runs along the south-western boundary from Turnpike Road at Red Lodge in the south-east to Badlingham Manor in the north-west. An unclassified road (U6006), which is a publicly accessible route, including for equestrians, extends northwards from Elms Road to Worlington.

3.2.4 There are no PRoWs situated within the boundary of the Sunnica West Site A or B itself. Adjacent to Sunnica West Site A there is Snailwell 5 bridleway (PRoW 204/5) which runs along the south-west boundary of Sunnica West Site A. In addition, there is the Snailwell 1 footpath (PRoW 204/1) which crosses the land to the north-west of the Sunnica West Site A boundary.

3.2.5 There is one footpath 49/7 that intersects Grid Connection Route A, located to the south of the Sunnica East Site B, which runs between Red Lodge and Chippenham.

3.2.6 There are six PRoWs that intersect Grid Connection Route B. Towards Snailwell, footpath PRoW 204/1 connects Snailwell with Chippenham Park. Heading west from Sunnica West Site B, footpath 92/19 runs through agricultural fields between Fordham and Snailwell. Footpath 35/10 and 35/11 run between Wicken and Burwell passing through several agricultural fields. There are also two PRoWs 35/6 and 35/7 running between Burwell and Reach, again through agricultural land.

3.2.7 To the west of Sunnica East Site B the B1102 provides a footway for a section along the northern carriageway, alongside vehicles travelling eastbound, which is approximately 2m wide between North Street and East View. To the north, on Newmarket Road, footways are provided on both sides of the carriageway between the B1102 and The Paddocks.

3.2.8 There are no on or off-road dedicated cycling facilities in the vicinity of the Order limits.

3.3 Public Transport

3.3.1 Figures showing the local bus and rail services and routes are provided in **Annex B**.

Bus

3.3.2 The closest bus stops to the Sunnica West Site A and B are located in Snailwell on Newmarket Road, where a pair of bus stops are provided. These are approximately 600m to the west of Sunnica West Site A and 750m to the south of Sunnica West Site B. The bus stops are served infrequently by bus services 203/204, operated by Lord's Travel.

3.3.3 The nearest stops to Sunnica East Site A are located over a 1km to the north east in Isleham. The bus stops are served infrequently by bus services 203/204, operated by Lord's Travel.

3.3.4 The bus stop nearest to Sunnica East Site B is located on B1085 Turnpike Road in Red Lodge approximately 500m to the south-east. The bus stop is served by bus route 16/16A and is operated by Stephensons.

3.3.5 To the north, Worlington is served by the bus service 16/16A as well as bus services 357 and 956. A pair of bus stops are located in Freckenham circa 2km to the west of Sunnica East Site B and are located at the junction of B1102/The Street. The bus stops are served by bus services 357 and 956, operated by Mulleys Coaches.

3.3.6 **Table 3-1** provides a summary of bus frequencies serving bus stops closest to the Order limits. The times recorded below are those closest to the start and finish times of the staff (07:00-19:00). Given the bus times identified in the table below, it is considered that the use of existing bus services is not a practical travel option for construction staff given the working hours of 07:00 to 19:00.

Table 3-1: Times of Local Bus Services (Monday to Friday)

Service	Route	Bus Stop Location	AM	PM
203	Isleham – Fordham – Newmarket	Snailwell, Green (Opp)	10:16	-
	Newmarket – Fordham – Isleham		-	13:17
204	Newmarket – Snailwell – Isleham	Snailwell, Green (Opp)	-	18:36
	Isleham – Snailwell – Newmarket		07:04	-
16/16A	Newmarket – Mildenhall – Bury St Edmunds	Red Lodge, Thistle Way (adj)	06:58 07:26	16:58 17:33
	Bury St Edmunds – Mildenhall – Newmarket		07:07 09:42	17:32 18:32
357	Bury St Edmunds - Red Lodge – Mildenhall – West Row	Freckenham, Elms Road (Opp)	11:13	-
	West Row – Mildenhall – Red Lodge – Bury St Edmunds		09:52	12:42
956	Lakenheath - Mildenhall - Bury St Edmunds	Freckenham, Elms Road (Adj)	07:31	-
	Bury St Edmunds – Lakenheath – Mildenhall		-	16:37

Recorded on 17/05/2021

National Rail

3.3.7 The two closest train stations are located in Kennett and Newmarket, and both stations are on the line between Ipswich and Cambridge. The route is operated by Greater Anglia.

3.3.8 Kennett railway station is located approximately 4km and 7km from the Sunnica West and the Sunnica East centralised car parks respectively. Kennett railway station provides 12 car parking spaces and 20 cycle spaces.

3.3.9 Newmarket railway station is located approximately 7km from Sunnica West and 11.5km from Sunnica East centralised staff car parks respectively. Newmarket station provides 11 car parking spaces with 1 for blue badge holders and 10 cycle spaces.

3.3.10 Both railway stations are served by bus service 16/16A with bus stops located adjacent to the stations.

3.3.11 **Table 3-2** identifies the arrival/departure times of trains at Kennett and Newmarket in the AM and in the PM. It should be noted that the train times have been recorded during the coronavirus pandemic and it is unknown if the timetables are likely to change from those recorded below. The times recorded are those closest to the start and finish time of the staff shift (07:00-19:00).

Table 3-2: Frequency of Train Service (Monday to Friday)

Station	Origin / Destination	AM (Arrival)	PM (Departure)
Kennett	Ipswich	05:54 07:05 07:43	18:15 19:15 21:15
	Cambridge	07:09 09:15	20:07 22:08
Newmarket	Ipswich	07:14 07:51 09:18	19:07 20:08 21:07
	Cambridge	07:01 08:05 09:06	19:18 20:19 21:18

Recorded for Tuesday 18/05/2021

3.4 Highway Network

3.4.1 The A11 and A14 form part of Strategic Road Network (SRN) operated by National Highways and are in close proximity to the Sunnica West Sites A and B and East Site B. The A11 runs in a northeast-southwest direction between London and Norwich to the east of Sunnica West Site A, with a small section of Sunnica West Site A located to the east of the A11 accessed from Dane Hill Road. The A11 is a dual carriageway with two lanes in each direction to the north of A14 Junction 38.

3.4.2 There are three junctions along the A11 between the A11/A14 J38 and Red Lodge. The junction closest to the A11/A14 J38 provides a northbound on-slip and off-slip to/from the A11 providing access to the La Hogue Road. The A11/B1085 junction has a northbound off-slip and a southbound on-slip. At Red Lodge, there is a two-lane northbound off-slip from the A11 that connects to Elms Road. The A11 northbound can be accessed via a slip road from the B1085/Newmarket Road Roundabout, whereas the A11 southbound off-slip and southbound on-slip are accessed via the Newmarket Road/Warren Road roundabout.

3.4.3 The A14 has three lanes in each direction to the south of Junction 38 along the Newmarket Bypass, with no hard shoulder and the national speed limit applies. The A14/A11 J38 provides connections between A14 eastbound to the A11 northbound and A11 southbound to the A14 westbound. To the south of Junction 38 the A11 becomes the A1304 providing a route into Newmarket.

3.4.4 To the west of the Sunnica West Sites, the A142 is a single carriageway that runs in a north-south direction where the national speed limit applies. The A14 and A142 meet at the Junction 37, which is a grade-separated junction permitting all movements between the A14 and A142 in the form of two staggered priority T-junctions.

3.4.5 Baseline traffic flows were obtained for the SRN from WebTRIS fixed traffic counters maintained by National Highways. Data was obtained for September 2019, as a neutral month pre-Covid-19, as outlined in **Table 3-13**. Further detail can be found in paragraph 3.4.56 which discusses the appropriateness of the traffic survey data.

3.4.6 Sunnica West Site A is adjacent to the A14 and A11 on the southern and eastern edge. To the north Chippenham Road connects to the A142 and Chippenham Park and is a single carriageway road. To the south-west of Sunnica West Site A, Newmarket Road / Snailwell Road runs in a north-south direction. On the Snailwell Road section there is a 3.9m height restriction located to the south of the A14 due to the railway line which passes over the road.

3.4.7 Sunnica West Site A is bound by La Hogue Road to the north-east and provides access to the La Hogue Farm Shop. It is linked to the A11 to the south and to the B1085 to the north. Sunnica West Site A is bounded by the A14 and A11 to the south and east respectively. Chippenham Road is located to the north-west of the Sunnica West Site A and is a single carriageway road with a 60mph speed limit.

3.4.8 Snailwell Road is located to the south of Sunnica West Site B. It is a single carriageway road with a 7.5t weight restriction on the bridge over the River Snail. The A142 Fordham Road runs in a north-south direction to the west of Sunnica West Site B, this is a wide single carriageway road with 60mph speed limit.

3.4.9 Newmarket Road which connects B1102 and A11, runs in a north-east direction and is located to the south-west of Sunnica West Site B. It is a narrow single carriageway with 60 mph speed limit.

3.4.10 Sunnica East Site A is located to the east of the B1104 and north of B1102. Beck Road which runs through the centre of the western part of Sunnica East Site A is a single carriageway road with 60mph speed limit. An unclassified road linking West Row with the B1102 Mildenhall Road at Freckenham provides the border to the east, which is a narrow single carriageway road with 60mph speed limit.

3.4.11 Sunnica East Site B is largely located to the south of the B1102 Fordham Road and Elms Road which runs from the west in Freckenham to the east towards Red Lodge, with a small section of the Sunnica East Site B located to the east which is accessed from Golf Links Road.

3.4.12 Elms Road is partially located within the Sunnica East Site B and runs in a broad northwest to southeast direction linking Church Lane in Freckenham with Elms Road and the A11 near Red Lodge. The majority of Elms Road is a narrow single carriageway road, with a general width of approximately 5m or less, which is bounded by hedgerows. The national speed limit applies on this road. There are signs informing that Elms Road is not suitable for heavy goods vehicles (HGV) located at the junction with the A11 northbound off-slip and Elms Road/Church Lane in Freckenham.

3.4.13 A small section of Sunnica East Site B is located to the east of Elms Road and is further bound by Golf Links Road to the north, the A11 to the east and agricultural land to the south.

Baseline Local Highway Traffic Flows

Study Area

3.4.14 The study area was identified through information provided which anticipates that staff will be sourced from within a 30km radius of the Order limits. Geographical Information Software (GIS) was used to determine any part of a Middle Super Output Area (MSOA) located within a 30km radius of the Order limits. Given the extent the area the MSOAs cover, this is approximately a 45 minutes' drive from the Scheme, which is consistent with **Chapter 12: Socio-economics and Land Use** of this Environmental Statement **[EN010106/APP/6.1]**, which applies a 45 minutes' travel study area.

Traffic Survey Data

3.4.15 The following section outlines the traffic survey data used to inform the 2019 and 2023 baseline traffic flows for the local highway network in the vicinity of the Order limits. This section identifies the source, year and network peak hours of the traffic survey data. As agreed with the Highway Authorities at scoping stage, it is not considered necessary to assess the opening year of the Scheme or while the Scheme is in operation given that

it will generate very low levels of traffic, with peak traffic movements occurring during the construction phase in 2023.

3.4.16 During construction, the working hours for staff will be from 07:00 to 19:00, therefore the peak hours during the construction period for staff arrival will be between 06:00 to 07:00 and staff departure between 19:00 to 20:00. Therefore, 06:00 to 07:00 forms the development traffic peak hour in the AM and 19:00 to 20:00 forms the development traffic peak hour in the PM. As a result, the baseline traffic flows have been identified for these hours in addition to the typical network peak hours of 08:00-09:00 and 17:00-18:00.

3.4.17 Within the Preliminary Environmental Information (PEI) Report the traffic flows for the local highway network at the Red Lodge Dumbbell Roundabouts and Dane Hill/Turnpike Road Roundabout were derived from the 'Forest Heath District Council Site Allocation Plan Cumulative Impact Study' document (August 2016). The traffic surveys carried out for the Forest Heath District Council Site Allocation Plan Cumulative Impact Study were undertaken at junctions across the WSC area on Tuesday 28th June 2016 between 07:00 hours and 10:00 hours and 16:00 hours and 19:00 hours. Since the production of the PEI Report, additional traffic survey data has been obtained from three local planning applications, which has supplemented the traffic survey data from the Forest Heath District Council Site Allocation Plan Cumulative Impact Study. The traffic survey data at the Red Lodge Dumbbell Roundabouts has been superseded with 2017 traffic survey data from the DC/18/0628/HYB planning application. The traffic survey data from the Forest Heath District Council Site Allocation Plan Cumulative Impact Study is utilised for the Dane Hill/Turnpike Road Roundabout.

3.4.18 The traffic survey data from the planning applications is summarised below:

a. DC/18/0628/HYB: traffic survey data for the Red Lodge to Kentford corridor in 2017 for the AM peak hour of 08:00-09:00 and the PM peak hour of 17:00-18:00. The junctions included are Red Lodge Dumbbell Roundabouts and the Herringswell Road/Bury Road/Gazeley Road junction;

b. 19/00376/OUM: traffic survey data in 2018 for the AM peak hour of 07:30-08:30 and the PM peak hour of 16:45-17:45. The junctions included are B1085 Chippenham Road/B1085 High Street/B1104 junction, B1085 Chippenham Road/B1102 Mildenhall Road junction, B1104/B1102 Mildenhall Road junction and B1104 Station Road/B1102 junction; and

c. 17/00880/OUM: traffic survey data in 2017 for the AM peak hour of 08:00-09:00 and the PM peak hour of 17:00-18:00. The junctions included are the A142/Snailwell Road/Landwade Road roundabout and A14 J37.

3.4.19 The location of the junctions where baseline traffic data is included in this TA are listed below and identified in Figure 3 and **Annex A** with the year the traffic surveys were carried out identified in brackets.

1. Red Lodge Dumbbell Roundabout (North) (2017);
2. Red Lodge Dumbbell Roundabout (South) (2017);
3. B1506 Bury Road/Herringswell Road/Gazeley Road Junction (2017);
4. Dane Hill/turnpike Road Roundabout (2016);
5. B1102 Mildenhall Road/B1085 High Street/B1104 T-Junction (2018);
6. B1085 Chippenham Road/B1085 High Street/B1104 T-Junction (2018);
7. B1104 Station Road/B1102 T-Junction (2018);
8. B1102 Mildenhall Road/B1104 T-Junction (2018);
9. A142/Snailwell Road/Landwade Road Roundabout (2017); and
10. A14 J37 (2017).

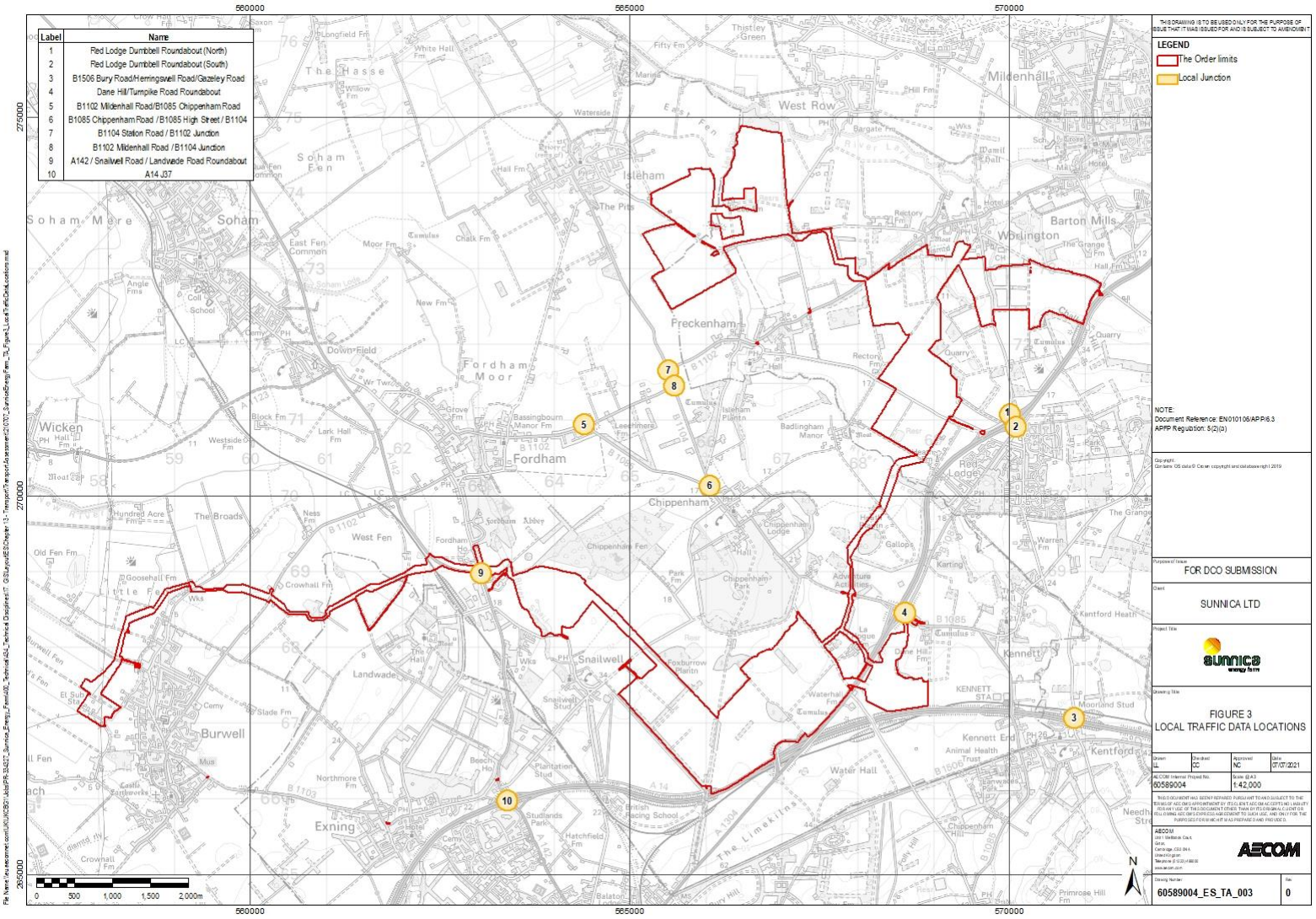

Figure 3: Local Traffic Data Locations

3.4.20 It is acknowledged that there is a gap in the traffic survey data along La Hogue Road for Sunnica West and also on Elms Road along the section to the north-west of the A11/Elms Road T-Junction for Sunnica East. There is also no traffic survey data available for Freckenham Road between Freckenham and Worlington for HGVs to/from Sunnica East Site Access A. No traffic survey data was available to the west of the A142 along Route Connection A (between the A142 and Burwell), however there is a low number of forecast HGVs and staff along this section of the Scheme. Therefore, these gaps in traffic survey data, and inability to collect new traffic flow/volume data at the time of writing, do not result in limitations to the ability to draw conclusions regarding the traffic effects of the proposed scheme.

3.4.21 From the DC/18/0628/HYB planning application, the 2017 AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) link flows at the Red Lodge Dumbbell Roundabouts and Herringswell Road/Bury Road/Gazeley Road Junction are identified in **Table 3-3**.

Table 3-3: Traffic Flows 2017 Red Lodge Dumbbell Roundabouts and Herringswell Road/Bury Road/Gazeley Road Junction (Vehicles)

Location	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
Red Lodge Dumbbell Roundabout (North)				
Elms Road	178	73	337	66
Newmarket Road	217	346	216	356
A11 NB On-Slip Red Lodge	244	N/A	247	N/A
Newmarket Road (Internal link)	406	396	371	535
Red Lodge Dumbbell Roundabout (South)				
Newmarket Road (Internal link)	400	398	365	534
A11 SB Off-Slip (Red Lodge)	N/A	172	N/A	224
Warren Road	417	203	246	458
B1085 Turnpike Road	138	121	153	175
A11 SB On-Slip (Red Lodge)	N/A	401	N/A	202
B1506 Bury Road / Herringswell Road / Gazeley Road Junction (Kentford)				
B1506 Bury Road (East)	551	410	420	457
Gazeley Road (South)	54	70	89	39
B1506 Bury Road (West)	437	423	359	391
Herringswell Road (North)	107	250	197	142

3.4.22 From the 19/00376/OUM planning application, the 2018 AM peak hour (07:30-08:30) and PM peak hour (16:45-17:45) links flows for the following three junctions along the B1102 Mildenhall Road, B1104 and B1085 Chippenham Road to the north of Chippenham identified in **Table 3-4**.

Table 3-4: Traffic Flows 2018 B1085/B1104 junction, B1085/B1102 junction and B1104/B1102 junction (Vehicles)

Location	AM Peak (07:30-08:30)		PM Peak (16:45-17:45)	
	NB / EB	SB / WB	NB / EB	SB / WB
B1102 Mildenhall Road / B1085 Chippenham Road Junction				
B1102 Mildenhall Road (East)	124	162	172	153
B1085 Chippenham Road (South)	112	172	149	82
B1102 Mildenhall Road (West)	291	269	242	290
B1085 Chippenham Road / B1085 High Street / B1104 Junction				
B1085 Chippenham Road (North-West)	105	182	154	72
B1104 (North-East)	92	267	246	84
B1085 High Street (South)	188	440	399	155
B1104 Station / B1102 Junction				
B1104 Station Road (North)	213	60	213	60
B1102 (East)	181	161	181	161
B1102 (South)	353	180	353	180

3.4.23 From the 17/00880/OUM planning application, the 2017 AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00) links flows at the A142/Snailwell Road/Landwade Road Roundabout and A14 J37 are identified in **Table 3-5**.

Table 3-5: Traffic Flows 2017 A142/Snailwell Road/Landwade Road Roundabout and A14 J37 (Vehicles)

Location	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
A142/Snailwell Road/Landwade Road Roundabout				
A142 (North)	651	1084	1221	774
Snailwell Road (East)	278	34	29	147
A142 (South)	623	668	866	856
Landwade Road (West)	121	265	462	143
A14 J37				
A142 Fordham Road (North)	732	880	1045	952
A14 Westbound Off-Slip (East)	N/A	419	N/A	443
Fordham Road (South)	587	832	1031	759
A14 Eastbound Off-Slip (West)	754	N/A	573	N/A

3.4.24 The traffic flows for the Dane Hill/Turnpike Road Roundabout are taken from the Forest Heath District Council Site Allocation Plan Cumulative Impact Study for 2019, with the methodology identifying the 2019 baseline traffic flows discussed in the section below.

2019 Local Highway Traffic Flows

3.4.25 The section identifies the TEMPro growth factors applied to the traffic survey data above to identify the 2019 traffic flows, so as to establish a traffic flow baseline pre coronavirus pandemic. The impact of the coronavirus pandemic on traffic surveys has been discussed in the introduction.

3.4.26 The following section outlines the 2019 baseline traffic flows for the local highway networks in the vicinity of the Order limits. Traffic data has been available from 2016, 2017 and 2018. Two methodologies have been used to identify the 2019 baseline traffic flows. TEMPro growth factors have been used to factor 2017 and 2018 traffic data to 2019, which is an industry standard approach. Whereas, for the 2016 traffic data, the Forest Heath Local Plan Study has been used which identifies a specific methodology which was pre-approved by the highway authority. A summary of the FHLP methodology is outlined below. This section includes the TEMPro growth factors and conversion factors from network peak hours to development peak hours.

TEMPro Growth Factors: 2017 and 2018 to 2019

3.4.27 TEMPro 7.2 has been used to identify suitable growth rates to factor the traffic flows from the 2017 and 2018 traffic surveys to 2019 to provide future year traffic flows that consider potential traffic growth. In TEMPro the geographical areas selected are Forest Health and East Cambridgeshire (as described in TEMPro) for rural roads. The resultant growth rates are in **Table 3-6** below.

Table 3-6: Local Highway 2017 and 2018 to 2019 TEMPro Growth Factors

Area	Time Period	Growth Factor
East Cambridgeshire 007	2017 – 2019 AM	1.030
	2017 – 2019 PM	1.030
Forest Heath 006	2017 – 2019 AM	1.0276
	2017 – 2019 PM	1.0274
East Cambridgeshire 007	2018 – 2019 AM	1.0148
	2018 – 2019 PM	1.0149
Forest Heath 006	2018 – 2019 AM	1.014
	2018 – 2019 PM	1.014

3.4.28 The relevant TEMPro growth factors from the above table have been applied to the 2017 and 2018 traffic surveys to identify the 2019 baseline.

TEMPro Growth Factors: 2016-2019

3.4.29 The approach outlined below to obtain the 2019 baseline traffic flows are based on that taken within the 'Forest Heath District Council Site Allocation Plan Cumulative Impact Study' document (August 2016), which was prepared by AECOM for the Forest Heath Local Plan assessment. For the Forest Heath District Council Site Allocation Plan Cumulative Impact Study traffic surveys were carried out at junctions across the Forest Heath District Council area on Tuesday 28th June 2016 between 07:00 hours and 10:00 hours and 16:00 hours and 19:00 hours.

3.4.30 To derive TEMPro growth rates for 2016-2019, the TEMPro growth factors have been adjusted using National Traffic Model (NTM) dataset to provide NTM-adjusted TEMPro growth factors. The alternative assumptions tool within TEMPro has been utilised to alter future growth between the base year of 2016 and the assessment year of 2019. Within the alternative assumptions tool, the increase in the number of households identified to be built between 2016 and 2019 has been altered to a zero as all residential trips are added manually.

3.4.31 The employment data that is included in TEMPro has been altered to remove the jobs between 2016 and 2019 that have been accounted for in

the Forest Heath Local Plan Study employment trip generation. This was undertaken to not double count the employment trips. This has resulted in the following TEMPro growth factors being applied:

a. 2016 to 2019

i. AM Peak 1.0133
ii. PM Peak 1.0129

3.4.32 In addition to the application of the traffic growth factors, trips associated with residential and the employment developments which were included in the Forest Heath District Council Site Allocation Plan Cumulative Impact Study have been included within this assessment. To establish which developments are likely to have come forward by 2019 (which is pre coronavirus pandemic), a review of the planning portal for WSC has been carried out. This established which of those sites included in the Forest Heath District Council Site Allocation Plan Cumulative Impact Study are likely to have been built by 2019.

3.4.33 The sites considered to have come forward in each of the assessment years are set out in **Table 3-7**.

Table 3-7: Residential Sites Included in Background Traffic in 2019 and 2023

Location	Site	No. of Dwellings 2016–2019	No. of Dwellings 2016–2023
Brandon	Land at Fengate Drove	38	38
	Land at Warren Close	0	23
	Land off Gas House Drove	0	10
Mildenhall	Land West of Mildenhall	0	0
	Land at 54 Kingsway	23	23
	District Council Offices, College Heath Road	0	89
	Former Build's Yard, north of Worlington Road	9	9
	Land South of Worlington Road	78	78
Newmarket	Land at Brickfeld Stud, Exning Road	0	0
	Land at Black Bear Lane and Rowley Drive Junction	0	0
	Hatchfield Farm	0	400
	Grassland off Leaders Way and Sefton Way	0	0
	Former St Felix Middle School Site	0	0
	Land at Phillips Close	0	0

Location	Site	No. of Dwellings 2016–2019	No. of Dwellings 2016–2023
	Fordham Road, Southernwood	0	10
	Land at Jim Joel Court	21	21
	146a High Street	46	46
Red Lodge	Land off Turnpike Road and Coopers Yard	0	132
	Land East of Red Lodge North	0	0
	Land East of Red Lodge South	0	382
	Land North of Acorn Way	0	300
	Red Lodge Phase 4a	0	38
	Red Lodge Approach Site	125	125
Lakenheath	Rabbit Hill Covert	0	81
	Land off Briscoe Way	0	67
	Land West of Eriswell Road	0	140
	Land North of Station Road	0	375
	Former Matthews Nursery Site	13	12
	Land North of Burrow Drive and Briscoe Way	0	0
Beck Row	Land Adjacent to St Johns Street	60	60
	Land Adjacent to Smoke House Inn, Skeltons Drove	115	115
	Land Adjacent to the South of the caravan park, Aspal Lane	117	117
	Land east of Aspal Lane	5	5
	Land Adjacent to Beck Lodge Farm	24	24
	Land at Skeltons Drove	32	32
Exning	Land South of Burwell Road	0	205
	Land off the Drift / Burwell Road	0	102
Kentford	Land West of Herringswell Road	0	54
	Land to the rear of Kentford	34	34
	Meddler Stud, Bury Road, Kentford	0	63

Location	Site	No. of Dwellings 2016–2019	No. of Dwellings 2016–2023
West Row	Land East of Beeches Road	152	152
	Land North of Mildenhall Road	26	26
	Land Adjacent to Park Garden	7	7
Total Dwellings		925	3,396

Conversion Factors – Peak Hours to Development Hours

3.4.34 This section identifies the conversion factors from the traditional network peak hours of 08:00-09:00 and 17:00-18:00 identified in the traffic surveys to the construction period peak hours for staff of 06:00-07:00 and 19:00-20:00. From here onwards the traditional highway peak hours of 08:00-09:00 and 17:00-18:00 are referenced as the 'network peak hours' and the construction period peak hours of 06:00-07:00 and 19:00-20:00 are referenced as the 'development peak hours.'

3.4.35 In order to assess the development peak hours of 06:00-07:00 and 19:00-20:00 factors have been identified to convert the 08:00-09:00 and 17:00-18:00 traffic survey data as provided within the three planning applications and Forest Heath District Council Site Allocation Plan Cumulative Impact Study. The traffic survey data did not cover the 06:00-07:00 and 19:00-20:00 as they are outside the traditional peak periods (07:00-10:00 and 16:00-19:00) undertaken in Manual Classified Count (MCC) traffic surveys.

3.4.36 The conversion from the AM and PM network peak hours to the development AM and PM peak hours used an Automatic Traffic Count (ATC) which was carried out over 24-hours for 7-consecutive days. ATC traffic survey undertaken in March 2017 on Warren Road, Red Lodge. Based on the Monday to Friday average for the 08:00-09:00 and 17:00-18:00 network peak hours and development peak hours of 06:00-07:00 and 19:00-20:00, the conversion factors has been derived and are identified below:

a. 2018: 08:00-09:00 to 06:00-07:00 – 0.4

b. 2018: 17:00-18:00 to 19:00-20:00 – 0.4

3.4.37 The conversion factors above have been applied to the traffic survey data identified above. The conversion factor derived from the ATC on Warren Road, Red Lodge is considered appropriate to be applied to these junctions given its close proximity to Red Lodge, Kennett and Chippenham and similar characteristics.

3.4.38 In addition to the 2017 ATC traffic survey, an ATC was undertaken in June 2016 on Market Street (B1102), Fordham as provided in the 17/00880/OUM planning application. The ATC was carried out over 24-hours for 7-consecutive days. Based on the Monday to Friday average for the 08:00-09:00 and 17:00-18:00 network peak hours and development peak hours of

06:00-07:00 and 19:00-20:00, the conversion factors have been derived and are identified below:

a. 2016: 08:00-09:00 to 06:00-07:00 – 0.5

b. 2016: 17:00-18:00 to 19:00-20:00 – 0.5

3.4.39 The conversion factors above have also been applied to the traffic survey data in **Table 3-5** for the A142 Fordham Road/Snailwell Road/Landwade Road Roundabout. The conversion factor derived from the ATC on Market Street, Fordham is considered appropriate to be applied to these junctions as given its close proximity temporal flow patterns are likely to be similar to the two junctions along the A142 corridor.

2019 Local Highway Traffic Flows

3.4.40 **Table 3-8** to **Table 3-12** and within **Annex C**, identify the 2019 local highway traffic flows for the development peak hours (06:00-07:00 and 19:00-20:00). These are based on the 2016-2018 traffic survey data, TEMPro growth factors and the conversion factors discussed previously in this section.

Table 3-8: Traffic Flows 2019 Red Lodge Dumbbell Roundabouts and Herringswell Road/Bury Road/Gazeley Road Junction (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
B1506 Bury Road / Herringswell Road / Gazeley Road Junction				
B1506 Bury Road (East)	228	170	173	188
Gazeley Road	22	29	37	16
B1506 Bury Road (West)	181	175	148	161
Herringswell Road (North)	44	104	81	58
Red Lodge Dumbbell Roundabout (North)				
Elms Road	74	30	139	27
Newmarket Road	90	143	89	147
A11 NB On-Slip Red Lodge	101	N/A	102	N/A
Newmarket Road (Internal link)	168	164	153	220
Red Lodge Dumbbell Roundabout (South)				
Newmarket Road (Internal link)	166	165	150	220
A11 SB Off-Slip (Red Lodge)	N/A	71	N/A	92

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
Warren Road	173	84	101	189
B1085 Turnpike Road	57	50	63	72
A11 SB On-Slip (Red Lodge)	N/A	166	N/A	83

Table 3-9: Traffic Flows 2019 B1085/B1104 Junction, B1085/B1102 Junction and B1104/B1102 Junction (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
B1102 Mildenhall Road / B1085 Chippenham Road Junction				
B1102 Mildenhall Road (East)	51	66	70	62
B1085 Chippenham Road (South)	46	70	61	33
B1102 Mildenhall Road (West)	119	110	98	118
B1085 Chippenham Road / B1085 High Street / B1104 Junction				
B1085 Chippenham Road (North-West)	43	75	63	29
B1104 (North-East)	38	109	100	34
B1085 High Street (South)	77	180	162	63
B1104 Station / B1102 Junction				
B1104 Station Road (North)	87	25	87	24
B1102 (East)	74	66	74	66
B1102 (South)	145	74	144	73

Table 3-10: Traffic Flows 2019 A142/Snailwell Road/Landwade Road roundabout (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
A142 (North)	325	542	571	362
Snailwell Road (East)	139	17	14	69
A142 (South)	311	334	405	400
Landwade Road (West)	60	132	216	67

Table 3-11: Traffic Flows 2019 A14 J37 (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
A142 Fordham Road (North)	365	439	487	444
A14 Westbound Off-Slip (East)	N/A	209	N/A	207
Fordham Road (South)	293	415	481	354
A14 Eastbound Off-Slip (West)	376	N/A	267	N/A

Table 3-12: Traffic Flows 2019 Dane Hill/Turnpike Road Roundabout (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
B1085 (North)	60	180	90	154
B1085 Turnpike Road (East)	63	112	118	62
B1085 Dane Hill Road (South)	90	138	126	91
A11 SB On-Slip (West)	N/A	121	N/A	44

2019 Strategic Highway Traffic Flows

3.4.41 Traffic data for the A11 and A14 has been obtained from the WebTRIS database for 2019 for those roads under control of National Highways which includes A11 and A14. Given the coronavirus pandemic in 2020 and 2021 and the impact on traffic flows, the traffic flows identified for September 2019 are considered appropriate, which was previously identified for the use in the PEI Report. As discussed previously, the local highway traffic flows have also been factored to a 2019 base. The impact of the coronavirus pandemic on the ability to collect traffic survey data has been discussed in the introduction to this report.

3.4.42 Figure 4 below and in **Annex A** identifies the WebTRIS data locations utilised to obtain baseline traffic flows on the A11 and A14.

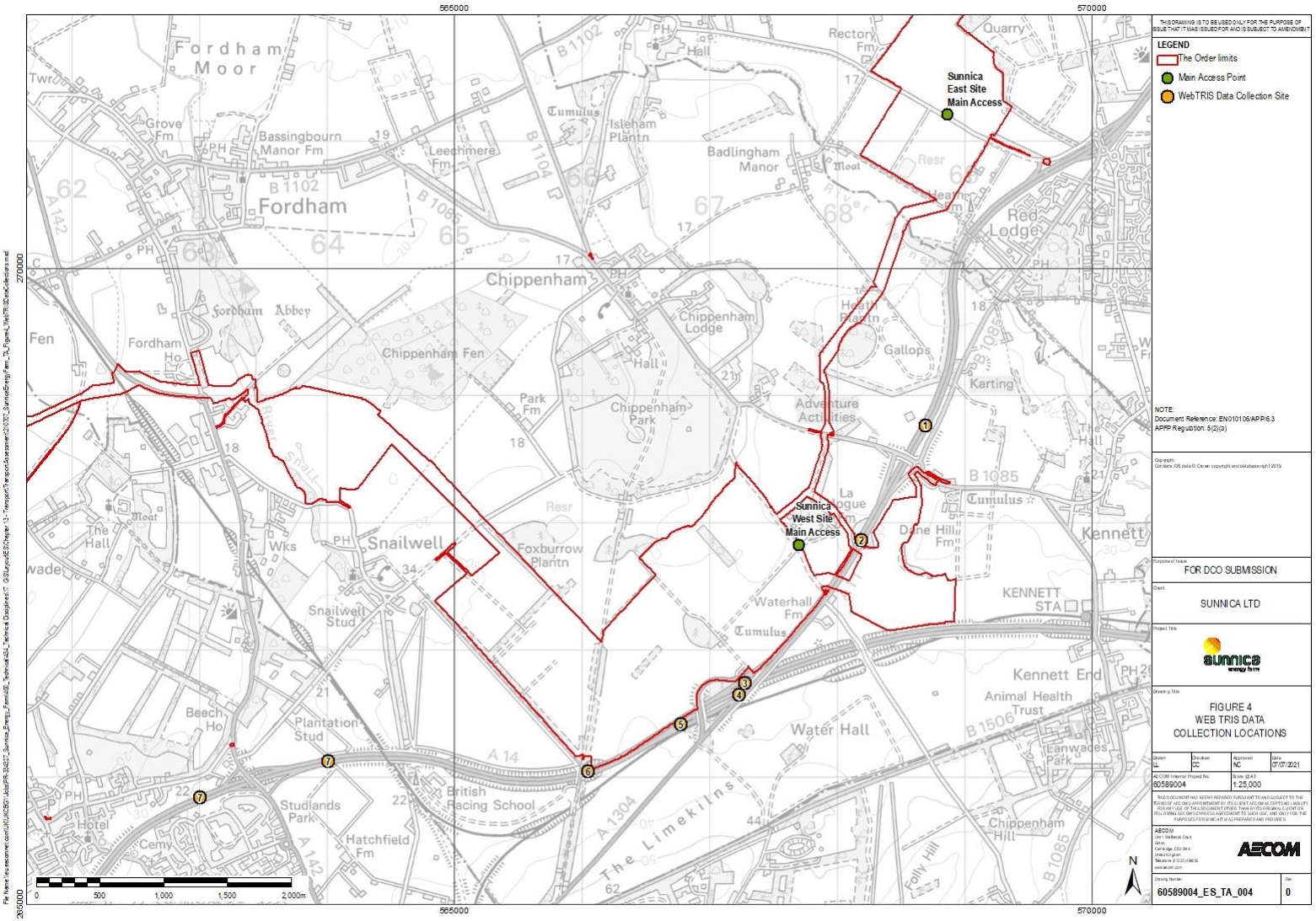

Figure 4: WebTRIS Data Collection Locations

3.4.43 Traffic flow data was extracted from WebTRIS for each site for September 2019 as to represent a neutral month pre-coronavirus pandemic for the network peak hours of 08:00 to 09:00 and 17:00 to 18:00 and for the development peak hours of 06:00 to 07:00 and 19:00 to 20:00. The Department for Transport (DfT) Transport Assessment Guidance (TAG) identifies a neutral month as being from March through to November (excluding August), which avoids holiday periods such as bank holidays, Easter and school holidays. The majority of the construction is forecast to occur Monday to Friday (07:00-19:00) with Saturday working hours between 09:00 and 13:00. Therefore, the average Monday to Friday 12-hour traffic flows (07:00 to 19:00) have been obtained from WebTRIS, which is used for the distribution of HGVs throughout a weekday. A Saturday assessment has not been undertaken as the weekday baseline traffic flows are expected to be higher.

3.4.44 The 2019 baseline traffic flows for the available SRN (A14 and A11) in the vicinity of the Order limits are outlined in **Table 3-13**.

Table 3-13: 2019 Baseline Traffic Flows – Strategic Highway Network (Monday to Friday Average)

Ref.	Location	06:00-07:00		08:00-09:00		17:00-18:00		19:00-20:00		12-Hours	
		NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
1	A11 (North of B1085)	817	1,586	1,003	1,971	2,175	1,395	1,109	755	17,721	18,152
2	A11 (North of La Hogue Road)	878	1,725	1,117	2,228	2,459	1,489	1,229	805	19,664	19,661
3	A11 to A14 and A1304 Slip Road (J38)	N/A	1,581	N/A	1,860	N/A	1,243	N/A	676	N/A	16,981
4	A14 to A11 Slip Road (J38)	708	N/A	1,118	N/A	2,088	N/A	885	N/A	16,420	N/A
5	A14 (J38)	1,441	1,499	2,040	1,889	4,292	1,207	1,959	552	33,573	15,821
6	A14 (Between J37 and J38)	1,480	3,059	2,063	3,779	4,328	2,458	1,981	1,239	34,016	32,981
7	A14 J37	1,390	2,982	1,939	3,767	4,190	2,436	2,041	1,232	33,140	32,681
8	A14 east of Junction 38*	733	1,499	922	1,889	2,204	1,207	1,074	552	17,153	15,821
9	A11 north of Red Lodge*	817	1,586	1,003	1,971	2,175	1,395	1,109	755	17,721	18,152

Source: WebTRIS **discussed below*

3.4.45 The 2019 traffic data on the A11 North of Red Lodge is unavailable. However, given the close proximity of the traffic survey data on the A11 North of B1085, this has been used as a proxy for baseline data in this location.

3.4.46 The 2019 traffic data on the A14 East of J38 is unavailable. The eastbound traffic on the A14 east of J38 is likely to be the same as that recorded on the A14 J38 (location 5 on the figure above) as there are no junctions or slip roads for vehicles to enter or egress. For the westbound traffic on the A14 east of J38, it has been derived from the available data on the A14 J38 (location 5 on the figure above) and the A14 to A11 slip. This is because vehicles that are not travelling along the A14 to the A11 would travel to the A14 east of J38.

3.4.47 The 2019 traffic flows for 06:00-07:00, 08:00-09:00, 17:00-18:00 and 19:00-20:00 that have been used for this assessment can found in **Annex C**, which includes the local and SRN traffic flows.

Comparison of 2019 and 2020 Traffic Survey Data

Overview

3.4.48 The coronavirus pandemic has resulted in it not being possible to undertake representative traffic surveys as various national wide and local lockdowns occurred within the UK in 2020 and 2021, which had varying travel restrictions. Since the easing of the latest lockdown, traffic flows are not expected to return to their normal level with many companies not returning to their offices. Therefore, current peak hour traffic flows are expected to be lower than those identified in the traffic surveys carried out pre pandemic in 2016 to 2019.

3.4.49 Discussions were had with SCC and CCC regarding traffic surveys and it was agreed that, given the impact of the coronavirus pandemic, it was not considered relevant to undertake new traffic surveys. Instead historic data would be utilised.

3.4.50 To illustrate the appropriateness of the 2016-2019 traffic survey data compared to undertaking traffic surveys in 2020 or 2021 to date, a comparison has been undertaken of available traffic data in close proximity to the Scheme on the SRN and local highway.

Strategic Highway

3.4.51 A comparison of 2019 and 2020 traffic flows has been undertaken on the SRN on the A11 and A14 in close proximity to the Order limits as shown in **Table 3-14**. It should be noted that in September 2020 the UK was not in a nationwide lockdown however some restrictions were in place, which is likely not to represent the largest decrease in traffic flows seen during the coronavirus pandemic or during 2020.

Table 3-14: Comparison of September 2019 and 2020 Monday to Friday Average Traffic Flows on SRN (Two-Way Vehicles)

Hour	2019	2020	Absolute Difference	% Difference
0600-0700	2403	2129	-274	-11%
	2603	2264	-339	-13%
	2940	2690	-250	-9%
	4372	3853	-519	-12%
0800-0900	2974	2695	-279	-9%
	3346	2964	-382	-11%
	3929	3537	-392	-10%
	5706	4921	-784	-14%
1700-1800	3570	3281	-289	-8%
	3949	3583	-365	-9%
	5499	4434	-1,065	-19%
	6625	5616	-1,009	-15%
1900-2000	1864	1631	-234	-13%
	2034	1759	-276	-14%
	2511	1989	-522	-21%
	3274	2706	-568	-17%

3.4.52 The comparison of the September 2019 and September 2020 traffic flows on the A11 and A14 indicate the following:

a. 06:00-07:00 two-way traffic flows were -9% to -13% lower in 2020;
b. 08:00-09:00 two-way traffic flows were -9% to -14% lower in 2020;
c. 17:00-18:00 two-way traffic flows were -8% to -19% lower in 2020; and
d. 19:00-20:00 two-way traffic flows were -13% to -21% lower in 2020.

Local Highway

3.4.53 In addition to the SRN comparison, traffic data has been obtained from SCC for Fordham Road (A142) south of the A14 J37 for 2019 and 2020. This location was provided as the only location within the local vicinity of the Scheme on the local highway network where both 2019 and 2020 data was available. The available data included the Annual Average Weekday Traffic 2019 and 2020. The local highway comparison has been included to support the SRN comparison and general trend of lower traffic flows in 2020 compared to 2019.

3.4.54 **Table 3-15** provides a comparison of the 2019 and 2020 two-way average annual traffic flows on Fordham Road south of the A14 J37 for the hours: 06:00-07:00 (AM development peak hour), 08:00-09:00 (AM network peak hour), 17:00-18:00 (PM network peak hour) and 19:00-20:00 (PM development peak hour). It should be noted that the beginning of 2020 was not impacted by travel restrictions as a result of the coronavirus pandemic, which did not begin until 23 March 2020.

Table 3-15: Comparison of Annual Average Weekday Traffic for 2019 and 2020 Two-Way Traffic Flows on Fordham Road (Vehicles)

Location	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day Avg	7-Day Avg
AM 06:00-07:00									
2019	691	733	742	739	723	312	178	725	588
2020	508	535	473	483	456	263	131	491	407
Difference	-182	-198	-269	-256	-266	-49	-46	-234	-181
% Difference	-26%	-27%	-36%	-35%	-37%	-16%	-26%	-32%	-31%
AM 08:00-09:00									
2019	1625	1594	1581	1615	1530	820	325	1589	1299
2020	912	955	827	818	780	482	222	858	714
Difference	-712	-639	-754	-797	-750	-338	-103	-731	-585
% Difference	-44%	-40%	-48%	-49%	-49%	-41%	-32%	-46%	-45%
PM 17:00-18:00									
2019	1775	1664	1746	1808	1824	1172	646	1763	1519
2020	1014	926	965	901	991	620	314	960	819
Difference	-760	-738	-781	-907	-833	-552	-332	-804	-701
% Difference	-43%	-44%	-45%	-50%	-46%	-47%	-51%	-46%	-46%
PM 19:00-20:00									
2019	749	696	781	802	839	615	378	773	694
2020	401	382	362	403	456	321	194	401	360
Difference	-347	-315	-419	-399	-383	-294	-183	-373	-334
% Difference	-46%	-45%	-54%	-50%	-46%	-48%	-49%	-48%	-48%

3.4.55 The comparison above identifies the 2020 traffic flows to be significantly lower than the 2019 traffic flows across all four hours at the Fordham Road survey location, with a summary provided below:

a. 06:00-07:00 the 2020 traffic flows are circa 32% lower than in 2019;
b. 08:00-09:00 the 2020 traffic flows are circa 46% lower than in 2019;
c. 17:00-18:00 the 2020 traffic flows are circa 46% lower than in 2019; and
d. 19:00-20:00 the 2020 traffic flows are circa 48% lower than in 2019.

Summary of Comparison of 2019 and 2020 Traffic Survey Data

3.4.56 Due to the Covid-19 pandemic and the impact of national and local lockdowns traffic flows, it has not been appropriate to collect more recent baseline traffic survey data and apply TEMPro growth factors to the future baseline. The comparison of 2019 and 2020 traffic survey data presented in this section has demonstrated that traffic surveys collected since the start of the pandemic would likely underrepresent the future baseline. Therefore, the use of pre-Covid survey data is considered appropriate and robust, with applied growth factors to determine the future baseline. The comparison above supports the approach taken through the comparison of survey data pre and during Covid-19. This comparison also shows that traffic flows are suppressed even with no government Covid-related restrictions in place. Therefore, the approach taken is robust in view of the limitations and uses the best available data.

2023 Local Highway Traffic Flows

TEMPro Growth Factors: 2017 and 2018 to 2023

3.4.57 Following the same approach as that undertaken to identifying the 2019 traffic flows, TEMPro growth factors have been applied to the traffic flows from 2017 and 2018 to 2023. The applied TEMPro growth factors from 2017 and 2018 to 2023 are in **Table 3-16** below.

Table 3-16: Local Highway 2017 and 2018 to 2023 TEMPro Growth Factors

Area	Time Period	Growth Factor
East Cambridgeshire 007	2017 – 2023 AM	1.103
	2017 – 2023 PM	1.105
Forest Heath 006	2017 – 2023 AM	1.097
	2017 – 2023 PM	1.098
East Cambridgeshire 007	2018 – 2023 AM	1.087
	2018 – 2023 PM	1.090
Forest Heath 006	2018 – 2023 AM	1.082
	2018 – 2023 PM	1.083

TEMPro Growth Factors: 2016-2023

3.4.58 In the Forest Heath District Council Site Allocation Plan Cumulative Impact Study, traffic growth factors have been derived from TEMPro for the employment and background growth whilst growth associated with residential developments has been added manually to the network using the same trips and distribution as the Local Plan assessment.

3.4.59 To derive TEMPro growth rates for 2023, the TEMPro growth factors has been adjusted using NTM dataset to provide NTM-adjusted TEMPro growth factors. The alternative assumptions tool within TEMPro has been utilised to alter future growth between the base year of 2016 and the assessment year of 2023. Within the alternative assumptions tool, the increase in the number of households identified to be built between 2016 and 2023 has been altered to a zero increase as all residential trips are added manually.

3.4.60 The increase in jobs identified in TEMPro has been altered such that the growth in jobs between 2016 and 2023 is based on the Local Plan assessment, 1,512 jobs have been included in the 2016 to 2023 calculations. This has resulted in the following TEMPro growth factors being applied:

a. 2016 to 2023: AM Peak – 1.0736

b. 2016 to 2023: AM Peak – 1.0740

3.4.61 In addition to the application of the traffic growth factors, trips associated with residential developments and employment which were included in the Forest Heath District Council Site Allocation Plan Cumulative Impact Study have been included within this assessment. To establish which developments are likely to have come forward by 2023, a review of the planning portal for WSC has been carried out. This established which of those sites included in the Forest Heath District Council Site Allocation Plan Cumulative Impact Study are likely to have been built by 2023.

3.4.62 The sites considered to have come forward in each of the assessment years are set out previously in **Table 3-7**.

2023 Baseline Local Traffic Flows

3.4.63 Using the conversion factors stated earlier in in this section, the 2023 Forest Heath District Council Site Allocation Plan Cumulative Impact Study traffic flows have been converted from 08:00-09:00 traffic flows to 06:00-07:00 and 17:00-18:00 to 19:00-20:00 traffic flows.

3.4.64 **Table 3-17** identifies the 2023 local highway traffic flows for the development peak hours (06:00-07:00 and 19:00-20:00). These are based on the 2016-2018 traffic survey data, TEMPro growth factors and the conversion factors discussed previously in this section.

Table 3-17: Traffic Flows 2023 Base (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
Red Lodge Dumbbell Roundabout (North)				
Elms Road	79	32	148	29
Newmarket Road	96	153	95	157
A11 NB On-Slip Red Lodge	108	N/A	109	N/A
Newmarket Road (Internal link)	180	175	163	236
Red Lodge Dumbbell Roundabout (South)				
Newmarket Road (Internal link)	177	176	161	235
A11 SB Off-Slip (Red Lodge)	N/A	76	N/A	99
Warren Road	185	90	108	202
B1085 Turnpike Road	61	54	67	77
A11 SB On-Slip (Red Lodge)	N/A	178	N/A	89
B1506 Bury Road / Herringswell Road / Gazeley Road Junction				
B1506 Bury Road (East)	244	182	185	201
Gazeley Road (South)	24	31	39	17
B1506 Bury Road (West)	193	187	158	172
Herringswell Road (North)	47	111	87	63
B1102 Mildenhall Road / B1085 Chippenham Road Junction				
B1102 Mildenhall Road (East)	54	71	75	66
B1085 Chippenham Road (South)	49	75	65	36
B1102 Mildenhall Road (West)	127	117	105	126
B1085 Chippenham Road / B1085 High Street / B1104 Junction				
B1085 Chippenham Road (North-West)	46	79	67	31
B1104 (North-East)	40	117	107	36
B1085 High Street (South)	82	192	173	67

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)	
	NB / EB	SB / WB	NB / EB	SB / WB
B1104 Station / B1102 Junction				
B1104 Station Road (North)	93	26	93	26
B1102 (East)	79	70	79	70
B1102 (South)	154	79	153	78
Dane Hill/Turnpike Road Roundabout				
B1085 (North)	67	206	96	201
B1085 Turnpike Road (East)	78	138	139	78
B1085 Dane Hill Road (South)	146	163	157	132
A11 SB On-Slip (West)	N/A	182	N/A	69
A142/Snailwell Road/Landwade Road Roundabout				
A142 (North)	348	580	612	388
Snailwell Road (East)	149	18	15	74
A142 (South)	333	357	434	429
Landwade Road (West)	65	142	232	72
A14 J37				
A142 Fordham Road (North)	390	468	521	474
A14 Westbound Off-Slip (East)	223	N/A	221	N/A
Fordham Road (South)	312	443	514	378
A14 Eastbound Off-Slip (West)	N/A	232	N/A	225

3.4.65 The 2023 traffic flows for 06:00-07:00, 08:00-09:00, 17:00-18:00 and 19:00-20:00 that have been used for this assessment can be found in **Annex C**, which includes the local and strategic highway traffic flows.

2023 Strategic Highway Traffic Flows

3.4.66 The peak construction year of the Order limits is forecast for 2023. Therefore, TEMPro 7.2 (Version 7.2, dataset 72) has been used to identify suitable growth rates to factor the 2019 WebTRIS traffic flows to provide future year flows that consider potential growth in background traffic flows. The extent of the highway network falls within two geographical areas, East Cambridgeshire 007 and Forest Heath 006, with the road types identified as rural trunk roads as 'A' roads. The resultant growth rates for 2019 to 2023 are identified in **Table 3-18**.

Table 3-18: SRN 2019-2023 TEMPro Growth Factors

Area	Time Period	Growth Factor
East Cambridgeshire 007	Off-Peak 00:00-06:59 and19:00-23:59	1.0791
Forest Heath 006	Off-Peak 00:00-06:59 and19:00-23:59	1.0835
East Cambridgeshire 007	Average Weekday	1.0876
Forest Heath 006	Average Weekday	1.0949

3.4.67 The 2019 base flows have been factored by the TEMPro growth rates to obtain the 2023 baseline traffic flows for the available SRN (A14 and A11) in the vicinity of the Order limits. These are outlined in **Table 3-19**.

Table 3-19: 2023 Baseline Traffic Flows for SRN (Vehicles)

Location	AM Peak (06:00-07:00)		PM Peak (19:00-20:00)		12-Hour (07:00-19:00)	
	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
A11 (North of B1085)	885	1,718	1,201	818	19,402	19,874
A11 (North of La Hogue Road)	951	1,869	1,332	872	21,530	21,527
A11 to A14 and A1304 Slip Road (J38)	N/A	1,713	N/A	732	N/A	18,593
A14 to A11 Slip Road (J38)	767	N/A	959	N/A	17,978	N/A
A14 (J38)	1,561	1,624	2,123	599	36,760	17,322
A14 (Between J37 and J38)	1,604	3,314	2,146	1,343	37,244	36,111
A14 J37	1,500	3,218	2,203	1,330	36,043	35,544
A14 (East of Junction 38)*	794	1,624	1,163	599	18,781	17,322
A11 (North of Red Lodge)*	885	1,718	1,201	818	19,402	19,874

**discussed in paragraphs 3.4.43 and 3.4.44*

3.5 Road Safety

3.5.1 Personal Injury Collision (PIC) data on the surrounding highway network has been obtained from SCC and CCC for the most recent five years (60 months) available at the time of the request, which included incidents that occurred between January 2014 and August 2019. The request was made pre covid-19 pandemic and the five-years timeframe represents typical traffic flow conditions. The subsequent period during covid-19, including national and local lockdowns which impacted the volume of vehicles on the highways, is considered less representative of typical conditions, and therefore the analysis has not been updated to reflect the passage of time.

3.5.2 Due to CCCs arrangement with the police, contributory factors are not available, however STATS 21 codes were provided for the data provided by SCC and therefore contributory factors could be determined for that data. **Annex D** identifies the locations of all the incidents recorded in this time period.

3.5.3 Ten incidents have been excluded from the analysis as the primary contributory factor was found to be driver intoxication and is therefore an unrelated to road layout or traffic conditions. Excluding these ten incidents there were a total were a total of 125 PICs, of which 101 were classified as slight, 21 serious, and three were classified as fatal as shown in **Table 3-20** at junctions and **Table 3-21** on links.

Table 3-20: Summary of Location and Severity of Incidents at Junctions

Location	Incident Severity				Annual Frequency			
	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	Total
B1104 / B1102	2	1	0	3	0.4	0.2	0.0	0.6
B1085 / Unclassified Road	2	1	0	3	0.4	0.2	0.0	0.6
A11 Off-Slip/Elms Road	2	1	0	3	0.4	0.2	0.0	0.6
Warren Rd/Hundred Acre Way/Carnation Way	2	0	0	2	0.4	0.0	0.0	0.4
A142 Fordham Rd/A14 EB Off-Slip	5	1	0	6	1.0	0.2	0.0	1.2
A142 Fordham Rd/A14 WB off-slip	6	1	0	7	1.2	0.2	0.0	1.4
A142/Windmill Hill	1	1	0	2	0.2	0.2	0.0	0.4

Table 3-21: Summary of location and severity of incidents on Links

Location	Incident Severity					Annual Frequency				
	Link Length (km)	Slight	Serious	Fatal	Total	Total per km	Slight	Serious	Fatal	Total
Snailwell Road	0.9	4	0	0	4	4	0.8	0	0	0.8
B1102 Mildenhall Road	2.3	3	1	0	4	2	0.6	0.2	0	0.8
A11 NB between B1085 and La Hogue Road	1.3	0	2	0	2	2	0	0.4	0	0.4
Soham Road and Newmarket Road	2.7	3	1	0	4	1	0.6	0.2	0	0.8
A142 between Fordham Road and Newmarket Road	3.5	1	1	0	2	1	0.2	0.2	0	0.4
Isleham Road	1.75	4	0	0	4	2	0.8	0	0	0.8
A11 between B1085 and Red Lodge	3.1	2	0	0	2	1	0.4	0	0	0.4
Dane Hill Road	1	0	1	1	2	2	0	0.2	0.2	0.4
B1102 Carter Street	1.25	4	1	0	5	4	0.8	0.2	0	1
Chippenham Road	1.85	1	1	0	2	1	0.2	0.2	0	0.4
B1104 Station Road	2.5	3	0	0	3	0	0.6	0	0	0.6
A11 NB (South of Red Lodge)	1.5	6	1	0	7	0	1.2	0.2	0	1.4
A11 SB (South of Red Lodge)	1.5	1	1	0	2	0	0.2	0.2	0	0.4
A11 NB (North of Red Lodge)	1.4	2	0	0	2	0	0.4	0	0	0.4
A11 SB (North of Red Lodge)	1.4	1	0	0	1	0	0.2	0	0	0.2
B1085 Turnpike Road	1.77	2	0	0	2	0	0.4	0	0	0.4
B1102	3	0	1	1	2	0	0	0.2	0.2	0.4
A14 EB (East of J37)	1	4	1	0	5	0	0.8	0.2	0	1
A14 WB (East of J37)	1	4	0	0	4	0	0.8	0	0	0.8
A14 WB (West of J37)	1.2	0	1	0	1	0	0	0.2	0	0.2
A14 WB Off-Slip	0.38	0	0	0	0	0	0	0	0	0
A142 Fordham Rd (South of A14)	0.7	3	0	0	3	0	0.6	0	0	0.6
A142 Fordham Rd (North of A14)	1.4	3	1	1	5	0	0.6	0.2	0.2	1
A142 Fordham Rd between A14 slips	0.3	4	0	0	4	4	0.8	0	0	0.8
Other Locations	-	24	1	0	25	-	4.8	0.2	0.2	5.2
TOTAL	**-**	**101**	**21**	**3**	**125**	**-**	**-**	**-**	**-**	**-**

3.5.4 **Table 3-21** indicates that one fatal incident was recorded on Dane Hill Road, as the PIC data supplied by the police to CCC does not detail contributory factors, it is not possible to identify the cause of the fatal

incident. One fatal incident was recorded on the B1102, the contributory factors included injudicious actions, driver error and behaviour or inexperience. A fatal incident was recorded in SCC on the A142 Fordham Road (North of the A14). The contributory factor codes recorded for this PIC included 506 and 507, which refers to users not displaying lights at night or in poor visibility and riders wearing dark clothing.

3.5.5 A total of seven incidents were recorded at the A142 Fordham Road / A14 WB-off slip junction, an average of 1.4 incidents per year, six of which were classified as slight and one as serious.

3.5.6 A total of seven incidents were recorded at the A11 northbound (south of Red Lodge junction), an average of 1.4 incidents per year, six of which were classified as slight and one as serious. There were no common contributory factors at these locations.

3.5.7 Based on the information available the PIC data provided did not show incidents frequently occurring at any particular location.

3.5.8 As noted above, PIC data provided by SCC included contributory factors, with multiple factors recorded for some incidents. A summary of these contributory factors for incidents at key links and junctions in the area is provided in **Table 3-22** below.

Table 3-22: Summary of Contributing Factors for Incidents from SCC Data

Location	Total Incidents	Total Casualties	Road environment contributed	Vehicle defects	Injudicious action	Driver/Rider error or reaction	Impairment or distraction	Behaviour or inexperience	Vision affected by external factors	Pedestrian only (casualty or uninjured)
Junctions										
A11 off-slip/ Elms Road	3	3	-	-	1	2	-	1	1	-
Warren Rd/ Hundred Acre Way/Carnation Way	2	3	-	-	1	1	-	-	-	-
A142 Fordham Rd/ A14 EB off-slip	6	9	-	-	1	6	-	1	-	-
A142 Fordham Rd/ A14 WB off-slip	7	9	-	1	2	5	2	3	-	-
A142/ Windmill Hill Jct	2	6	-	-	1	2	-	1	-	-
Links										
A11 NB (South of Red Lodge Jct)	7	13	2	-	2	5	1	2	1	-
A11 SB (South of Red Lodge Jct)	2	3	-	-	-	1	-	1	-	-
A11 NB (North of Red Lodge Jct)	2	5	2	-	-	-	-	-	2	-
A11 SB (North of Red Lodge Jct)	1	1	-	-	-	-	-	1	-	-
B1085 Turnpike Road	2	2	-	-	-	-	1	-	-	1

Location	Total Incidents	Total Casualties	Road environment contributed	Vehicle defects	Injudicious action	Driver/Rider error or reaction	Impairment or distraction	Behaviour or inexperience	Vision affected by external factors	Pedestrian only (casualty or uninjured)
B1102	2	5	-	-	1	2	1	1	-	-
A14 EB (East of Jct 37)	5	5	-	-	-	2	-	1	-	-
A14 WB (East of Jct 37)	4	5	-	-	1	2	1	1	-	-
A14 WB (West of Jct 37)	1	1	-	-	-	-	1		-	-
A14 WB off-slip	0	0	-	-	-	-	-	-	-	-
A142 Fordham Rd (South of A14)	3	4	1	-	2	3	1	1	-	-
A142 Fordham Rd (North of A14)	4	4	-	-	1	4	-	-	1	-
A142 Fordham Rd between A14 slips	4	6	-	-	-	4	-	2	-	-
Miscellaneous	16	20	2		3	13	3	3	2	1
TOTAL	**73**	**104**	**7**	**1**	**16**	**52**	**11**	**19**	**7**	**2**

3.5.9 **Table 3-22** indicates that over 70% of the recorded incidents provided by SCC at key links and junctions include driver error as a contributory factor. The road environment was only a contributory factor in less than 10% of PICs.

3.5.10 In addition, the data has been analysed to determine whether any modal trends exist in the incidents around the site, focusing in particular upon vulnerable road users, pedestrians, cyclists, motorcyclists and children. It is noted that children identified in the table below could have incurred injury as a vehicle passenger. The results of this analysis are discussed below and summarised in **Table 3-23**.

Table 3-23: Summary of Total PICs and PICs Vulnerable Road Users by Location (Junction and Links)

Location	Pedestrians	Cyclists	Motorcyclists	Children	Total PICs
Junction					
B1104 / B1102	0	0	0	0	0
B1085 / Unclassified Road	0	0	1	0	**2**
A11 Off-Slip/Elms Road	0	0	1	0	**1**
Warren Rd/Hundred Acre Way/Carnation Way	0	0	0	0	**0**
A142 Fordham Rd/A14 EB Off-Slip	0	0	0	1	**5**
A142 Fordham Rd/A14 WB off-slip	0	1	0	0	**3**
A142/Windmill Hill	0	0	0	0	**1**
Links					
Snailwell Road	0	0	0	0	0
B1102 Mildenhall Road	1	0	0	0	**1**
A11 NB between B1085 and Unclassified Road	2	0	1	0	**4**
Soham Road and Newmarket Road	0	0	1	0	**1**
A142 between Fordham Road and Newmarket Road	0	0	1	0	**1**
Isleham Road	0	0	1	0	**1**
A11 between B1085 and Red Lodge	1	0	0	1	**2**
Dane Hill Road	0	0	0	2	**2**

Location	Pedestrians	Cyclists	Motorcyclists	Children	Total PICs
B1102 Carter Street	0	0	0	0	**0**
Chippenham Road	2	1	0	0	**3**
B1085 Turnpike Road	0	0	0	0	**0**
B1104 Station Road	0	0	0	0	**0**
A11 NB (South of Red Lodge)	0	0	0	0	**1**
A11 SB (South of Red Lodge)	0	0	0	0	**1**
A11 NB (North of Red Lodge)	0	0	0	0	**1**
A11 SB (North of Red Lodge)	0	0	0	0	**0**
B1085 Turnpike Road	1	0	0	1	**3**
B1102	0	1	0	0	**3**
A14 EB (East of Jct 37)	0	0	1	0	**1**
A14 WB (East of Jct 37)	0	0	0	0	**0**
A14 WB (West of Jct 37)	0	0	0	0	**0**
A14 WB Off-Slip	0	0	0	0	**0**
A142 Fordham Rd (South of A14)	0	0	0	0	**1**
A142 Fordham Rd (North of A14)	0	0	0	0	**3**
A142 Fordham Rd between A14 slips	0	0	1	0	**2**
Miscellaneous	1	5	5	1	19
TOTAL	**8**	**8**	**13**	**6**	**62**

3.5.11 In total 35 vulnerable users were involved in the incidents, eight pedestrian, eight cycle, 13 motorcyclists and six children. No incidents were recorded in the immediate vicinity of the Sunnica East Site A and B accesses or Sunnica West Site A and B accesses within the most recent five years of PIC data obtained.

3.5.12 Since the PIC data was obtained, further information regarding the extension of the Burwell National Grid Substation Extension and Grid Connection Route A and B has become available. Therefore, further investigation on Crash Map, a publicly available online data source for accident records, has been undertaken on the roads outside of the previous study area from Exning to the Burwell National Grid Substation Extension along Newmarket Road, Reach Road and Weirs Drove. This analysis shows no incidents recorded between 2015 and 2019 along Weirs Drove or

Reach Road. Two incidences were recorded at the Windmill Hill/Swan Lane junction, one in 2016 and one in 2018, resulting in a slight and a serious severity. Four incidences were recorded along Newmarket Road (B1103) resulting in three slight and one serious severity accident. These incidences were recorded across a circa 3km length of road and not at any one particular location.

3.5.13 Based on the information available the PIC data provided did not show high proportions of vulnerable users incidents occurring at any particular location.

3.5.14 Overall, with the data available the PIC analysis does not indicate a particular safety concern that needs to be considered as part of the Scheme proposals.

4. Development Proposals

4.1 Overview

4.1.1 **Chapter 3: Scheme Description** of this Environmental Statement **[EN010106/APP/6.1]** provides a detailed description of the Scheme. The following section provides an overview of the Scheme in terms of items relevant to the TA.

4.1.2 The Sunnica Energy Farm is a new solar energy farm proposal that would deliver electricity to the national electricity transmission network. The proposals include installing ground mounted solar photovoltaic (PV) panel arrays to generate electrical energy from the sun and combine these with a Battery Energy Storage System (BESS) which will connect to the Burwell National Grid Substation in Cambridgeshire.

4.1.3 Electricity will be generated at Sunnica East Site A, near Isleham in Cambridgeshire; Sunnica East B, near Worlington and Freckenham in Suffolk; Sunnica West Site A near Chippenham and Kennett in Cambridgeshire; and Sunnica West Site B, near Snailwell in Cambridgeshire. All locations will comprise ground mounted solar PV panel arrays, supporting electrical infrastructure and, with the exception of Sunnica West Site B, a BESS.

4.1.4 Supporting electrical infrastructure will include on-site substations on Sunnica East A and B and Sunnica West A, and on-site cabling between the different electrical elements across the Scheme. The generating equipment of the Scheme will be fenced and be protected via security measures such as Closed-Circuit Television and lighting. Inside the fenced areas, in addition to the generating equipment will be, internal access tracks, and drainage. It is not proposed for any area to be continuously lit.

4.1.5 Visual, ecological and archaeological mitigation is proposed which includes proposed grassland planting and new woodland; retention of existing woodland, wetlands and other vegetation; and offsetting areas where there will be no development. The BESSs will consist of a compound and battery array to allow for the importation, storage and exportation of energy to the National Grid. There will also be areas at Sunnica East Site A and Sunnica West Site B for office and storage facilities for use during the Scheme's operation.

4.1.6 The Scheme will be connected to the existing Burwell National Grid Substation Extension, using 132 kilovolt cables buried underground. The cables will run between Sunnica East Site A and Sunnica West Site A (Grid Connection Route A), and then from Sunnica West Site A to the Burwell National Grid Substation (Grid Connection Route B).

4.2 Site Accesses

4.2.1 The Scheme will have two main access points during construction and operation, one north of Elms Road at Sunnica East B and one south of La Hogue Road at Sunnica West Site A. The main access route to Sunnica West Site A will be via the Chippenham junction of the A11, to the north of junction 38 of the A14. The main access at Sunnica West Site A is approximately 400m / 0.25 miles north of the A11. Sunnica East Site B will be accessed via the A11 and B1085. The main access at Sunnica East Site B is approximately 1km / 0.6 miles to the north of the A11 northbound off-slip/Elms Road T-Junction and 1.6km / 1 mile from the Red Lodge Dumbbell Roundabouts. A number of secondary access points are proposed to access the individual land parcels through construction, operation and decommissioning activities. These will have limited staff parking and deliveries will primarily go to the two main accesses, and therefore the secondary access points will attract limited traffic. The access points are shown on the Access and Right of Way Plans **[EN010106/APP/2.3]** which accompany the DCO Application. Indicative drawings showing the site accesses are provided below.

4.2.2 During construction, staff vehicles will access the Scheme at these locations and park in one of the two centralised car parks. Staff will then be distributed to the working area via minibus making use of internal tracks, where possible. HGVs will also predominately use the main site accesses and internal tracks, where possible. The exception is the Grid Connection Routes A and B due to the small number of staff vehicles forecast and the transient nature of the construction works where staff will use the Grid Connection Route A and B site accesses.

4.2.3 A number of secondary access points have been identified to access individual land parcels. Secondary access points for Sunnica West Sites A and B will be from Chippenham Road, Dane Hill Road, and Fordham Road. Secondary access points for Sunnica East Sites A and B will be from Elms Road south-east of the main access, Newmarket Road, Golf Links Road, Becks Road, and Ferry Road.

4.2.4 The majority of the access arrangements to each of the Sites is expected to remain consistent through construction, operation and decommissioning activity. However, the following access will only be used during specific phases:

a. Sunnica East A:

   i. Access K will only be utilised during construction and decommissioning by cranes; and, the access will be retained during operation for use by emergency vehicles to provide two accesses for the BESS area, in the event of a fire.

b. Sunnica East B:

   i. Access A will be utilised for construction and decommissioning; and, the access will be retained during operation for use by emergency vehicles to provide two accesses for the BESS area, in the event of a fire;

   ii. Access H will only be used during construction and decommissioning and will not be used during operation. An alternative operational access will be provided off Golf Links Road, Access J, during operation only; and

iii. Access I will only be used during construction and decommissioning and will not be used during operation.

4.2.5 The access locations across Grid Connection A and B will be re-instated to their condition prior to the construction phase; however, the rights to utilise these access points will be retained during operation and secured through the DCO to allow access for maintenance, if required.

4.2.6 **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** provides further information regarding visibility splays, swept path analysis (vehicle tracking) for the accesses, junction works and traffic management. In addition, the Framework CTMP and TP document includes consideration of the crane routes between the Order limits and the SRN.

4.2.7 The site accesses are shown on the Access and Right of Way Plans **[EN010106/APP/2.3]** which accompany the DCO Application. Indicative drawings showing of the site accesses and construction zones are provided in the following figures and **Annex A.**

a. Figure 5**:** Sunnica West Site Access Locations.
b. Figure 6**:** Sunnica East Site Access Locations.
c. Figure 7 to Figure 10: Grid Connection Route A and B Site Access Locations.

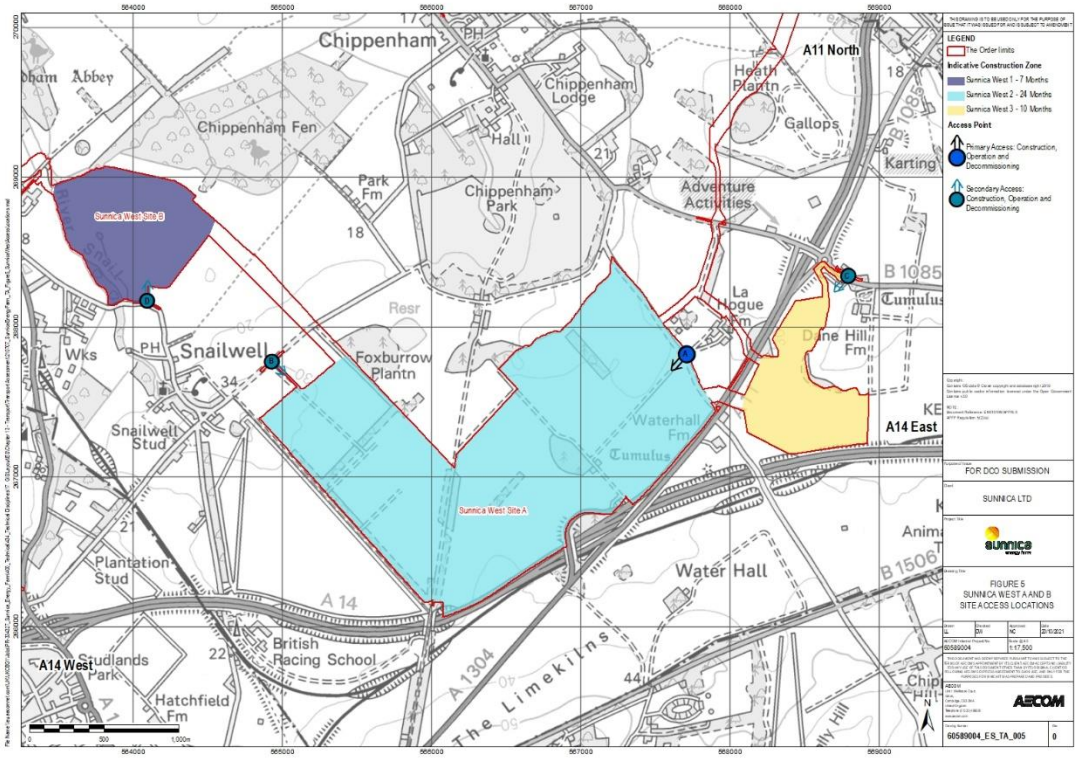

Figure 5: **Sunnica West A and B Site Access Locations**

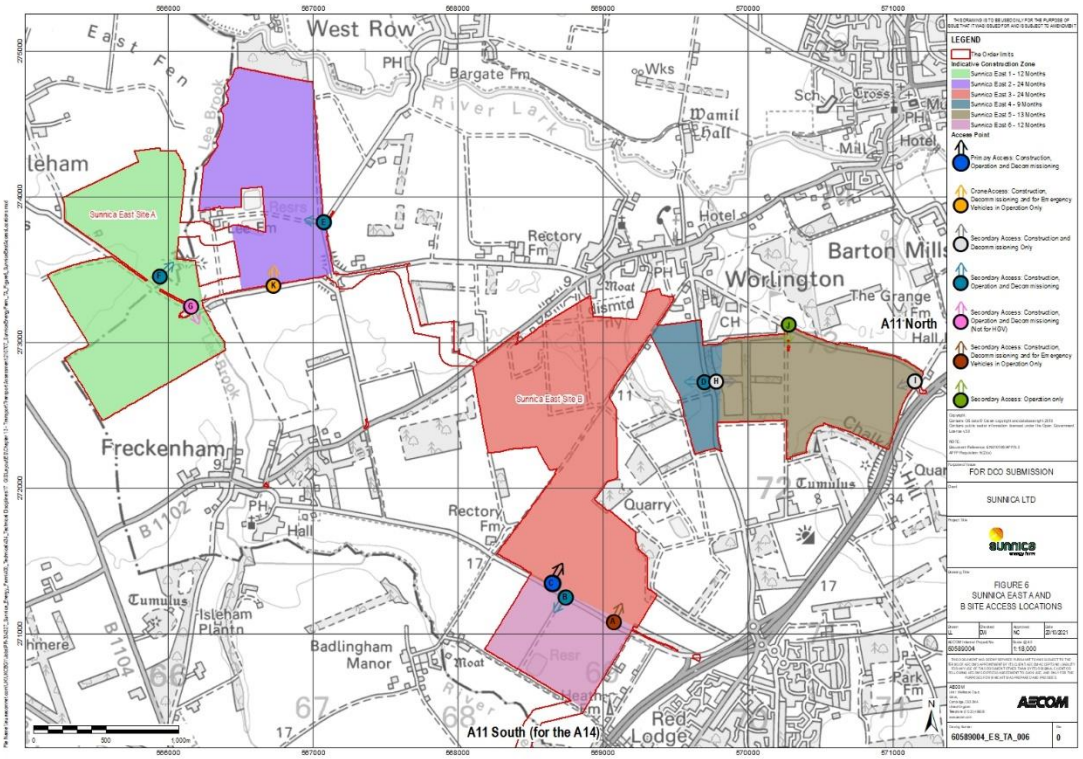

Figure 6: Sunnica East A and B Site Access Locations

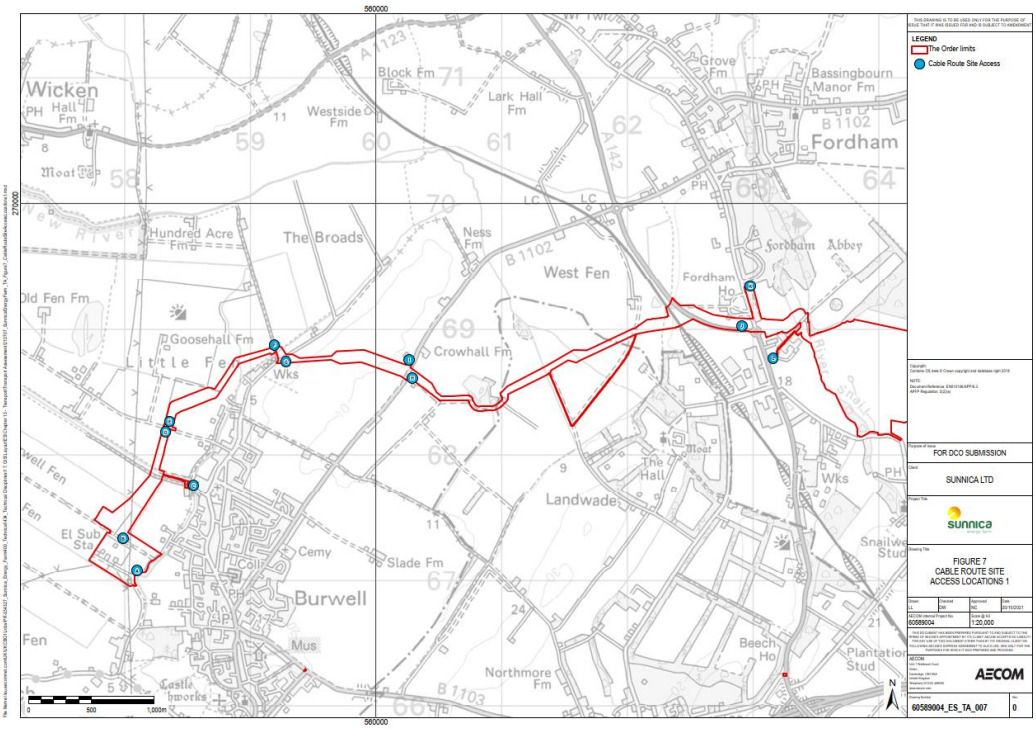

Figure 7: Grid Connection Route A and B Corridors Site Access Locations 1

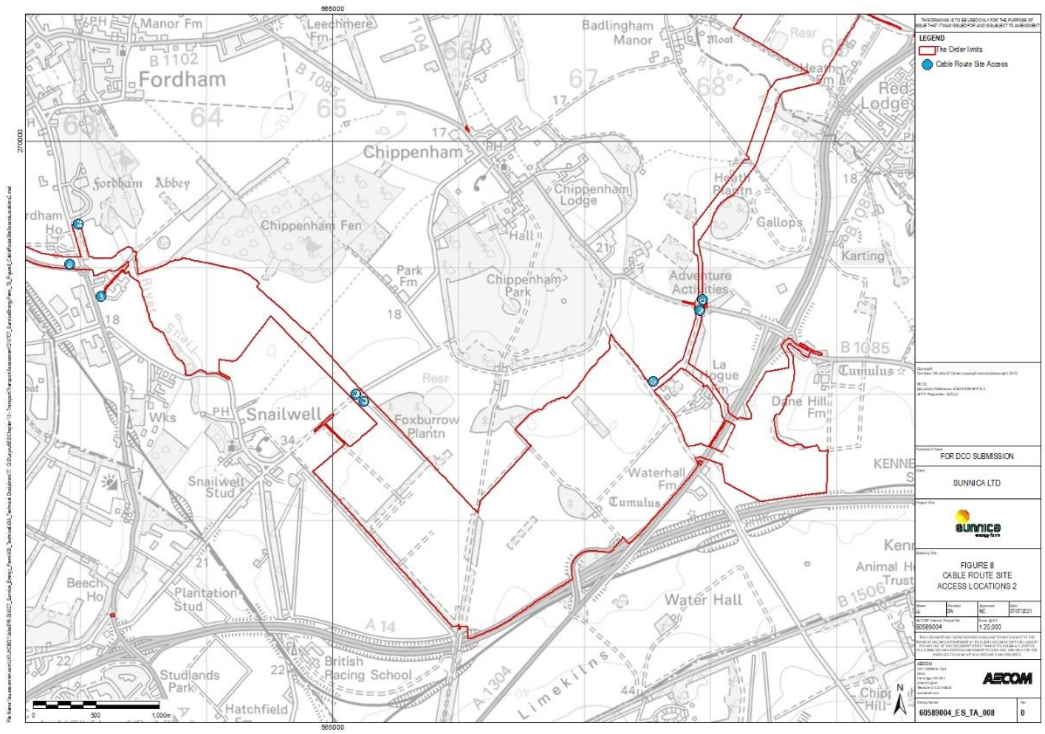

Figure 8: Grid Connection Route A and B Site Corridors Access Locations 2

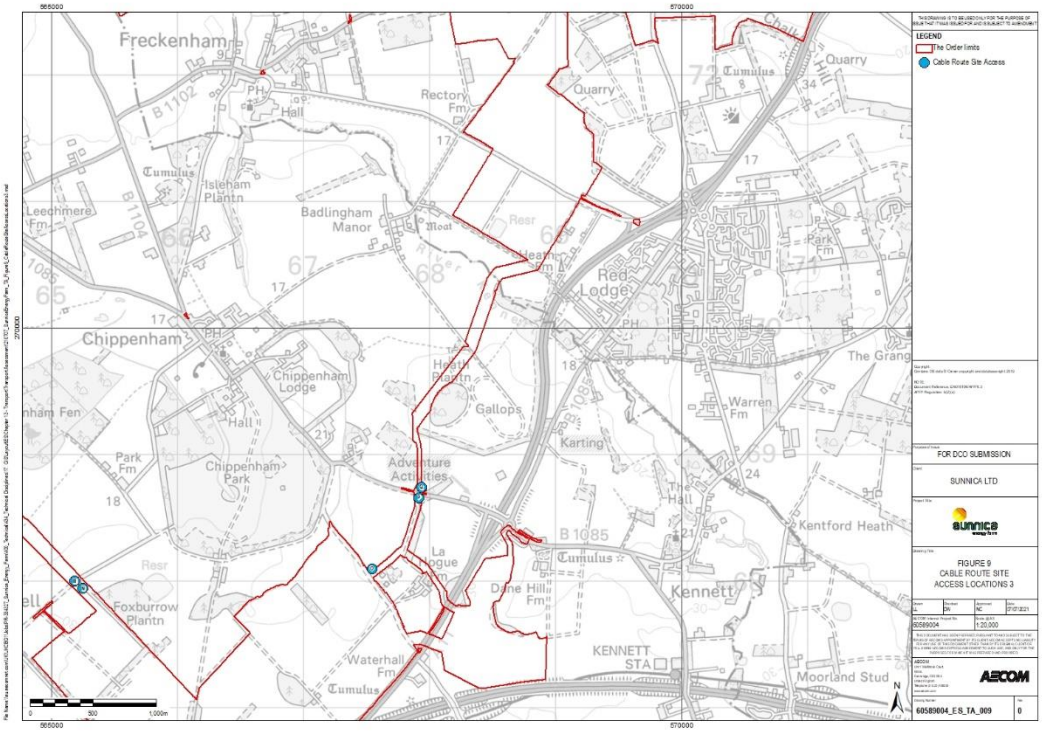

Figure 9: Grid Connection Route A and B Corridors Site Access Locations 3

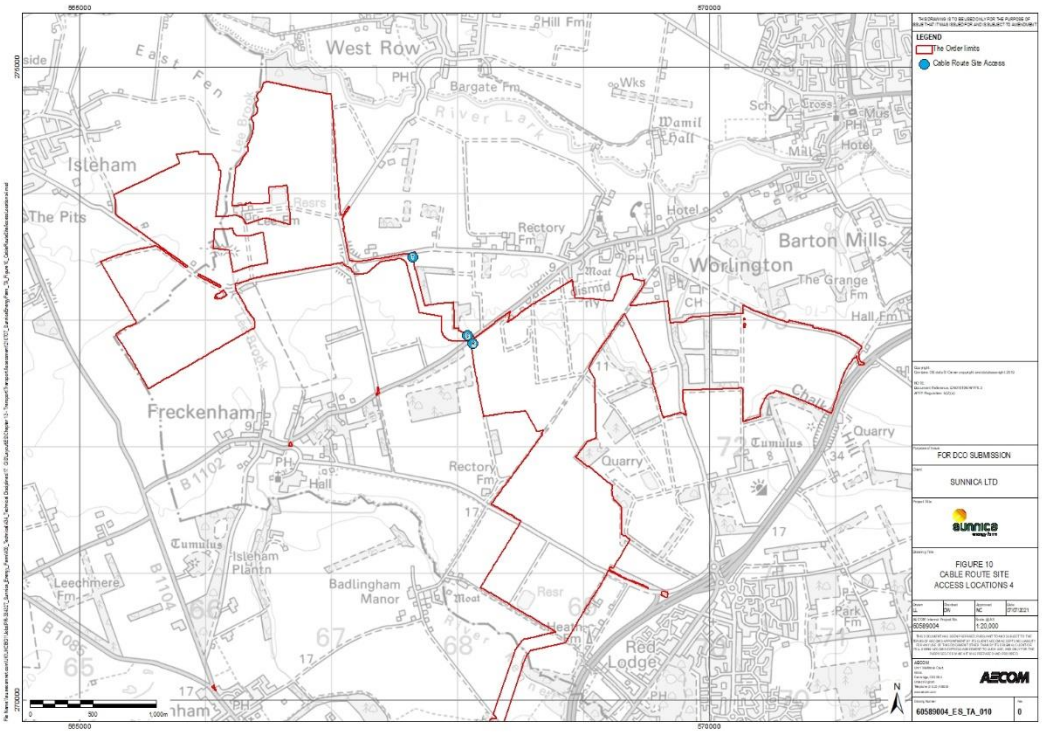

Figure 10: Grid Connection Route A and B Corridors Site Access Locations 4

4.3 Temporary Road Closures

4.3.1 Several roads are crossed, which will result in temporary road closures, by the Grid Connection Routes A and B, and internal cable crossings within the Sites. The temporary road closures include the following and are shown on the Traffic Regulation Measures Plans – Road Closures **[EN010106/APP/2.4]** which accompany the DCO application. Indicative temporary road closures locations are also provided in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**:

- Weirs Drove;
- Newnham Drove;
- Little Fen Road;
- First Drove;
- Broads Road;
- Chippenham Road;
- La Hogue Road;
- B1085;
- Elms Road;
- Beck Road;
- Isleham Road;
- B1102 Freckenham Road;
- Newmarket Road between (Worlington and Red Lodge); and
- UC6006.

4.3.2 Each of the temporary road closures are expected to be no longer than one-week and occur on narrow roads where the use of two-way traffic signals are not possible. Prior to any road closures, advanced warning will be provided in line with the Local Highway Authority (LHA) guidance with diversions in place. Further details of temporary road closures are contained within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

4.4 Temporary PRoW Closures

4.4.1 It is likely that over the course of the construction period a number of PRoW will need to be temporarily closed for a maximum of three weeks, which is considered a worst-case scenario. The temporary closure or diversion of the PRoWs will occur at different stages therefore each will be impacted on separately at differing stages of the construction. The timing and routeing of the temporary PRoW closures are currently unknown but the required sections to be temporarily closed are identified on the Traffic Regulation Measures Pans – Road Closures **[EN010106/APP/2.4]** which accompany the DCO Application.

4.4.2 The indicative locations of the PRoWs to be closed are **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** and include the following:

- W-257/002/X;
- W-257/007/0;
- W-257/003/0;
- W-257/002/0;
- 49/7;
- 204/1;
- 92/19; and
- 35/10.

4.5 Embedded Mitigation

4.5.1 This section of the TA discusses mitigation measures embedded within the Scheme and measures to be implemented to minimise the impact of the HGV movements and vehicles associated with the construction staff. **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** has been prepared for the DCO application, which will be secured via requirement.

HGVs

4.5.2 Measures to reduce the potential impact of the HGVs are set out in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, The Framework CTMP and TP forms part of the embedded mitigation for the Scheme.

4.5.3 The HGV deliveries will be routed onto the SRN (A11 and A14) to travel to / from the site, more detail on the routes can be found in the Framework CTMP and TP (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**).

4.5.4 Adequate space will be made available within the Sites to ensure no overspill queueing is caused onto the surrounding road network, which is outlined in the Framework CTMP and TP (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**). Further information regarding the consideration of the requirements for cranes and AILs including number of vehicles required, preferred routeing and site access requirements are set out in the Framework CTMP and TP (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**). HGVs within the site and their release onto the highway network will be managed through the detailed CTMP prepared by the contractor, compliance with which will be secured through DCO requirement.

4.5.5 The LHA will be informed when AILs or cranes will be required at the Scheme in order to comply with the relevant guidance and to outline the routes. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003.

Staff Vehicles

4.5.6 To reduce the potential impact of vehicles associated with the staff, they will be encouraged to lift share with colleagues to reduce the number of vehicles travelling to/from the Order Limits each day as not to exceed the forecast number of staff vehicles within this assessment and further improve the 1.5 staff vehicle occupancy. Staff will also be directed to use the SRN in the vicinity of the Site such as the A11, A14 and A142 to travel to/from the Site where appropriate to minimise the amount of construction traffic using local roads through the nearby villages. The routes are identified in in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2].** The Framework CTMP and TP is designed to improve on the 1.5 staff vehicle occupancy however for the purpose of this assessment it does not rely on the success of the Framework CTMP and TP measures.

4.5.7 The proposed working hours for the staff are 07:00-19:00 which results in the arrival and departure of the staff on the highway network outside of the network peak hours, with staff arriving between 06:00-07:00 and departing 19:00-20:00. This is an important mitigation measure to limit increases in network peak hour traffic flows. Whilst in some cases it will result in development peak hour traffic flows being near to or above the network peak hour flows, this will not occur in back to back hours as there will be one hour between the development peak hour and the network peak hour. The increase in traffic flows as a result of the construction staff is temporary, over the two-year construction period with the peak construction staff forecast for one month. This increase in traffic flows between 06:00-07:00 and 19:00-20:00 is preferable to increasing the network peak hour traffic flows. It is also a more efficient use of the highways by using residual capacity of the highway outside of the network peak hours (08:00-09:00 and 17:00-18:00).

4.5.8 The parking strategy seeks to minimise the potential impact of the vehicle trips associated with the staff, in particular in the surrounding villages. Two centralised car parking areas are proposed, one within Sunnica West Site A and the other in Sunnica East Site B, which are accessed as follows:

a. Sunnica West Site A – to be accessed off La Hogue Road which links to the A11 approximately 400m / 0.25 miles to the south of the site access; and

b. Sunnica East Site B – to be accessed off Elms Road, which is located circa 1km / 0.6 miles to the A11 northbound off-slip/Elms Road T-Junction and is also located in close proximity 1.6km / 1 mile to the Red Lodge Dumbbell Roundabouts.

4.5.9 During arrival of staff at both sites the car parking areas will be managed to ensure the efficient arrival of staff and assignment of the car parking spaces where vehicles will be routed to the most appropriate location based on their arrival time. The car parking management will ensure staff enter the car parking areas in a timely and safe manner, without impact on the surrounding road network.

4.5.10 Given the working patterns identified, it is not expected that there will be the requirements for car parking management outside of the staff arrival start time (06:00-07:00) and departure time (19:00-20:00). As a result, it is anticipated a one-way system will be in place within the two car parks with a single point to provide the entry/egress onto the local highway network. Appropriate signage, internally and

externally, will identify the entry and egress routes for vehicles for the two car parking areas.

4.5.11 A car parking permit system is proposed to be implemented across the two car parking areas. Before commencing work on site, staff will be allocated to one of the two car parking areas which will be based on their starting location for their travel to the Order limits. This takes into consideration if staff are starting their journey from a different location to their home. Where possible, staff's primary working location in the Sunnica East Sites A and B and Sunnica West Sites A and B will be the same as their parking permit location.

4.5.12 A mini-bus service will be used to transport staff around the site making use of internal routes where possible. Where the mini-bus is unable to use internal routes, the local highway network will be used to transport staff to the other site compounds.

4.5.13 Considering the start/finish time of staff, any mini-bus service trips on the local highway network are expected to occur outside of the peak highway hours. Given the use of a mini-bus service the departure of staff is expected to be staggered outside of the network peak hours and will be dictated by when staff return to the main two car parking areas.

4.5.14 Once staff origin locations are known, investigation will be made into providing a mini-bus service to the local residential areas to pick up/drop off staff who live locally. These could include Red Lodge, Worlington, Mildenhall, Chippenham, Freckenham, Fordham, Isleham, Soham, Kentford, Burwell and Newmarket if the demand is there. In addition, the potential to provide the mini-bus service to local railway stations and nearby bus stops to transport staff the final part of their journey to the Order limits will be investigated. The forecast external mini-bus trips (single direction) are based on a 14-seater. Further investigation will be made into using a larger mini-bus to reduce the number of external trips made on the local highway network. The aim of this mini-bus service is to decrease the number of staff vehicles to/from the site, and therefore any increase in minibus trips will result in a reduction in vehicle trips as fewer staff vehicles will travel to the site.

4.5.15 The measures discussed above are identified within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** which will be secured as part of the DCO application.

4.6 Post-Construction Permissive Paths

Permissive Paths

4.6.1 After construction during the operation phase, there are three permissive paths that may be provided in the surrounding area, which are identified in Figure 11 and **Annex A**. The permissive paths proposed are:

a. A new permissive path adjacent to Beck Road at Sunnica East Site A increasing the recreational value across Sunnica East Site A and providing increased connectivity between Freckenham and the southern edge of Isleham;

b. A new permissive path across Sunnica East Site B, to provide access from the existing unclassified road (U6006) across the north of Sunnica East Site B to connect with Golf Links Road; and

c. A new permissive path adjacent to Elms Road and around the perimeter of Sunnica East Site B, which will connect U6006 with PRoW W-257/003/0 which runs to Red Lodge.

4.6.2 An indicative drawing showing the permissive paths post construction is provided in **Figure 11**.

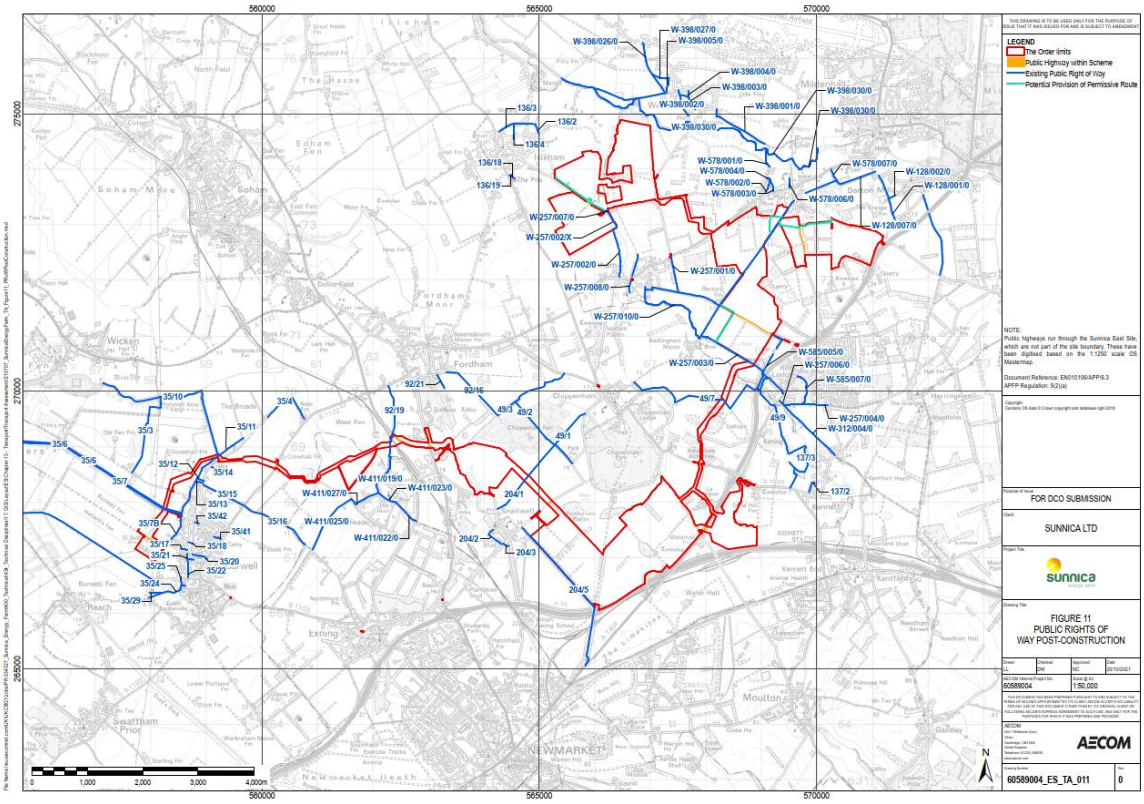

Figure 11: Post Construction PRoWs, including the Permissive Paths

5. Trip Generation, Distribution and Assignment

5.1 Overview

5.1.1 The Scheme will have transport requirements during construction, operational, and decommissioning periods. This section of the report discussed trip generation, distribution and assignment of HGVs and staff vehicles during each of those phases.

5.2 Operational Period

5.2.1 During Environmental Impact Assessment (EIA) scoping, the assessment of the operational phase was scoped out. It is anticipated that there will be up to 17 permanent staff on-site during the operational phase during a single shift, with staff working on a three-shift pattern. There will also be a requirement for additional staff to attend the Sites when required for maintenance and cleaning activities. If all the 17 permanent staff drove daily to the Scheme this would result in an additional 17 vehicles on the highway network. It is noted that there is the potential for share sharing for operational staff which would reduce the number of vehicles on the highway network during the operational phase and with an average vehicle occupancy of 1.5 persons, approximately 11 vehicles would be travelling to and from the Order limits daily.

5.2.2 Therefore, it is not considered necessary to assess the operational phase of the Scheme given that it will generate very low levels of traffic.

5.3 Decommissioning Period

5.3.1 The operational life of the Scheme is to be 40 years and decommissioning is therefore estimated to be in 2065. Background traffic flows cannot be accurately forecast over 20 or 40 years into the future and therefore the transport impact of the decommissioning phase cannot be accurately assessed. This was considered during EIA Scoping.

5.3.2 It is not anticipated at this point in time that the level of staff and HGV trips associated with decommissioning would be greater than during the construction period discussed below. Therefore, no derivation of trips relating to the decommissioning period is included within this TA. A Framework DEMP has been prepared and is presented in **Appendix 16E** of this Environmental Statement **[EN010106/APP/6.2]** which provides the outline mitigation measures to be adhered to during decommissioning and provides measures equivalent to those in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**. This will be updated and finalised prior to the decommissioning phase in accordance with the requirements of the DCO.

5.4 Construction Period

5.4.1 The following section of the TA identifies the approach taken to forecasting trip generation and distribution of HGVs and staff vehicles during the construction of the Scheme. The construction period, which covers some 24 months, will generate higher HGV and staff numbers compared to the operational phase and it is considered that the decommissioning phase will be no worse than construction.

5.4.2 The assessment of trip generation is based on the following key parameters and management measures being in place during the construction period:

a. Construction workers will arrive between 06:00 and 07:00 in the AM and departure between 19:00 and 20:00 in the PM, which are outside of the network peak hours;

b. Two centralised car parks will be provided for staff, one in Sunnica East Site B accessed off Elms Road and one in Sunnica West Site A accessed off La Hogue Road;

c. Assessment of staff vehicles based on an average occupancy of 1.5 persons per vehicle which is based on construction of the Hinkley Point C power station, as a similar large construction project and AECOM's previous experience on DCO applications in Suffolk on the Sizewell C Project DCO application, which is discussed below;

d. Car sharing will be encouraged to increase the average staff vehicle occupancy and to reduce the number of staff cars travelling to the Site;

e. A mini-bus service will be provided to transport staff from the two main centralised car parks to each compounds;

f. Internal roads will be used where possible to reduce the number of HGVs and mini-bus trips on the local highway network; and

g. A Framework CTMP and TP document is included **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

5.4.3 A summary of the information regarding HGVs and staff is provided in **Annex E** of this document. In addition, further information is provided in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**regarding the forecast peak number of HGVs for each site access of Sunnica West Site A and B and Sunnica East Site A and B.

Construction Staff Vehicle Car Share Average Occupancy

5.4.4 Hinkley Point C is a new Nuclear Power Station which is currently under construction. As part of the ongoing monitoring of the Hinkley Point C Power Station an assessment during the early stages of construction was carried out to identify a staff person per vehicle factor. As part of the Sizewell C DCO application, which is located within Suffolk, information is contained within Appendix 7B of the Consolidated TA regarding the Hinkley Point C car sharing factor calculation. The outcome of the monitoring identified a car share factor of 1.54 which was used within the Sizewell C DCO TA and was subsequently accepted by SCC. Therefore, applying a staff car share factor of 1.5 persons per vehicle for Sunnica is considered appropriate.

HGVs

5.4.5 A summary is provided below for Sunnica East Site A and B, Sunnica West Sites A and B, the substations (on-site and Burwell) and Grid Connection Route A and B. These HGV routes have been considered following a review of the local road network and the CCC and SCC freight management plans.

5.4.6 The construction routes for HGVs are identified in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

Sunnica West Site A and B

5.4.7 It is anticipated that, on average, there will be 21 HGV deliveries (42 vehicle movements) per day to Sunnica West Site A and B during the construction phase. The peak HGV deliveries are forecast to occur in month two with 51 HGV deliveries per day (102 movements).

5.4.8 Assuming a 10 hour daily construction delivery window avoiding the two network peak hours, with movements split equally across the hours (noting that there will be more arrivals at the start of the day and departures towards the end), it would be anticipated an average of circa five HGV movements per hour to Sunnica West Site A and B and circa ten HGV movements per hour during peak period of activity.

5.4.9 The main access is proposed to be from La Hogue Road and to be located in close proximity to the A11/La Hogue Road/Norwich Road T-junction. To minimise the number of HGVs on the local network internal routes will be used where possible from the main access point. Where HGVs are unable to use internal routes, there are various secondary access points identified which include Dane Hill Road to the south of the A11 and Fordham Road to access Sunnica West Site B.

5.4.10 Details relating to how this will be managed are set out in the **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** with further detail to be provided in the detailed CTMP to be provided by the appointed contractor and to be approved in accordance with the requirements of the draft DCO.

5.4.11 The Sunnica West Sites A and B site accesses are shown on the Access and Right of Way Plans [**EN10106/APP/2.3]** which accompany the DCO Application with indicative drawings identified in Figure 5 and **Annex A** of this document. It should be noted that the majority of the accesses identified on the figure are currently utilised for field access by agricultural vehicles and therefore where possible, existing access points have been reutilised rather than creating new access points. Further details of the Access Review undertaken for the Sunnica West Sites A and B is contained within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

Sunnica East Site A and B

5.4.12 It is anticipated that on average there will be 26 HGV deliveries (52 vehicle movements) per day to Sunnica East Site A and B during the construction phase. The peak HGV deliveries are forecast to occur in month three and four with 43 HGV deliveries per day (86 movements).

5.4.13 Assuming a 10 hour typical construction delivery window, with movements split equally across the hours (excluding the two highway peak hours and noting that there will be more arrivals at the start of the day and departures towards the end), it would be anticipated on average to be circa four HGV movements in an hour to the to Sunnica East Site A and B and five HGV movements in an hour during the peak month of activity.

5.4.14 The main access is proposed to be from Elms Road and located in close proximity to the A11 northbound off-slip/Elms Road T-junction. To minimise the number of HGVs on the local network, internal routes will be used where possible from the main access point. Where HGVs are unable to use internal routes, there are various secondary access points which include from Golf Links Road, Newmarket Road, Beck Road and Ferry Lane. Details relating to how this will be managed is set out in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** with further detail to be provided in the detailed CTMP to be provided by the appointed contractor.

5.4.15 Sunnica East Sites A and B site accesses are shown on the Access and Right of Way Plans [**EN10106/APP/2.3]** which accompany the DCO Application with indicative drawings identified in Figure 6 and **Annex A** of this document. It should be noted that the majority of the accesses identified in the figure are currently utilised for field access by agricultural vehicles and therefore where possible existing access points have been reutilised rather than creating new access points.

Substations

5.4.16 It is anticipated that the substations (three on-site and the Burwell National Grid Substation Extension) will be constructed within an eight-month period towards the start of the construction period. This provides a reasonable worst-case assessment in terms of forecasting the peak number of staff and HGV movements, as it coincides with the peaks of other construction activities.

5.4.17 Based on this eight-month period, on average there will be five HGV deliveries (ten vehicle movements) per day per substation. Each substation is expected to be built at a slightly different period in this eight-month period during the construction phase. The peak HGV deliveries are forecast to occur in months three to five with eight to nine HGV deliveries per day per substation, with the peak forecast at the Burwell National Grid Substation Extension.

5.4.18 The Burwell National Grid Substation is an existing substation located to the northwest of the main village on Weirs Drove and there are two options proposed for the Burwell National Grid Substation Extension, one access point each will be provided for Option 1 and Option 2. Option 1 will be provided from Weirs Drove and Option 2 will be provided from Newnham Drove. The Sunnica West Site A substation will be accessed via La Hogue Road, with Sunnica East Site A via the site access on Ferry Lane and Beck Road for the crane access only and Sunnica East Site B via the site access on Elms Road.

Grid Connection Route A and Grid Connection Route B

5.4.19 It is anticipated that Grid Connection Route A and B will be constructed in a seven-month period towards the start of the construction period. This provides a

reasonable worst-case assessment in terms of forecasting the peak number of staff and HGV movements, as it coincides with the peaks of other construction activities.

5.4.20 The HGV trips associated with the construction of Grid Connection Route A and B are expected to be carried out within a six-month window, with the seventh month only relating to construction staff. Based on the information provided, the Grid Connection Route A and B is expected to be constructed evenly over the six-months. Therefore, on average there will be 23 HGV deliveries (46 vehicle movements) per day to Grid Connection Route A and Grid Connection Route B.

5.4.21 The access locations for Grid Connection Route A and B are shown on the Access and Right of Way Plans [**EN10106/APP/2.3]** which accompany the DCO Application.

Total Construction Vehicles

5.4.22 During the construction phasing of the Sunnica West Sites A and B, Sunnica East Sites A and B, substations (three on-site and Burwell National Grid Substation Extension) and Grid Connection Route A and Grid Connection Route B, it is forecast there would be a peak of 155 HGV deliveries per day across the Order limits.

5.4.23 During the eight-month period which includes the substations (three on-site and Burwell National Grid Substation Extension) and Grid Connection Route A and B, an average of 119 HGV deliveries per day are anticipated across the Order limits. Once the substations (three on-site and Burwell National Grid Substation Extension) and Grid Connection Route A and Grid Connection Route B have been constructed, less than 60 HGV deliveries per day, with an average of 38 HGV deliveries per day, are forecast across the Order limits for the remaining 16-months construction period. Assuming that the construction of the Grid Connection Route A, Grid Connection Route B and the Burwell National Grid Substation Extension will occur in the early phase of the construction period provides a worst-case assessment of the forecast maximum trip generation in relation to staff vehicles and HGVs.

5.4.24 **Plate 1** identifies the forecast total number of HGV deliveries (vehicles) per day across the construction period for the Order limits.

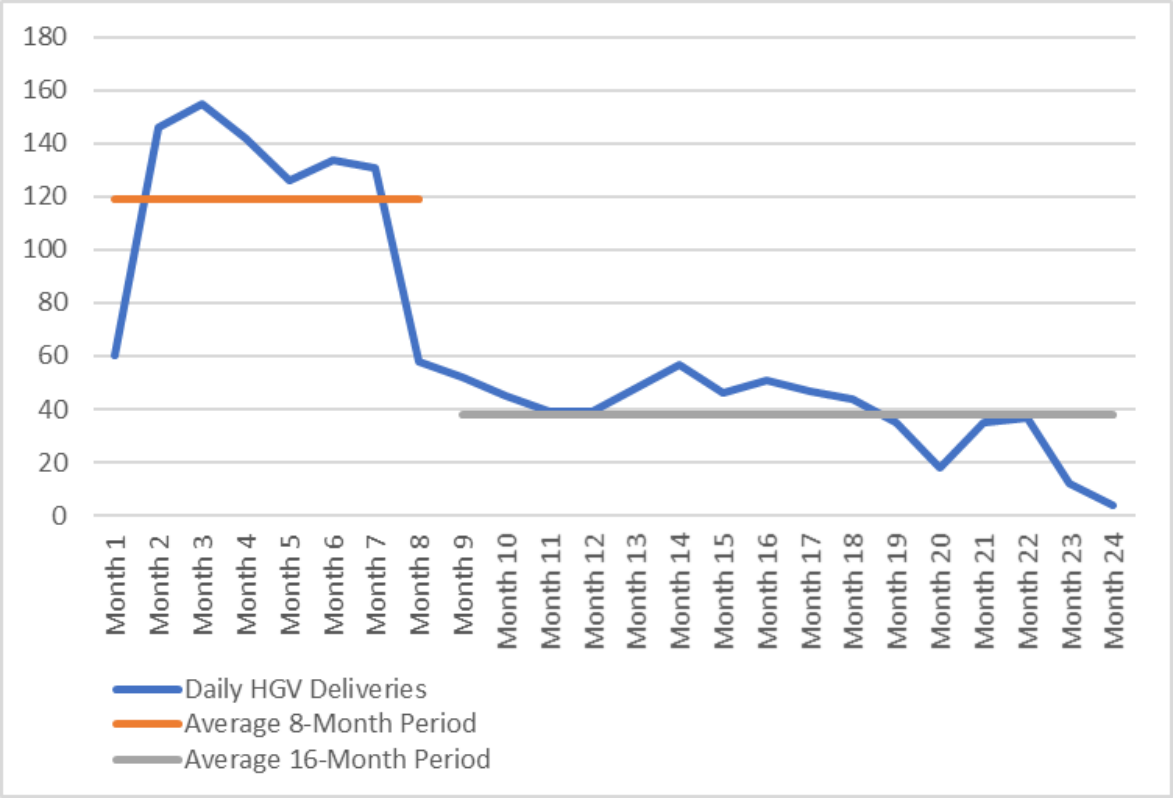

Plate 1: Forecast Total HGVs (Single Direction) per Day during the Construction Period

5.4.25 **Plate 2** identifies the forecast daily peak HGV movements (single direction) on the local road network during the construction period. The peak HGV movements do not necessarily occur in the same month and may occur outside of the overall peak construction month and as a result the sum of individual roads may not sum up.

5.4.26 **Plate 3** identifies the forecast average daily HGV movements (single direction) on the local road network throughout the construction period.

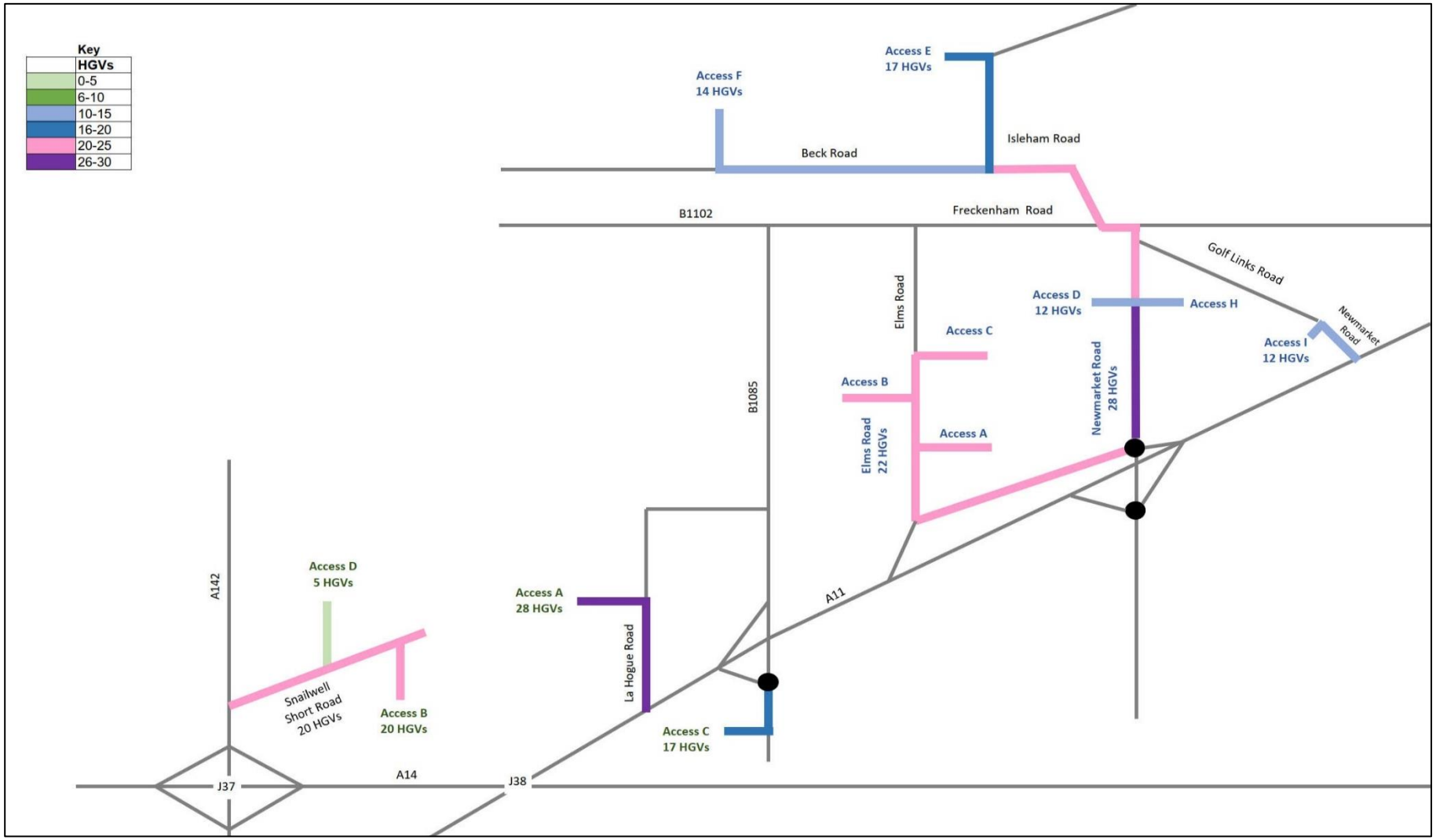

Plate 2: Forecast Peak Daily HGV Movements (Single Direction) During the Construction Period on the Local Roads

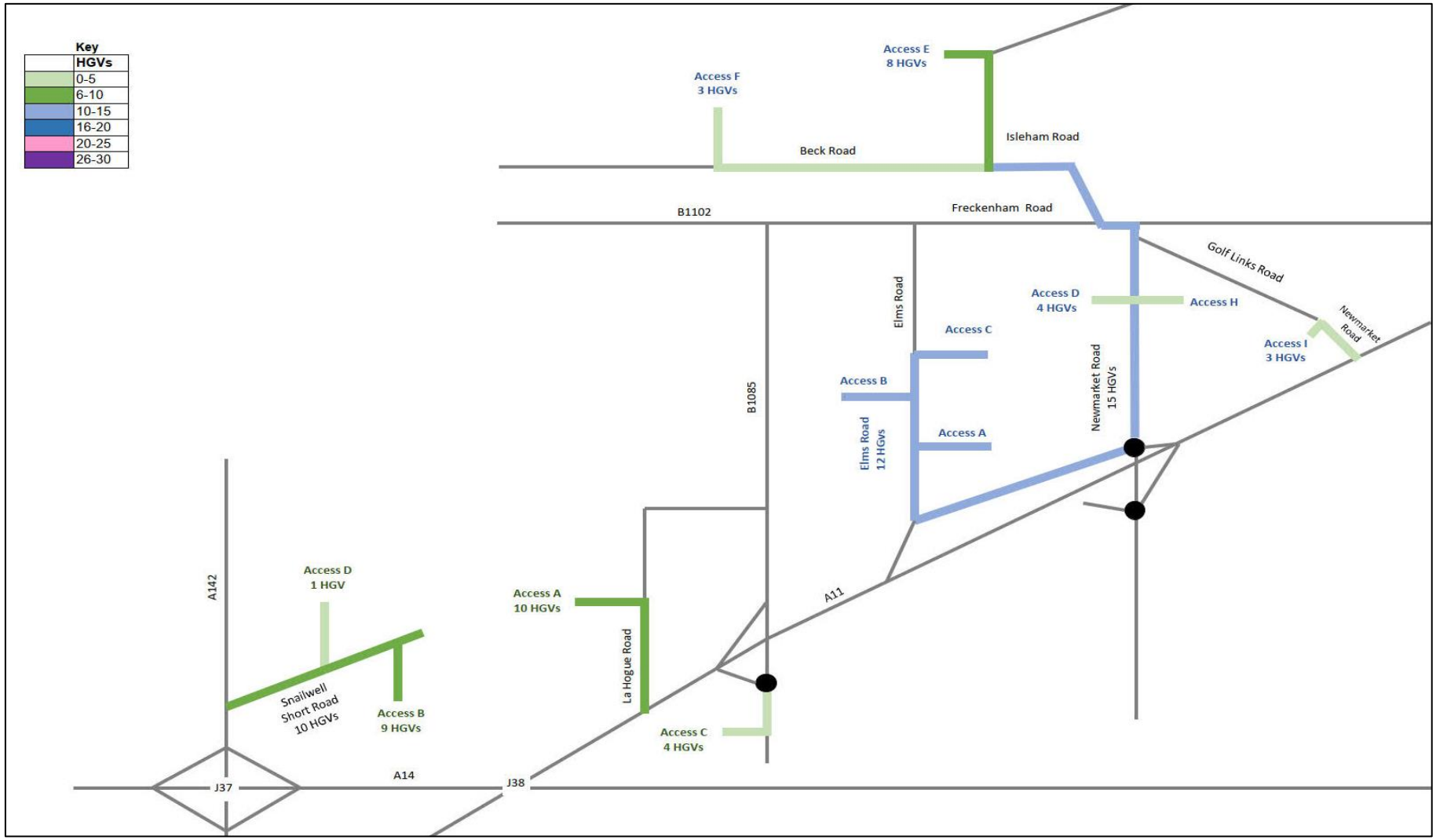

Plate 3: Forecast Average Daily HGVs (Single Direction) Across the Construction Period on the Local Roads

AILs and Cranes

5.4.27 **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** contains the details regarding cranes and AILs in relation to routeing, the number of vehicles required and at which site accesses. The LHA will be informed when AILs or cranes will be required at the Scheme in order to comply with the relevant guidance and to outline the preferred routes. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003. Information provided identifies the requirement for the following cranes and AILs in **Table 5-1** below.

Table 5-1: Summary of Cranes and AILs across the 24-Months Construction Period (Vehicles)

Vehicle	Sunnica West A	Sunnica East A	Sunnica East B	Burwell National Grid Substation Extension	Total
80 tonne crane	4	4	4	4	**16**
400 tonne crane	2	2	2	2	**8**
1000 tonne crane	1	1	1	1	**4**
STGO CAT 2 Low Loader (AIL)	4	4	4	4	**16**
STGO CAT 3 Low Loader (AIL)	2	2	2	2	**8**
Total	**13**	**13**	**13**	**13**	**52**

Construction Staff and Staff Vehicles

Trip Generation

5.4.28 The construction of the substations (three on-site and Burwell National Grid Substation Extension) and Grid Connection Route A and B are forecast to occur within an eight-month period towards the start of the construction period. Staff relating to all four substations will be required to enter the central car parks at the main access to Sunnica West Site A (La Hogue Road) or Sunnica East Site B (Elms Road).

5.4.29 For the Sunnica West Site A substation and Burwell National Grid Substation Extension, staff will be required to travel to the Sunnica West Site A car park. Whereas, for Sunnica East Site A and Site B substations, staff will be required to travel to the Sunnica East Site B central car park.

5.4.30 As Grid Connection Route A and B are being constructed in two sections: Burwell National Grid Substation Extension to Sunnica West Site A (referred to as: Grid Connection Route A) and Sunnica West Site A to Sunnica East A (referred to as: Grid Connection Route B), staff will be able to travel to/from the required Grid Connection Route A and B site accesses as the construction progresses. In total

Grid Connection Route A and B is forecast to require an average of six staff per day with a maximum of eight staff, across the combined Grid Connection Routes A and B. This results in an average of five staff vehicles and a maximum of six staff vehicles per day over a seven-month period across Grid Connection Route A and Grid Connection Route B combined.

5.4.31 Therefore, the Sunnica West Site A and B staff total and staff vehicles discussed below includes staff relating to the construction at Sunnica West A and B, Sunnica West A substation and Burwell National Grid Substation Extension. The Sunnica East Sites A and B staff totals discussed below includes staff relating to the construction at Sunnica East Site A and B and the two on-site substation located at Sunnica East A and B, respectively.

5.4.32 The peak number of staff required for the Sunnica West Sites A and B and Burwell National Grid Substation Extension is forecast to occur in month 12 with 777 staff per day. The peak number of staff required for the Sunnica East Sites A and B is forecast to occur in month six with 834 staff per day. The peak number of staff across the Scheme is forecast to occur in month nine of the construction period with 1,393 staff per day. Across the entire construction period the average number of staff required for the Sunnica West Sites A and B and Burwell National Grid Substation Extension is forecast to be 439 staff and 525 staff for the Sunnica East Sites A and B, resulting in an average of 966 staff per day across the Scheme.

5.4.33 Due to the rural location of the Order limits, it is anticipated that the majority of staff will drive or be a vehicle passenger to / from the Order limits. For the purpose of this assessment, it is assumed that the staff vehicles will have an average vehicle occupancy of 1.5 persons. The basis of the 1.5 average vehicle occupancy is discussed in paragraph 5.4.4 of this report. A Framework CTMP and TP document (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**) has been produced which sets out measures to encourage and ensure that car sharing amongst staff is adhered to so that the average vehicle occupancy does not reduce below 1.5 persons per vehicle.

5.4.34 The peak number of vehicles associated with the staff for the Sunnica West Sites A and B and Burwell National Grid Substation Extension is forecast to be 522 in month 12. The peak number of vehicles associated with the staff for the Sunnica East Site A and B is forecast to be 562 in month six. The peak number of staff vehicles associated across the Scheme is 937 vehicles per day associated with the Sites in month nine.

5.4.35 The average number of vehicles associated with the staff for the Sunnica West Sites A and B (including the on-site substation and Burwell National Grid Substation Extension) is forecast to be 295 and 356 for the Sunnica East Site (including the two on-site substations) resulting in an average of 653 staff vehicles per day for the Scheme for the construction period.

5.4.36 **Plate 4** identifies forecast total number of staff vehicles per day across the construction period. The peak number of daily staff vehicles is forecast in month nine with 937 staff vehicles, whereas the average over the construction period is 653 vehicles. The peak number of staff vehicles identified is an additional 284 vehicles (43%) higher than the average number of daily staff vehicles.

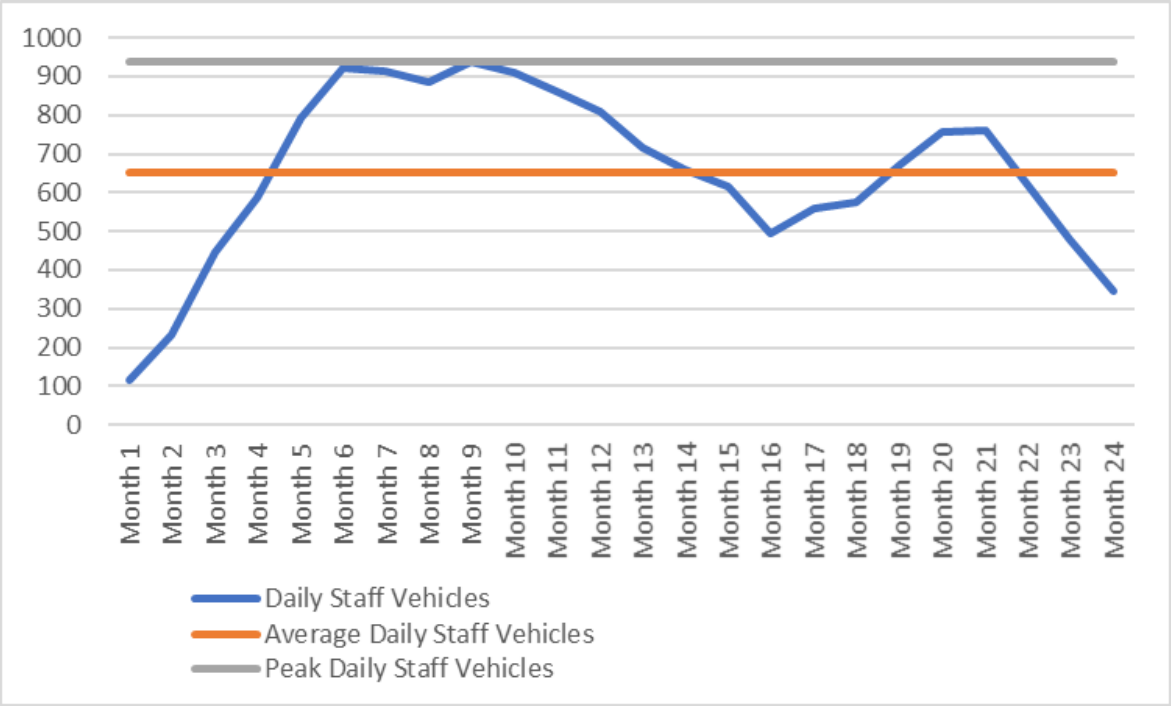

Plate 4: Forecast Total Staff Vehicles per Day during the Construction Period

5.4.37 **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** includes measures encouraging staff to utilise sustainable modes of transport for journeys to and from the Order limits where possible and to encourage a greater number of staff to car share thus increasing the vehicle occupancy rate as well as reducing the impact on the network.

5.4.38 Section 6.3 of **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** will require the investigation of providing a mini-bus service to the local residential areas and local train stations to reduce the number of staff driving from the nearest residential areas to the Order limits. The assessment included within this TA does not rely on the provision of the mini-bus service to local residential areas or public transport hubs to reduce the number of construction staff driving to the Site. Therefore, the assessment included in this TA is robust.

Trip Distribution and Assignment

5.4.39 The location of the staff residences is unknown at this point and based on information provide it is anticipated that staff will sourced from within a 30km radius of the Order limits. Geographical Information Software (GIS) was used to determine any part of a Middle Super Output Area (MSOA) located within a 30km radius of the Order limits. Given the extent the area the MSOAs cover, this is approximately a 45 minutes' drive from the Scheme, which is consistent with **Chapter 12: Socio-economic and Land Use** of this Environmental Statement **[EN010106/APP/6.1]**, which applies a 45 minutes' travel study area. The 2011 Census population data was extracted for the selected MSOAs and has been converted into proportions based on the total population within the 30km radius.

5.4.40 The staff traffic forecast to be generated by the construction of the Scheme has been distributed using the proportions of the population located within each MSOA

within 30km identified in the 2011 Census data. Included within the staff distribution is Sunnica East Site A and B, Sunnica West Site A and B and the Burwell National Grid Substation Extension as staff are required to travel to one of the two centralised car parks. Given the number of Grid Connection Route A and B site accesses and the area that it covers, it is unknown which site accesses the Grid Connection Route A and B staff will be required to access. Given the low number of forecast Grid Connection Route A and B staff vehicles, it is not considered that the addition of the Grid Connection Route A and B staff vehicles will have a significant impact on the total distributed staff vehicles, and thus this has been excluded from the assessment.

5.4.41 An approach has been developed in relation to the staff parking to minimise the potential impact of the vehicle trips associated with the staff, in particular in the surrounding villages / residential areas. The approach to the parking strategy is discussed within Section 6 of **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**. Initially, car parking compounds had been identified at each of the main access points and secondary access points to the Sunnica West Sites A and B and Sunnica East Sites A and B. Following initial discussions and following further consideration of the potential impact this could cause on the local highway network, an alternative approach was developed. As a result, two centralised central car parking areas are provided, one within Sunnica West Site A and the other in Sunnica East Site B. This was considered a more appropriate approach as it would enable the parking areas to be located as close as possible to the SRN, adjacent to the A11, therefore reducing the number of trips which would be travelling on the local road network.

5.4.42 Staff will be required to park their vehicles at one of the two central car parking zones, either in Sunnica West Site A or Sunnica East Site B, with a mini-bus service provided to transport staff to the areas which cannot be accessed internally. The Sunnica West Site A car park is accessed via La Hogue Road near to the A11/La Hogue Road/Norwich Road junction. The Sunnica East Site B car park is accessed via Elms Road near to the A11 northbound Off-Slip/Elms Road T-Junction and the Red Lodge Dumbbell Roundabouts.

5.4.43 Route planning software has been used to determine the likely routes that will be taken by staff to and from both the Sunnica West Site A main access and the Sunnica East Site B main access from / to each MSOA. Details relating to the parking strategy and the measures to be implemented are set out in the Framework CTMP and TP document (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**). Through the measures contained in the Framework CTMP and TP document, staff will be directed to use the SRN (A11, A14 and also the A142) for as much as their journey to and from the two central cars parks as possible in order to minimise the number of staff car trips on the local highway network. Given the locations of some residential areas it is likely that some staff will not use the SRN for the majority of their journey to travel to/from the two central car parks, which is reflected in the distribution of staff.

5.4.44 The resultant trip distribution of staff vehicles for Sunnica West Site A (inbound and outbound) and Sunnica East Site B (inbound and outbound) can be found in **Table 5-2** to

5.4.45 **Table** 5-4 respectively.

Table 5-2: Sunnica West Site A Distribution (Inbound)

Route	Inbound Percentage (%)
La Hogue Road Distribution	
La Hogue Road South of the Staff Car Park	64%
La Hogue Road North of the Staff Car Park	36%
Total	**100%**
La Hogue Road South of the Staff Car Park	
A11-A14-A11 (Northbound)	10%
A14-A11 (Eastbound)	32%
B1061 (Northbound)	6%
A142 (Southbound) A14 J37	10%
A123 (Eastbound) A14 J37	5%
Total	**64%**
La Hogue Road North of the Staff Car Park	
A11 (Southbound)	13%
A14 (Westbound) Kentford	16%
B1085 (Northbound)	2%
B1104 (Southbound)	5%
Total	**36%**

Table 5-3: Sunnica West Site A Distribution (Outbound)

Route	Outbound Percentage (%)
La Hogue Road Distribution	
La Hogue Road South of the Staff Car Park	13%
La Hogue Road North of the Staff Car Park	87%
Total	**100%**
La Hogue Road South of the Staff Car Park	
A11 (Northbound)	13%

Route	Outbound Percentage (%)
Total	**13%**
La Hogue Road North of the Staff Car Park	
A11-A14-A11 (Southbound)	10%
A11-A14 (Westbound)	32%
B1061 (Southbound)	6%
A142 (Northbound) A14 Junction 37	10%
A1123 (Westbound) A14 Junction 37	5%
A14 (Eastbound) Kentford	16%
B1085 (Southbound)	2%
B1104 (Northbound)	5%
Total	**87%**

Table 5-4: Sunnica East Site B Distribution (Inbound and Outbound)

Route	Percentage (%)
Elms Road Distribution	
Elms Road South of the Staff Car Park	96%
Elms Road North of the Staff Car Park	4%
Total	**100%**
Elms Road South of the Staff Car Park	
A11-A14-A11	12%
A11	15%
A14 Kentford	15%
A14-A11	32%
B1063	2%
B1061	4%
A142	10%
A1123	5%
Total	**96%**

Route	Percentage (%)
Elms Road North of the Staff Car Park	
B1104	4%
Total	**4%**

5.4.46 This distribution has been applied to the staff vehicle forecast and the resultant flow diagrams illustrating the trip distribution of the staff vehicles can be found in **Annex F**.

6. Development Impact

6.1.1 This section assesses the impact of the HGV and construction staff vehicles that are forecast to be generated during the peak construction phase of the Scheme on the existing strategic and local highway networks.

6.1.2 As agreed at scoping stage with the highway authorities, it is not considered necessary to consider the opening year of the Scheme or while the Scheme is in operation given that it will generate very low levels of traffic with peak traffic movements occurring during the construction phase. The decommissioning phase impacts will be similar or less than predicted during the construction phase, and a commitment is made through the DEMP to provide equivalent measures to the CTMP and TP during decommissioning. This will ensure that transport effects during decommissioning are mitigated and the construction phase assessment represents a worst-case scenario. Thus a comparable assessment of the decommissioning phase is not presented, and this approach has been agreed with the highway authorities through scoping.

6.1.3 On this basis, the peak construction year of 2023 has been assessed for the network peak hour and development peak hour in the AM (06:00 to 07:00) and PM (19:00 to 20:00) as well as over the daily (12-hour between 07:00 to 19:00) traffic flows.

6.1.4 Further to this, it should be noted that traffic associated with the development will be regulated by the measures identified within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** such that they do not arrive or depart within the standard highway network peak hours of 08:00 to 09:00 and 17:00 to 18:00.

6.1.5 It is acknowledged that the possible temporary closure of PRoWs for up to three weeks over the course of the construction period will impact on those using them. It should however be noted that these PRoWs are considered recreational routes with expected generally low pedestrian flows related to leisure uses and while these might be closed this would be temporary in nature, therefore no assessment of the impact has been carried out within the TA. However, this is assessed within **Chapter 13: Transport and Access** of this Environmental Statement **[EN010106/APP/6.1]**. The road closures previously identified in this TA are to be temporary for the purposes of the cable crossings of the highway and for the construction of the site accesses. Each of the temporary road closures are expected to be no longer than one-week and occur on narrow roads where the use of two-way traffic signals are not possible. Prior to any road closures advanced warning will be provided in line with the LHA guidance with diversions in place. Further information is provided within the **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** which provides further details of required road closures.

6.1.6 A construction programme of 24-months has been assessed as it is considered to be a worst-case in terms of environmental effects on trip generation. The Scheme is split into construction zones. Grid Connection Route A and B and substations would be constructed early in the 24-month programme, this provides a reasonable worst-case in terms of peak HGV and staff forecast.

6.1.7 The working hours on-site are from 07:00-19:00 on weekdays. Therefore, the development peak hours in terms of staff arriving is between 06:00-07:00 and staff departing the site is between 19:00-20:00 on weekdays. To provide a robust assessment in terms of peak HGV and staff vehicle movements the construction period has been based on Monday to Friday and not Monday to Saturday as to base the construction working week over five days and not six days. This is because weekday peaks typically have higher traffic flows than the Saturday traffic flows and therefore represent a worst case scenario in relation to the operation of links and junctions.

6.2 Construction Vehicles (HGVs)

2023 Strategic Highway Impact

6.2.1 Information regarding the site accesses for Sunnica West Sites A and B, Sunnica East Sites A and B, Burwell National Grid Substation Extension and Grid Connection Route A and B is provided within the **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**. This includes visibility splays, swept path analysis (vehicle tracking) for the site accesses, junction works and traffic management. In addition, **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** includes consideration of the crane routes between the Order limits and the SRN.

6.2.2 There are two options under consideration for the Burwell National Grid Substation Extension, as outlined in **Chapter 3: Scheme Description** of the Environmental Statement **[EN010106/APP/6.1]**. One option is located to the south of the existing substation and is accessed via Weirs Drove. The second option is located to the east of the existing substation and accessed via Newnham Drove. The forecast traffic flows, and impact related to the Burwell National Grid Substation Extension are the same for Option 1 and Option 2. Therefore, the impact of the Burwell National Grid Substation Extension is only discussed once.

6.2.3 As discussed previously, the HGVs will follow the routes outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

6.2.4 Information in relation to the forecast construction vehicles is summarised in **Table 6-1**. Further information regarding the forecast number of HGVs the Scheme is provided in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

Table 6-1: Summary of Forecast Daily HGVs (Vehicles, Single Direction) per Construction Month

	Months																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Sunnica East Total (Sunnica East Site A and B)	35	57	53	53	42	31	27	19	18	18	18	20	31	41	31	39	36	33	25	14	21	23	12	4
Sunnica West Total (Sunnica West Site A and B)	25	45	48	34	30	51	52	38	34	27	21	19	17	16	15	12	11	11	10	4	14	14	0	0
Burwell National Grid Substation Extension Total	0	0	9	9	9	8	8	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HGV Total (Sunnica East Site A and B, Sunnica West Site A and B and Burwell National Grid Substation Extension)	60	102	110	96	81	90	87	58	52	45	39	39	48	57	46	51	47	44	35	18	35	37	12	4
Grid Connection Total (Route A and Grid Connection Route B)	-	44	45	46	45	44	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total (Sunnica East Site A and B, Sunnica West Site A and B, Burwell National Grid Substation Extension, Grid Connection Route A and Grid Connection Route B)	60	146	155	142	126	134	131	58	52	45	39	39	48	57	46	51	47	44	35	18	35	37	12	4
Average	119								38															

6.2.5 **Table 6-1** identifies a maximum of 155 HGV deliveries per day across the Order limits. Therefore, the assessment of the peak construction months represents the worst-case scenario.

6.2.6 In addition, the destination of the Grid Connection Route A and B HGVs will vary depending on the exact section of the Grid Connection Route A and B that is being constructed. Based on the location of Grid Connection Route A and B it was considered appropriate to evenly distribute the HGVs towards the Sites and Burwell National Grid Substation Extension.

6.2.7 The proportion of HGV deliveries using the defined delivery routes cannot be determined at this time and the 155 HGVs per day have been evenly distributed between the A11 North, A14 East and A14 West using the HGV inbound and outbound routes to the Scheme outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** for the sites accesses as well as the crane routes. It is noted that not all the HGV deliveries are associated with the shipments of panels into the UK and will have various origins, which are currently unknown. It is also assumed that the HGVs will make their way back to the SRN to travel in the reverse direction to that it travelled to Scheme. Given the relatively low forecast HGV flows in comparison to the existing HGV flows on the SRN, it is not considered that any potential deviation from this distribution would have a significant impact on the SRN. Any changes to the expected distribution is not likely to impact the assessment of the local highway network because the HGVs would still leave the SRN at the locations assumed. The percentage change identified in the table below indicates the forecast impact on each link within the SRN between 07:00 and 19:00).

Table 6-2: 2023 Construction HGVs – Forecast Maximum Percentage Impact on the SRN – 12 Hours (07:00-19:00)

Location	2023 Base (HGVs)		Construction HGVs[1]		2023 % Impact on HGVs	
	NB / EB	SB / WB	NB/ EB	SB/ WB	NB/ EB	SB/ WB
A11 (North of B1085)	2,390	2,584	75	75	3%	3%
A11 (North of La Hogue Road)	3,161	2,510	138	138	4%	5%
A11 to A14 and A1304 Slip Road (J38)	N/A	2,539	N/A	138	N/A	5%
A14 to A11 Slip Road (J38)	4,312	N/A	138	N/A	3%	N/A
A14 (J38)	6,456	4,250	190	190	3%	4%
A14 (Between J37 and J38)	6,837	6,640	190	190	3%	3%
A14 J37	7,003	6,013	44	190	1%	3%
A14 (East of J38)	2,144	4,250	52	52	2%	1%
A11 (North of Red Lodge)	2,390	2,584	52	52	2%	2%

[1] *The HGV numbers have been rounded up and therefore the totals may not add up.*

6.2.8 In a single direction, **Table 6-2** indicates that the HGVs are forecast to have the greatest impact on the A11 southbound (north of La Hogue) and would result in a 5% increase in HGVs (not total vehicles), which is within expected levels of daily

variation and is therefore unlikely to be perceptible. Therefore, the HGVs associated with the construction of the Scheme are not considered likely to have a significant impact on the SRN during this period.

6.2.9 Furthermore, when the number of HGV deliveries associated with the Scheme are assessed against the 2023 base total vehicles for the 12 hour period (07:00-19:00), the percentage increase of the HGV deliveries is between 0.4% and 1.1% across the A11 and A14 locations assessed in **Table 6-2** above. Also, this is expected to be within the daily variation of traffic flows over the 12-hour period.

6.2.10 Through the measures contained within **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** and subsequently the final CTMP and TP, the HGV and staff vehicle trips are to occur outside of the network peak hours of 08:00 to 09:00 and 17:00 to 18:00.

2023 Local Highway Impact

6.2.11 As stated previously, it is forecast that approximately 155 HGV deliveries will be made in month three to the Order limits per day (Sunnica East Site A and B, Sunnica West Site A and B, Grid Connection Route A, Grid Connection Route B and Burwell National Grid Substation Extension). Assuming these are split across a 10-hour delivery period during the working hours this would result in approximately 15 additional HGVs on the local highway network per hour. The peak HGVs forecast for the main construction (including the on-site substations) and Burwell National Grid Substation Extension is 110 HGVs per day. This would result in approximately 11 additional HGVs on the local highway network per hour. The HGVs relating to the construction of Grid Connection Route A and B are expected to result in an additional four to five HGVs per hour.

6.2.12 The Access and Right of Way Plans **[EN010106/APP/2.3]** which accompany the DCO Application identify the Grid Connection Route A and B site accesses. The destination of the HGVs associated with the construction of the Grid Connection Route A and B will vary depending on the section that is being built and as a result the Grid Connection Route A and B construction HGVs have not been assigned onto the local highway network. Therefore, it is expected the HGVs relating to the construction of Grid Connection Route A and B would be distributed across these site accesses. The distribution of HGVs associated with the construction of the Grid Connection Route A and B is expected to be dispersed over a wide range of links throughout the construction hours which would have a negligible impact. As a result, the below assessment includes the distribution of the HGVs in relation to the Sunnica East Site A and B and Sunnica West Site A and B onto the local highway network.

6.2.13 The HGVs related to the construction of Grid Connection Route A and Route B will be managed through **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** with the contractor producing a detailed CTMP and TP which will include measures minimising the impact of HGVs on the local highway network. To reduce the impact of the HGVs it is anticipated that the HGV deliveries will be managed to minimise those that occur within the network peak hours in the AM and PM. However, the impact of the additional HGVs on the local highway network has been assessed for the network peak hours.

6.2.14 To reduce the impact of the HGVs on the local highway network, the main Sunnica West Site A site access on La Hogue Road and Sunnica East Site B site access on Elms Road will be used as much as practically possible making use of the internal road network. The two main site accesses are located in close proximity to the SRN on La Hogue Road and Elms Road, minimising the distance required to be travelled on the local highway network. Where internal routes cannot be utilised, a small number of HGVs will be required to travel on the local highway network to access an alternative site access to the Scheme.

2023 Local Highway Site Accesses

6.2.15 **Table 6-3** and **Table 6-4** identify the forecast number of HGVs required during construction. The HGVs for the construction of each zone in Sunnica West Sites A and B have been assigned to a site access on La Hogue Road (main access), Dane Hill Road or Fordham Road. This has also been undertaken for Sunnica East Sites A and B on Elms Road (main access), Newmarket Road, Ferry Lane, Beck Road and Newmarket Road (between the A11 and Golf Links Road).

Table 6-3: Summary of Forecast Daily HGVs per Sunnica West, Sunnica East Site Accesses and Burwell National Grid Substation Site Access (Vehicles)*

	Months																						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Elms Road Sunnica East Site B (Access SE-A, SE-B and SE-C)	7	18	19	20	13	14	14	9	8	8	8	8	14	22	17	19	19	15	11	6	10	9	4	2
Newmarket Road Sunnica East Site B (Access SE-D and SE-H)	8	12	9	9	9	3	3	2	2	2	2	3	3	0	0	5	6	7	3	3	4	3	1	1
Ferry Lane Sunnica East Site A (Access SE-E)	12	16	17	16	12	11	8	7	7	7	7	7	7	7	7	7	7	7	6	2	4	4	1	1
Beck Road Sunnica East Site A (Access SE-F)	0	0	0	0	0	0	0	0	0	0	0	0	6	14	9	10	5	5	5	4	4	7	7	2
Newmarket Road between A11 & Golf Links Road Sunnica East Site B (Access SE-I)	8	12	9	9	9	3	3	2	2	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0
La Hogue Road Sunnica West Site A (Access SW-A)	25	45	48	34	30	35	33	19	17	16	14	13	12	12	12	12	11	11	10	4	14	14	0	0
Dane Hill Road Sunnica West Site A (Access SW-C)	0	0	0	0	0	13	16	17	14	9	5	5	5	5	3	0	0	0	0	0	0	0	0	0
Fordham Road Sunnica West Site A (Access SW-D)	0	0	0	0	0	4	5	4	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Weirs Drove Burwell National Grid Substation Extension (Access CR-A)	0	0	9	9	9	8	8	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Rounding may occur when compared to Table 6-1. It is also noted that the naming references align with those shown on the Access and Right of Way Plans.

Table 6-4: Summary of Forecast HGVs Hourly per Site Access (Vehicles)

	Months																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Elms Road Sunnica East Site B (Access SE-A, SE-B and SE-C)	<1	2	2	2	1	1	1	<1	<1	<1	<1	<1	1	2	2	2	2	2	1	<1	<1	<1	<1	<1
Newmarket Road Sunnica East Site B (Access SE-D and SE-H)	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Ferry Lane Sunnica East Site A (Access SE-E)	1	2	2	2	1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Beck Road Sunnica East Site A (Access SE-F)	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Newmarket Road between A11 & Golf Links Road Sunnica East Site B (Access SE-I)	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
La Hogue Road Sunnica West Site A (Access SW-A)	3	5	5	3	3	3	3	2	2	2	1	1	1	1	1	1	1	1	<1	<1	1	1	<1	<1
Dane Hill Road Sunnica West Site A (Access SW-C)	<1	<1	<1	<1	<1	1	2	2	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Fordham Road Sunnica West Site A (Access SW-D)	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Weirs Drove Burwell National Grid Substation Extension (Access CR-A)	<1	<1	<1	<1	<1	<1	<1	<1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

6.2.16 In **Table 6-3** and **Table 6-4** it is identified that La Hogue Road is forecast to carry the most HGVs associated with the Sunnica West Site A and B with a peak of 48 HGVs per day in month three. The La Hogue Road site access is located in close proximity to the A11 junction circa 400m to the north. Based on the 10-hour delivery period during the working hours, avoiding the two highway peak hours, this is equivalent of five HGVs per hour in month three. Over the remaining months during the construction period the average is two HGVs per hour (within the 10-hour delivery window) per day on La Hogue Road. As outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, the HGV routes will utilise the SRN and the HGVs associated with La Hogue Road are forecast on the section between the site access and the A11. Given the low number of forecast HGVs per hour, it is not considered to have a significant impact on the operation of La Hogue Road.

6.2.17 In **Table 6-3** and **Table 6-4** it is identified that Elms Road is forecast to carry the most HGVs associated with the Sunnica East Site A and B with a peak of 22 HGVs per day in month 14. The three-site accesses on Elms Road are located in close proximity to the A11 junction circa 500m-800m to the north. Based on the 10-hour delivery period during the working hours, avoiding the two highway peak hours, this is equivalent of two HGVs per hour in month 14. Over the remaining months during the construction period the average is one to two HGVs per hour (within the 10-hour delivery window) per day on Elms Road. As outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, the HGV routes will utilise the SRN and the HGVs associated with Elms Road are forecast on the section between the site access and the A11. Given the low number of forecast HGVs per hour, it is not considered to have a significant impact on the operation of Elms Road.

6.2.18 **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** sets out the proposed traffic management approach to the site accesses during the construction phase including temporary traffic signals and temporary speed reductions. The management of the HGV movements is expected to be set out in the detailed CTMP by the appointed contractor. The accesses on Elms Road and La Hogue Road are proposed to include temporary traffic signals to provide safe entry and egress into the Sites and temporary speed reduction is also proposed along Elms Road and La Hogue.

6.3 Staff Vehicles

6.3.1 The trip distribution and assignment outlined in Section 5 of this document has been used to distribute the vehicles associated with staff (construction workers) across the local highway network and SRN to assess the impact along with the peak number of vehicles forecast associated with the staff. As discussed previously, as the staff associated with the construction of Grid Connection Route A and B are expected to travel to the required site access and not either of the two centralised car parks, they are not included within the staff vehicle trip distribution. Given the low number of staff vehicles forecast for the construction of Grid Connection Route A and B it is not expected to have a significant impact on the distribution of staff vehicles on the SRN and local highway network.

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6.3.2 As identified previously, 937 staff vehicles are forecast as the peak per day across the construction period in month nine. Whereas the average over the construction period is 653 vehicles. The average number of staff vehicles forecast for Sunnica West Sites A and B (includes the Burwell National Grid Substation Extension) is 295 and is 356 staff vehicles for Sunnica East Sites A and B.

6.3.3 The impact assessment on the SRN is based on the peak number of staff vehicles forecast. The peak forecast number of staff vehicles is 284 vehicles (43%) above the average number of daily staff vehicles across the construction period. Also the impact assessment on the SRN does not consider measures implemented as part of **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** to improve the staff vehicle occupancy above 1.5 persons per vehicle by encouraging staff to travel by sustainable transport modes or through the potential provision of providing a mini-bus service to local residential areas and railway stations to pick-up/drop-off staff. Therefore, the impact assessment of the staff vehicles on the SRN in the AM and PM is considered to be robust.

6.3.4 As the construction staff are to arrive and depart the Order limits outside of the network peak hours when the traffic flows are lower, a benchmark has been provided by comparing the development peak hour baseline traffic flows + Scheme traffic flows against the network peak hours.

6.3.5 **Table 6-5** outlines the percentage impact that the vehicles associated with the staff is forecast to have on the SRN in the AM development peak hour in 2023. The table also compares the AM network peak hour (08:00-09:00) flows against the AM development peak hour (06:00-07:00) with staff vehicles. The table below also identifies the absolute difference and the percentage change between the network peak hour and the development peak hours + Scheme traffic where development traffic is forecast.

6.3.6 **Table 6-6** outlines the percentage impact that the staff vehicles are forecast to have on the SRN in the PM peak hour in 2023. The table compares the traditional PM network peak hour (17:00-18:00) flows against the PM development peak hour (19:00-20:00) with staff vehicles. The table below also identifies the absolute difference and the percentage change between the network peak hour and the development peak hours + Scheme traffic where development traffic is forecast.

Table 6-5: 2023 Staff Traffic (Staff Vehicles) Impact on SRN – AM

	2023 Base (06:00-07:00)		Staff Vehicles (06:00-07:00)		2023 Base+Dev (06:00-07:00)		2023 Impact (%) (06:00-07:00)		2023 Base AM Peak Hour (08:00-09:00)		Difference 2023 AM 08:00-09:00 and 06:00-07:00+Dev		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB/ EB	**SB/ WB**	**NB/ EB**	**SB/ WB**	**NB / EB**	**SB /WB**	**NB/ EB**	**SB/WB**	**NB/ EB**	**SB/ WB**	**NB/ EB**	**SB/ WB**	**NB/ EB**	**SB/WB**
A11 (North of B1085)	885	1,718	314	0	1,199	1,718	35%	0%	1,091	2,145	108	-	10%	-
A11 (North of La Hogue Road)	951	1,869	314	0	1,265	1,869	33%	0%	1,216	2,425	49	-	4%	-
A11 to A14 and A1304 Slip Road (J38)	N/A	1,713	N/A	0	N/A	1,713	N/A	0%	N/A	2,024	N/A	-	N/A	-
A14 to A11 Slip Road (J38)	767	N/A	549	N/A	1,316	N/A	72%	N/A	1,216	N/A	99	-	8%	-
A14 (J38)	1,561	1,624	549	0	2,110	1,624	35%	0%	2,220	2,056	-110	-	-5%	-
A14 (Between J37 and J38)	1,604	3,314	549	0	2,152	3,314	34%	0%	2,245	4,112	-93	-	-4%	-
A14 J37	1,500	3,218	406	0	1,905	3,218	27%	0%	2,096	4,072	-191	-	-9%	-
A14 (East of J38)	794	1,624	549	0	1,343	1,624	69%	0%	1,003	2,056	340		34%	
A11 (North of Red Lodge)	885	1,718	0	134	885	1,852	0%	8%	1,091	2,145	-206		-19%	

[1] *The numbers in the table above have been rounded up and therefore the totals may not add up.*

Table 6-6: 2023 Staff Traffic (Staff Vehicles) Impact on SRN – PM

	2023 Base (19:00-20:00)		Staff Vehicles (19:00-20:00)		2023 Base+Dev (19:00-20:00)		2023 Impact (%) (19:00-20:00)		2023 Base PM Peak Hour (17:00-18:00)		Difference 2023 PM 17:00-18:00 and 19:00-20:00+Dev		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
A11 (North of B1085)	1,201	818	0	314	1,201	1,132	0%	38%	2,367	1,518	-	-386	-	-25%
A11 (North of La Hogue Road)	1,332	872	58	314	1,390	1,186	4%	36%	2,677	1,621	-1,287	-435	-48%	-27%
A11 to A14 and A1304 Slip Road (J38)	N/A	732	N/A	549	N/A	1,328	N/A	81%	N/A	1,353	N/A	-26	N/A	-2%
A14 to A11 Slip Road (J38)	959	N/A	0	N/A	959	N/A	0%	N/A	2,272	N/A	-	-	-	-
A14 (J38)	2,123	599	0	0	2,123	599	0%	0%	4,672	1,314	-	-	-	-
A14 (Between J37 and J38)	2,146	1,343	0	549	2,146	1,892	0%	41%	4,710	2,676	-	-784	-	-29%
A14 J37	2,203	1,330	0	549	2,203	1,879	0%	41%	4,534	2,636	-	-757	-	-29%
A14 (East of J38)	1,163	599	0	0	1,163	599	0%	0%	2,399	1,314				
A11 (North of Red Lodge)	1,201	818	134	0	1,335	818	11%	0%	2,367	1,518	-1,032		-44%	

[1] *The numbers in the table above have been rounded up and therefore the totals may not add up.*

6.3.7 In the AM the A14 to A11 slip road at Junction 38 is forecast to experience the greatest percentage increase in traffic flow in the development peak hour (06:00-07:00) of 72% (549 vehicles). This equates to a combined base + development flow of 1,316 vehicles during the development peak hour. In comparison during the AM network peak hour (08:00 to 09:00) the traffic flow northbound along the A14 to A11 slip road at Junction 38 is 1,216 vehicles which would result in 99 more vehicles in the development peak hour compared to the network peak hour, which represents an 8% increase on the AM network peak hour. However, the increase represents less than two vehicles a minute which is not considered to have a significant impact on the link given it is a free flow movement from the A14 to the A11.

6.3.8 **Table 6-5** above indicates that the A11 north of the B1085 is forecast to experience a percentage increase of 35% (314 vehicles) in traffic flow in the AM development peak hour between 06:00-07:00. This equates to a combined base + development flow of 1,199 vehicles during the AM development peak hour. In comparison during the AM network peak hour (08:00-09:00) the traffic flow northbound along the A11 is 1,091 vehicles which would result in 108 more vehicles in the development peak hour compared to the network peak hour, which represents a 10% increase on the AM network peak hour. This is compared to the A11 North of B1085 is forecast to have 2,367 vehicles travelling northbound on during the network peak hour between 17:00-18:00. The increase in the AM development peak hour represents less than two vehicles a minute which is not considered to have a significant impact on the link as it is expected the link will have residual capacity to accommodate the additional staff vehicles.

6.3.9 On the A14 J38, A14 between J37 and J38 and the A14 J37 an increase in traffic flow is forecast on the northbound/eastbound movements. However, when comparing the 06:00-07:00 base + development staff vehicles all three locations are forecast to have between 4% and 9% lower traffic flows than in the AM network peak hour (08:00-09:00).

6.3.10 During the AM development peak hour 134 staff vehicles are forecast to travel southbound on the A11 north of Red Lodge between 06:00-07:00. No base data was available for this link but the A11 North of B1085 traffic data has been used as a proxy for baseline data in this location. This equates to a combined base + development flow of 1,852 vehicles during the AM development peak hour. In comparison during the AM network peak hour (08:00-09:00) the traffic flows is 2,145 which would result in 206 less vehicles in the development peak hour compared to the network peak hour, which represents a 19% reduction on the AM network peak hour. Additional consideration of these vehicles has been undertaken on the local highway network for at the Red Lodge Dumbbell Roundabouts and Dane Hill/Turnpike Road Roundabout as discussed previously in the 2023 local highway impact section starting at paragraph 6.2.11.

6.3.11 During the AM development peak hour 549 staff vehicles are forecast to travel eastbound on the A14 East of J38 between 06:00-07:00. This equates to a combined base + development flow of 1,343 vehicles during the AM development peak hour. The AM network peak hour (08:00-09:00) traffic flow is 1,003, meaning that there will be an additional 340 vehicles in the development peak hour compared to the network peak hour, which represents a 34% increase on the AM network peak hour. In comparison during the PM network peak hour in the same location and

direction traffic flows are is forecast to be 2,399 vehicles on the A14 East of J38. Also, in comparison on similar sections of the A14 (A14 between J37 and J38 and A14 J37), traffic flows are forecast to be circa 4,000 vehicles within the AM network peak hour. Therefore, this is not considered to have a significance impact on the link as the level of traffic flow on the link in the development peak hour will be significantly lower than at other times of day and thus it is reasonable to conclude that the link has sufficient spare capacity to accommodate the additional staff vehicles during the AM development peak hour.

6.3.12 The forecast increase in traffic flows during the AM development peak hour (06:00-07:00) is based on the peak number of staff vehicles which is forecast to occur in month nine of the construction period. The average number of staff vehicles across the construction period is 652, which is circa 43% less than the peak which the forecast increase in traffic flows is based on above. Therefore, the impact identified above is considered robust as the peak staff vehicles is circa 43% above the average number of staff vehicles forecast daily across the construction period and represents a worst-case scenario which is forecast for a one-month period.

6.3.13 In the PM A11 to A14 and A1304 Slip Road at Junction 38 is forecast to have the greatest increase in traffic flow in the development peak hour (19:00-20:00) of 81% (549 vehicles). This equates to a combined base + development flow of 1,328 vehicles during the development peak hour. In comparison during the PM network peak hour (17:00 to 18:00) the traffic flow southbound along the slip road from the A11 to the A14 and A1304 at Junction 38 is 1,353 vehicles which would result in a similar number of vehicles in the development peak hour compared to the network peak hour.

6.3.14 The A14 between J37 and 38 and at A14 J37 are forecast to experience a 41% (549 vehicles) increase in the PM development peak hour (19:00-20:00). This equates to a combined base plus development flow of circa 1,900 vehicles during the development peak hour. In comparison during the PM network peak hour (17:00-18:00) the traffic flows are forecast to be between circa 2,650 vehicles which would result in circa 750 less vehicles in the PM development peak hour compared to the PM network peak hour, which represents a 29% reduction compared to the PM network peak hour.

6.3.15 On the A11 north of the B1085 and the A11 north of La Hogue Road, an increase in traffic flow is forecast on the southbound/westbound movements. However, when comparing the development19:00-20:00 base + development staff vehicles the two locations are forecast to have between 25% and 27% lower traffic flows than in the PM peak hour (17:00-18:00).

6.3.16 During the PM development peak hour, the majority of the northbound/eastbound movements on the A11 and A14 are not forecast to experience an increase in traffic flow as a result of the Scheme compared to the network peak hour. The exceptions are the A11 north of La Hogue Road and the A11 north of Red Lodge which is forecast an increase of 58 and 134 staff vehicles respectively between 19:00-20:00. Considering the forecast number of staff vehicles and considering the nearest available baseline traffic data, it is expected the link to have residual capacity to accommodate the additional staff vehicles within the PM development peak hour.

6.3.17 The forecast increase in traffic flows during the PM development peak hour (19:00-20:00) is based on the peak number of staff vehicles which is forecast to occur in month nine of the construction period. The average number of staff vehicles across the construction period is 652, which is circa 43% less than the peak which the forecast increase in traffic flows is based on above. Therefore, the impact identified above is considered robust as the peak staff vehicles is circa 43% above the average number of staff vehicles forecast daily across the construction period. For the A11 north of La Hogue Road and the A11 north of Red Lodge, where staff vehicles are forecast, the traffic flows within the construction peak hour (19:00-20:00) are significantly below the network peak hour.

6.3.18 The Framework CTMP and TP measures direct staff to travel outside of the network peak hours and, with some exceptions, the development peak hour + construction staff traffic flows are no higher than the network peak hour. It should be noted that while the percentage impact appears to be high with the additional staff vehicles this is based on lower traffic flows compared to the network peak hour. Overall, the temporary increase in vehicles during the development peak hours is considered acceptable. There are further opportunities to reduce the impact by reducing the number of staff vehicle movements through the measures outlined in the Framework CTMP and TP document through increasing vehicle occupancy and would result in a lesser impact than assessed.

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6.3.19 The impact assessment on the local highway network is based on the peak number of staff vehicles forecast. The peak forecast number of staff vehicles is 284 vehicles (43%) above the average number of daily staff vehicles across the construction period. Also the impact assessment on the local highway network does not consider measures implemented as part of **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** to encourage staff to travel by sustainable transport modes or the potential provision of providing a mini-bus service to local residential areas and railway stations to pick-up/drop-off staff. Therefore, the impact assessment of the staff vehicles on the local highway network is considered to be robust.

6.3.20 **Table 6-7** outlines the percentage impact that the staff vehicles are forecast to have on the local highway network in the AM development peak hour (06:00-07:00) in 2023 and provides a comparison against the AM network peak hour (08:00-09:00).

Table 6-7: 2023 Staff Traffic (Staff Vehicles) Impact on Local Highway – AM

	2023 Base (06:00-07:00)		Staff Vehicles (06:00-07:00)		2023 Base+Dev (06:00-07:00)		2023 Impact (%) (06:00-07:00)		2023 Base AM Peak Hour (08:00-09:00)		Difference 06:00-07:00+Dev and 2023 AM 08:00-09:00		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
B1102 Mildenhall Road / B1085 Chippenham Road														
B1102 Mildenhall Road East	54	71	0	0	54	71	-	-	134	175	-	-	-	-
B1085 Chippenham Road	49	75	0	0	49	75	-	-	121	186	-	-	-	-
B1102 Mildenhall Road West	127	117	0	0	127	117	-	-	315	291	-	-	-	-
B1085 Chippenham Road / B1085 High Street / B1104														
B1085 Chippenham Road	46	79	0	0	46	79	-	-	114	197	-	-	-	-
B1104	40	117	0	0	40	117	-	-	100	289	-	-	-	-
B1085 High Street	82	192	0	0	82	192	-	-	203	476	-	-	-	-
B1104 Station Road / B1102														
B1104 Station Road	93	26	0	42	93	68	-	160%	231	65	-	3	-	5%
B1102 East	79	70	20	0	99	70	25%	-	196	174	-97	-	-50%	-
B1102 South	154	79	0	22	154	101	-	28%	382	195	-	-94	-	-48%

	2023 Base (06:00-07:00)		Staff Vehicles (06:00-07:00)		2023 Base+Dev (06:00-07:00)		2023 Impact (%) (06:00-07:00)		2023 Base AM Peak Hour (08:00-09:00)		Difference 06:00-07:00+Dev and 2023 AM 08:00-09:00		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
B1102 Mildenhall Road / B1104														
B1102	151	82	0	22	151	104	-	27%	375	203	-	-99	-	-49%
B1104	84	22	0	22	84	44	-	102%	209	54	-	-10	-	-18%
B1102 Mildenhall Road West	70	63	0	0	70	63	-	-	173	157	-	-	-	-
B1506 Bury Road / Herringswell Road / Gazeley Road														
B1506 Bury Road East	244	182	0	144	244	326	-	79%	605	450	-	-124	-	-28%
Gazeley Road	24	31	0	71	24	102	-	228%	59	77	-	25	-	32%
B1506 Bury Road West	193	187	0	73	193	261	-	39%	480	464	-	-204	-	-44%
Herringswell Road North	47	111	0	0	47	111	-	-	117	274	-	-	-	-
Red Lodge Dumbbell Roundabout (North)														
Elms Road	79	32	0	160	79	193	-	497%	195	80	-	113	-	141%
Newmarket Road	96	153	0	0	96	153	-	-	238	380	-	-	-	-
A11 NB On-Slip Red Lodge	108	N/A	0	N/A	108	N/A	-	N/A	268	N/A	-	N/A	-	N/A
Newmarket Road (Internal link)	180	175	160	0	340	175	89%	-	446	435	-105	-	-24%	-

	2023 Base (06:00-07:00)		Staff Vehicles (06:00-07:00)		2023 Base+Dev (06:00-07:00)		2023 Impact (%) (06:00-07:00)		2023 Base AM Peak Hour (08:00-09:00)		Difference 06:00-07:00+Dev and 2023 AM 08:00-09:00		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
Red Lodge Dumbbell Roundabout (South)														
Newmarket Road (Internal link)	177	176	160	0	338	176	91%	-	439	437	-101	-	-23%	-
A11 SB Off-Slip (Red Lodge)	N/A	76	N/A	134	N/A	210	N/A	176%	N/A	189	N/A	21	N/A	11%
Warren Road	185	90	85	0	269	90	46%	-	458	223	-188	-	-41%	-
B1085 Turnpike Road	61	54	0	58	61	112	-	109%	151	133	-	-21	-	-16%
A11 SB On-Slip (Red Lodge)	N/A	178	N/A	0	N/A	178	N/A	-	N/A	440	N/A	-	N/A	-
Dane Hill Road / Turnpike Road Roundabout														
B1085 (North)	67	206	139	0	206	206	208%	-	166	511	40	-	24%	-
B1085 Turnpike Road	78	138	0	58	78	196	-	42%	193	342	-	-146	-	-43%
B1085 Dane Hill Road (South)	146	163	81	0	227	163	56%	-	361	405	-134	-	-37%	-
A11 SB On-Slip	N/A	182	N/A	0	N/A	182	N/A	-	N/A	451	N/A	-	N/A	-
A142 / Snailwell Road / Landwade Road Roundabout														
A142 (North)	348	580	0	143	348	723	-	25%	718	1196	-	-473	-	-40%
Snailwell Road (East)	149	18	0	0	149	18	-	-	307	38	-	-	-	-
A142 (South)	333	357	0	143	333	500	-	40%	687	737	-	-237	-	-32%
Landwade Road (West)	65	142	0	0	65	142	-	-	133	292	-	-	-	-

	2023 Base (06:00-07:00)		Staff Vehicles (06:00-07:00)		2023 Base+Dev (06:00-07:00)		2023 Impact (%) (06:00-07:00)		2023 Base AM Peak Hour (08:00-09:00)		Difference 06:00-07:00+Dev and 2023 AM 08:00-09:00		2023 % Impact 06:00-07:00+Dev On 08:00-09:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
A14 J37														
A142 Fordham Road (North)	390	468	0	143	390	611	-	31%	803	966	-	-354	-	-37%
A14 Westbound Off-Slip (East)	223	N/A	0	N/A	223	N/A	-	N/A	460	N/A	-	N/A	-	N/A
Fordham Road (South)	312	443	0	0	312	443	-	-	644	913	-	-	-	-
A14 Eastbound Off-Slip (west)	N/A	232	N/A	0	N/A	232	N/A	-	N/A	478	N/A	-	N/A	-

[1] The numbers in the table above have been rounded up and therefore the totals may not add up.

6.3.21 There is no forecast increase in traffic flow in the network peak at the B1102 Mildenhall Road/B1085 Chippenham Road junction and B1085 Chippenham Road/B1085 High Street/B1104 junction. There is also minimal staff vehicles forecast at the B1104 Station Road/B1102 junction and B1102 Mildenhall Road/B1104 junction. The percentage impact appears to be high with the additional staff vehicles however it should be considered that this is based on lower traffic flows compared to the local network peak hour in the AM. It is not considered that the additional staff vehicles will have a significant impact at these four junctions as it is expected the junction to have residual capacity to accommodate the additional staff vehicles. Staff will be directed to use the SRN (A11, A14 and also the A142) for as much of their journey to either of the two central car parks with the aim to reduce the need for staff to travel through local residential areas such as Fordham, Chippenham and Feckenham.

6.3.22 The B1506 Bury Road/Herringswell Road/Gazeley Road junction in Kentford is forecast to have 140 staff vehicles on B1506 Bury Road East with circa half travelling to Sunnica West Site A car park and half travelling to Sunnica East Site B car park. The additional 144 staff vehicles, which is an extra two vehicles per minute, are not considered to have a significant impact at this junction in the AM between 06:00-07:00.

6.3.23 It is forecast that an additional 134 staff vehicles will use the A11 southbound off-slip (Red Lodge) to travel to the Sunnica East car park. This equates to approximately two additional vehicles per minute in the AM development peak hour (06:00-07:00). The 'Forest Heath Site Allocation Plan Cumulative Impact Study' indicates that the links at the A11 / Newmarket Road / Warren Road roundabouts are forecast to operate within capacity at between 40% and 50% in 2031 in the AM network peak hour. Therefore, it is considered that these roundabouts have enough residual capacity to operate efficiently with the additional 134 vehicles in 2023 between 06:00 and 07:00.

6.3.24 The 'Forest Heath Site Allocation Plan Cumulative Impact Study' indicates that the Red Lodge Dumbbell Roundabouts are forecast to operate within capacity at between 40% to 50% in 2031 in the AM network peak hour including the background growth in traffic flows that is not included in 2023. Therefore, it is considered that the Dumbbell Roundabouts have enough residual capacity to operate efficiently with the additional staff vehicles between 06:00-07:00 during 2023 given the residual capacity at the roundabouts.

6.3.25 The Dane Hill Road/Turnpike Road Roundabout is forecast to have an additional 139 staff vehicles at the roundabout in the AM development peak hour (06:00-07:00). The staff vehicles are forecast to be travelling to the Sunnica West car park northbound on the B1085. It is the equivalent to around two additional vehicles per minute between 06:00-07:00. No junction modelling was undertaken in the 'Forest Heath Site Allocation Plan Cumulative Impact Study' as no issues were raised concerning junction capacity in the AM network peak hour. Therefore, it is not considered there would be a capacity issue at this junction in 2023 between 06:00 to 07:00 with the additional vehicles associated with the construction staff.

6.3.26 Overall, it should be noted that while the percentage impact appears to be high with the additional staff vehicles it should be considered that this is based on lower traffic

flows compared to the local network peak hour in the AM. For the majority of links, the forecast development peak traffic flows remain lower than the traffic flows in the network peak hours. The above impact analysis is also based on the peak construction month which is forecast to occur in month 12 for construction staff. The average staff vehicles is 621 which is 285 vehicles (43%) below the peak number of staff vehicles contained within this analysis.

6.3.27 **Table 6-8** outlines the percentage impact that the staff vehicles are forecast to have on the local highway network in the PM development peak hour (19:00-20:00) in 2023 and provides a comparison against the PM network peak hour (17:00-18:00).

Table 6-8: 2023 Staff Traffic (Staff Vehicles) Impact on Local Highway – PM

	2023 Base (19:00-20:00)		Staff Vehicles (19:00-20:00)		2023 Base+Dev (19:00-20:00)		2023 Impact (%) (19:00-20:00)		2023 Base AM Peak Hour (17:00-18:00)		Difference 06:00-07:00+Dev and 2023 AM 17:00-18:00		2023 % Impact 06:00-07:00+Dev On 17:00-18:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
B1102 Mildenhall Road / B1085 Chippenham Road														
B1102 Mildenhall Road East	75	66	0	0	75	66	0%	0%	186	166	-	-	-	-
B1085 Chippenham Road	65	36	0	0	65	36	0%	0%	161	89	-	-	-	-
B1102 Mildenhall Road West	105	126	0	0	105	126	0%	0%	262	314	-	-	-	-
B1085 Chippenham Road / B1085 High Street / B1104														
B1085 Chippenham Road	67	31	0	0	67	31	0%	0%	167	78	-	-	-	-
B1104	107	36	22	0	129	36	21%	0%	266	91	-137	-	-52%	-
B1085 High Street	173	67	22	0	196	67	13%	0%	432	168	-237	-	-55%	-
B1104 Station Road / B1102														
B1104 Station Road	93	26	42	0	134	26	45%	0%	231	65	-96	-	-42%	-
B1102 East	79	70	0	20	79	89	0%	28%	196	174	-	-85	-	-49%
B1102 South	153	78	22	0	176	78	15%	0%	382	195	-207	-	-54%	-

	2023 Base (19:00-20:00)		Staff Vehicles (19:00-20:00)		2023 Base+Dev (19:00-20:00)		2023 Impact (%) (19:00-20:00)		2023 Base AM Peak Hour (17:00-18:00)		Difference 06:00-07:00+Dev and 2023 AM 17:00-18:00		2023 % Impact 06:00-07:00+Dev On 17:00-18:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
B1102 Mildenhall Road / B1104														
B1102	150	82	22	0	173	82	15%	0%	375	204	-202	-	-54%	-
B1104	84	22	22	0	106	22	27%	0%	209	54	-103	-	-49%	-
B1102 Mildenhall Road West	69	63	0	0	69	63	0%	0%	173	157	-	-	-	-
B1506 Bury Road / Herringswell Road / Gazeley Road														
B1506 Bury Road East	185	201	144	0	329	201	78%	0%	461	502	-132	-	-29%	-
Gazeley Road	39	17	0	11	39	29	0%	67%	98	43	-	-14	-	-33%
B1506 Bury Road West	158	172	71	0	229	172	45%	0%	394	429	-165	-	-42%	-
Herringswell Road North	87	63	0	85	87	147	0%	136%	216	156	-	-9	-	-6%
Red Lodge Dumbbell Roundabout (North)														
Elms Road	148	29	474	0	623	29	320%	0%	370	72	253	-	68%	-
Newmarket Road	95	157	0	0	95	157	0%	0%	237	391	-	-	-	-
A11 NB On-Slip Red Lodge	109	N/A	76	N/A	184	N/A	70%	N/A	271	N/A	-87	N/A	-32%	N/A
Newmarket Road (Internal link)	163	236	0	399	163	634	0%	169%	407	587	-	47	-	8%

	2023 Base (19:00-20:00)		Staff Vehicles (19:00-20:00)		2023 Base+Dev (19:00-20:00)		2023 Impact (%) (19:00-20:00)		2023 Base AM Peak Hour (17:00-18:00)		Difference 06:00-07:00+Dev and 2023 AM 17:00-18:00		2023 % Impact 06:00-07:00+Dev On 17:00-18:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
Red Lodge Dumbbell Roundabout (South)														
Newmarket Road (Internal link)	161	235	0	399	161	634	0%	170%	401	586	-	48	-	8%
A11 SB Off-Slip (Red Lodge)	N/A	99	N/A	0	N/A	99	N/A	0%	N/A	246	N/A	-	N/A	-
Warren Road	108	202	0	85	108	286	0%	42%	270	503	-	-216	-	-43%
B1085 Turnpike Road	67	77	0	0	67	77	0%	0%	168	192	-	-	-	-
A11 SB On-Slip (Red Lodge)	N/A	89	N/A	314	N/A	403	N/A	353%	N/A	175	N/A	228	N/A	131%
Dane Hill Road / Turnpike Road Roundabout														
B1085 (North)	96	201	0	363	96	564	0%	180%	241	502	-	62	-	12%
B1085 Turnpike Road	139	78	0	0	139	78	0%	0%	347	194	-		-	-
B1085 Dane Hill Road (South)	157	132	0	81	157	213	0%	61%	392	329	-	-116	-	-35%
A11 SB On-Slip	N/A	69	N/A	282	N/A	351	N/A	408%	N/A	172	N/A	179	N/A	104%
A142 / Snailwell Road / Landwade Road Roundabout														
A142 (North)	612	388	143	0	755	388	23%	0%	1350	856	-594	-	-44%	-

	2023 Base (19:00-20:00)		Staff Vehicles (19:00-20:00)		2023 Base+Dev (19:00-20:00)		2023 Impact (%) (19:00-20:00)		2023 Base AM Peak Hour (17:00-18:00)		Difference 06:00-07:00+Dev and 2023 AM 17:00-18:00		2023 % Impact 06:00-07:00+Dev On 17:00-18:00	
	NB / EB	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**	**NB / EB**	**SB / WB**
Snailwell Road (East)	15	74	0	0	15	74	0%	0%	32	162	-	-	-	-
A142 (South)	434	429	143	0	577	429	33%	0%	957	946	-380	-	-40%	=
Landwade Road (West)	232	72	0	0	232	72	0%	0%	511	158	-	-	-	-
A14 J37														
A142 Fordham Road (North)	521	474	143	0	664	474	27%	0%	1147	1045	-484	=	-42%	=
A14 Westbound Off-Slip (East)	221	N/A	143	N/A	364	N/A	65%	N/A	486	N/A	-123	N/A	-25%	N/A
Fordham Road (South)	514	378	0	0	514	378	0%	0%	1132	833	=	=	=	=
A14 Eastbound Off-Slip (west)	N/A	225	N/A	0	N/A	225	N/A	0%	N/A	495	N/A	=	N/A	=

[1] *The numbers in the table above have been rounded up and therefore the totals may not add up.*

6.3.28 It is forecast that an additional 474 staff vehicles will use the Red Lodge Dumbbell Roundabouts in the PM development peak hour (19:00-20:00). An additional 76 are forecast to use the A11 northbound on-slip, 85 vehicles to travel southbound on Warren Road and 314 vehicles on the A11 southbound on-slip to travel from the Sunnica East car park. This results in approximately eight additional vehicles per minute at the Dumbbell roundabouts. During the PM network peak hour, the traffic flow on the A11 southbound on-slip (Red Lodge) is forecast to be approximately 175 vehicles. Therefore, an additional 228 vehicles are forecast on the A11 southbound on-slip (Red Lodge) during the development PM peak hour compared to the PM network peak hour without the Scheme. This equates to between three to four vehicles per minute and is not considered to be significant in terms of the operation of this link as it is expected the link to have residual capacity to accommodate the additional staff vehicles, which is discussed below in terms of the forecast operation of the Red Lodge Dumbbell Roundabouts.

6.3.29 It is forecast that during the development PM peak hour southbound traffic flows on Newmarket Road are to increase by 42% (286 vehicles) due to staff travelling to the A11 southbound and Warren Road to travel south or access the A14. Despite the percentage increase, this equates to approximately five additional vehicles per minute and is not considered to be significant as it is expected the junction to have residual capacity to accommodate the additional staff vehicles. This is because it would remain below traffic flows experienced during the PM network peak where the baseline traffic flow is forecast to be 503 vehicles. This is 43% higher than the base + development traffic flows in the PM development peak hour. Therefore, the Scheme impact is not considered to be significant in terms of the operation of this link as it is expected the link to have residual capacity to accommodate the additional staff vehicles.

6.3.30 The ‘Forest Heath Site Allocation Plan Cumulative Impact Study’ indicates that the Red Lodge Dumbbell Roundabouts are forecast to operate within capacity at between 40% to 50% in 2031 in the PM network peak hour including the background growth in traffic flows that is not included in 2023. Therefore, it is considered that the Dumbbell Roundabouts have enough residual capacity to operate efficiently with the additional staff vehicles between 19:00-20:00 during 2023 given the residual capacity at the roundabouts.

6.3.31 The Dane Hill Road/Turnpike Road Roundabout is forecast to have an additional 363 staff vehicles at the roundabout in the PM development peak hour (19:00-20:00). The staff vehicles are forecast to be travelling from the Sunnica West Site A car park southbound on the B1085. It is the equivalent to circa six additional vehicles per minute between 19:00-20:00. At the Dane Hill Road/Turnpike Road Roundabout no junction modelling was undertaken in the ‘Forest Heath Site Allocation Plan Cumulative Impact Study’ as no issues were raised concerning junction capacity in the PM network peak hour. Therefore, it is not considered there would be a capacity issue at this junction in the 2023 development peak hour (19:00-20:00) considering that the flows are forecast to be lower with the additional six vehicles per minute between 19:00-20:00.

6.3.32 At the A142/Snailwell Road/Landwade Road junction, 142 staff vehicles are forecast travelling from the two centralised car parks towards the A142 northbound. This is

circa two vehicles per minute in the development peak hour (19:00-20:00). Therefore, the increase in vehicles is not considered to be significant in terms of operation of the junction between 19:00-20:00 as it is expected the junction to have residual capacity to accommodate the additional staff vehicles.

6.3.33 At the A14 J37 junction, 142 staff vehicles are forecast travelling from the two centralised car parks northbound on the A142 which have travelled from the A14 Westbound Off-Slip between 19:00-20:00. This is circa two vehicles per minute in the development peak hour (19:00-20:00). Therefore, the increase in vehicles is not considered to be significant in terms of operation of the junction between 19:00-20:00 as it is expected the junction to have residual capacity to accommodate the additional staff vehicles.

6.3.34 As identified in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, staff will be directed to use the SRN network, A11, A14 and also the A142, for as much of their journey to and from the two centralised car parks as possible. The aim is to keep the number of staff vehicles through the local residential areas to a minimum. However, it is noted that it is expected some staff could live within these areas and therefore their vehicles trips would be unavoidable through the local residential areas.

6.3.35 Overall, it should be noted that while the percentage impact appears to be high with the additional staff vehicles it should be considered that this is based on lower traffic flows compared to the local network peak hour in the PM. On the majority of links, the forecast traffic flows in the development peak hours are lower than those in the network peak hours. As the additional staff vehicles would be within the development peak hour, where the baseline traffic flows are lower than the network peak hour, this results in a higher percentage impact than if the vehicles were added within the network peak hour. Even though some of the percentage increases in vehicles may be considered to be high, as this occurs outside of the network peak hour the increase in vehicles is therefore not considered to be significant in terms of the operation of the links discussed above in this section.

6.3.36 It is concluded that no additional mitigation is required other than that outlined in the embedded mitigation section, which includes the Framework CTMP and TP document **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

Summary

6.3.37 The assessment of the construction staff vehicles has been undertaken based on the peak construction numbers which is forecast to occur for a short period of one month. The average construction staff vehicles will be significantly lower across the remaining construction period, which is also short term at circa two years. The Framework CTMP and TP document outlines measures to reduce the impact of the construction staff vehicles such as directing staff to travel outside of the network peak hours and use the SRN as far as practicably possible to avoid local roads. In the majority of cases the development peak hour flows will be less than the network peak hour flows. Where the development peak hour flows are greater than the network peak hour flows, the affected links are considered to have sufficient residual capacity to accommodate the additional vehicles. Therefore, the impacts are not considered to be significant and do not merit additional mitigation.

6.4 External Mini-Bus Trips

6.4.1 Based on the number of staff required for each zone and based on a 14-seater mini-bus, the peak number of external mini-bus trips are forecast to be 59 (single direction) on the local highway network. This is based on the peak number of staff in month nine. On average across the construction period 27 mini-bus trips (single direction) are forecast daily on the local highway network. This is in relation to the mini-bus trips required to transport staff from the two centralised car parks to the construction zones. The forecast external mini-bus trips are expected to occur prior to the AM network peak hour (08:00-09:00) and after the PM peak hour (17:00-18:00). The forecast mini-bus movements are not expected to have a significant impact on the operation of local junctions given the low number of forecast vehicles. There will also be additional mini-bus trips which will be internal to the site, and therefore not discussed as they will not be on the local highway network.

6.4.2 The external site accesses which will be required to be used by the mini-bus for Sunnica East Sites A and B includes those on Newmarket Road, Golf Links Road, Ferry Lane and Becks Road. For Sunnica West Sites A and B the external site accesses which will be required to be used by the mini-bus includes those on Dane Hill Road and Fordham Road. However, the forecast number of external mini-bus trips are based on the worst-case scenario. The provision of a larger mini-bus will be investigated to reduce the number of external mini-bus trips. As such, the maximum number of mini-bus trips (single direction) could be halved if a 28-seater mini-bus could be used which results in an average of 14 mini-bus trips (single direction) forecast daily.

7. Summary and Conclusion

7.1.1 AECOM has been appointed by Sunnica Ltd to provide transport planning advice with regards to the proposed Energy Farm comprising solar PV and battery storage on land near Red Lodge, Suffolk (Sunnica East Site A and Site B) and Chippenham, Cambridgeshire (Sunnica West Site A and Site B). The Sites will connect to the National Grid system at Burwell, at an existing substation, which will be extended to allow energy generated by the development to enter the national grid.

7.1.2 The Scheme is located in a rural area with limited footways and pedestrian and cycle facilities in the area. This is due to the rural nature of the surrounding local roads however these are lightly trafficked. There are several PRoW crossing and connecting the sites.

7.1.3 The closest bus stops to the Sunnica West Sites A and B are located in Snailwell on Newmarket Road, where a pair of bus stops are provided. These are approximately 600m to the west of Sunnica West Site A. The bus stop nearest to the Sunnica East Sites A and B is located on B1085 Turnpike Road in Red Lodge approximately 500m to the south-east of Sunnica East Site B. Kennett railway station is located, approximately 2 and 3 km from Sunnica West Site A and Sunnica East Site respectively and Newmarket railway station is located approximately 2km from the Sunnica West Site B. Given the bus times identified, it is considered that the use of existing bus services is not a practical travel option for the majority of construction staff given the working hours of 07:00 to 19:00.

7.1.4 The A11 and A14 form part of SRN and are in close proximity of the Sites. The A11 runs in a northeast-southwest direction between London and Norwich to the east of the Sites. The A11 is a dual carriageway with two lanes in each direction to the north of A14 Junction 38. In addition, the A142 runs in a north-south direction which connects to the A14 J37 in close proximity to Sunnica West Site A.

7.1.5 PIC data on the surrounding highway network has been analysed which indicated no incidents frequently occurring at any particular location or specific patterns of concern. The analysis did not indicate a particular safety concern that needs to be considered as part of the Scheme.

7.1.6 A programme of temporary road closures and PRoW closures are identified during the construction programme. Each temporary road closure is expected to be less than one week with the PRoW closures expected to be less than three weeks. Further information is provided in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** which will be secured as part of the DCO application.

7.1.7 Traffic data for the A11 and A14 has been obtained from the WebTRIS database for 2019. The traffic flows for the local highway network have been derived traffic survey data contained within various planning applications undertaken between 2016 and 2018, including for the 'Forest Heath District Council Site Allocation Plan Cumulative Impact Study' document (August 2016). The peak construction period is forecast to occur in 2023 with TEMPro 7.2 used to growth traffic survey data to 2019 and 2023 baseline traffic flows.

7.1.8 It is anticipated that there will be up to 17 permanent staff on-site during the operational phase during a single shift, with staff working on a three-shift pattern. There will also be a requirement for additional staff to attend the Sites when required for maintenance and cleaning activities. If all the 17 permanent staff drove daily to the Scheme this would result in an additional 17 vehicles on the highway network. It is noted that there is the potential for share sharing for operational staff which would reduce the number of vehicles on the highway network during the operational phase, and with an average vehicle occupancy of 1.5 persons, approximately 11 vehicles would be travelling to and from the Order limits daily.

7.1.9 During the construction phasing of the Scheme it is forecast there would be a peak of 155 HGV deliveries per day for one month across the Order limits.

7.1.10 During the eight-month period which includes the substations (three on-site substations and Burwell National Grid Substation Extension) and Grid Connection Route A and B, an average of 119 HGV deliveries per day are anticipated across the Order limits. Once the four substations and Grid Connection Route A and B have been constructed, an average of 38 HGVs deliveries per day are forecast across the Order limits for the remaining 16-months construction period.

7.1.11 The proportion of HGV deliveries using the determined delivery routes cannot be determined at this time and the 155 HGVs per day have been evenly distributed between the A11 North, A14 East and A14 West using the HGV inbound and outbound routes to each site outlined in the Framework CTMP and TP document (**Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**). The HGVs are forecast to have the greatest impact on the A11 southbound (north of La Hogue) would result in a 5% increase in HGVs across a 12-hour day. **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** will ensure that HGV trips will not occur during network peak hours, lessening impact on the SRN. Therefore, the HGVs associated with the construction of the Scheme are not considered likely to have a significant impact on the SRN during this period.

7.1.12 Assuming these are split across a 10-hour delivery period during the working hours, avoiding the two highway peak hours, this would result in approximately 15 additional HGVs on the local highway network per hour. The peak HGVs forecast for the Sunnica East Site A and B, Sunnica West Site A and B, and Burwell National Grid Substation Extension is 110 HGVs per day. This would result in approximately 11 additional HGVs on the local highway network per hour. The HGVs relating to the construction of Grid Connection Route A and B are expected to result in an additional four to five HGVs per hour.

7.1.13 It is currently unknown the specific site access destinations of the HGVs relating to Grid Connection Route A and B. **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]** identifies Grid Connection Route A and B site accesses (20). The destination of the HGVs associated with the construction of Grid Connection Route A and Grid Connection Route B will vary depending on the section that is being built and as a result Grid Connection Route A and B construction HGVs have not been assigned onto the local highway network. The distribution of HGVs associated with the construction of the Grid Connection Route A and B is expected

to be dispersed over a wide range of links throughout the construction hours which would have a negligible impact.

7.1.14 La Hogue Road is forecast to carry the most HGVs associated with the Sunnica West Sites with a peak of 48 HGVs per day in month three. The La Hogue Road site access is located in close proximity to the A11 junction circa 400m to the north. Based on the 10-hour delivery period during the working hours, this is equivalent of five HGVs per hour in month three. Over the remaining months during the construction period the average is two HGVs per hour (within the 10-hour delivery window and avoiding the two network peak hours), per day on La Hogue Road. The forecast number of HGVs per hour is not considered to have a significant impact on La Hogue Road.

7.1.15 Elms Road is forecast to carry the most HGVs associated with the Sunnica East Sites with a peak of 22 HGVs per day in month 14. The three-site accesses on Elms Road are located in close proximity to the A11 junction circa 500m-800m to the north. Based on the 10-hour delivery period during the working hours this is equivalent of two HGVs per hour in month 14. Over the remaining months during the construction period the average is one to two HGVs per hour (within the 10-hour delivery window and avoiding the two network peak hours) per day on Elms Road. As outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, the HGV routes will utilise the SRN and the HGVs associated with Elms Road are forecast on the section between the site access and the A11. The forecast number of HGVs per hour is not considered to have a significant impact on Elms Road.

7.1.16 As set out in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**, the HGV deliveries will be required to use the A11 to travel to the main accesses of the Sites and will therefore not have an impact on any of the local villages near the Order limits during the peak hours, with HGVs using the internal road network within the Order limits as much as possible. The HGVs can be organised in the PM to avoid being released from the site during the network peak hour.

7.1.17 Due to the rural location of the Scheme, it is anticipated that the majority of staff will drive or be a vehicle passenger to/from the site. The peak number of vehicles associated with the staff for the Sunnica West Site A and B and Burwell National Grid Substation Extension is forecast to be 562 in month six. The peak number of vehicles associated with the staff for the Sunnica East Site A and B is forecast to be 522 in month 12. The peak number of vehicles associated across the Scheme is 937 staff vehicles per day in month 9. The average number of vehicles associated with the staff for the Sunnica West Sites (including substation and Burwell National Grid Substation Extension) is forecast to be 295 and 356 for the Sunnica East Site A and B resulting in an average of 653 staff vehicles per day for the Scheme during the construction period.

7.1.18 During construction the working hours for staff will be from 07:00 to 19:00, therefore it is anticipated that the peak hours for staff arrival will be between 06:00 to 07:00 and staff departure between 19:00 to 20:00. Therefore, 06:00 to 07:00 forms the development network peak hour in the AM and 19:00 to 20:00 forms the development network peak hour in the PM. As a result, the staff vehicle trips during

the construction period are not forecast to have an impact during the network peak hours.

7.1.19 The parking strategy has been developed to minimise the potential impact of the vehicle trips associated with the staff, in particular in the surrounding villages with two centralised car parking areas provided, one within Sunnica West Site A and the other in Sunnica East Site B. Staff will be required to park their vehicles at one of the two centralised car parking zones with a mini-bus service provided to transport staff to the areas which cannot be accessed internally.

7.1.20 To reduce the potential impact of vehicles associated with the staff, they will be encouraged to lift share with colleagues to reduce the number of vehicles travelling to/from the Site each day. Staff will also be directed to use the SRN in the vicinity of the Site such as the A11, A14 and also the A142 to travel to/from the Site where appropriate to minimise the number of vehicles through the nearby villages.

7.1.21 During arrival of staff at both sites the car parking areas will be managed to ensure the efficient arrival of staff and assignment of the car parking spaces where vehicles will be routed to the most appropriate location based on their arrival time. The car parking management will ensure staff trips entering the car parking areas are undertaken in a timely and safe manner. Appropriate signage, internally and externally, will identify the entry and egress routes for vehicles for the two car parking areas. A car parking permit system is proposed to be implemented across the two car parking areas. Before commencing work on site, staff will be allocated to one of the two car parking areas which will be based on their starting location for their travel to the Site. This takes into consideration if staff are starting their journey from a different location to their home.

7.1.22 After construction during the operational phase, there are three potential permissive routes that may be provided in the surrounding area, which includes a permissive route along Beck Road, one connecting PRoW W-257/010/0 and the B1102 Freckenham Road. A new permissive route between Freckenham and Isleham and to the south of Worlington, along U6006 to link with existing routes to Red Lodge.

7.1.23 In conclusion, the analysis undertaken as part of this TA indicates the proposed Scheme is not considered to have a significant impact on the highway network when considering the embedded mitigation measures including those outlined in **Appendix 13C** of this Environmental Statement **[EN010106/APP/6.2]**.

Annex A Figures within Report

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Sunnica East Site A

Sunnica East Site B

Sunnica West Site B

Sunnica West Site A

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THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

LEGEND

The Order limits

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 1
SITE LOCATION

Drawn	Checked	Approved	Date
LL	DW	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:50,000

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Drawing Number	Rev
60589004_ES_TA_001	0

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LEGEND

- The Order limits
- Public Highway within Scheme
- Public Right of Way

NOTE:
Public highways run through the Sunnica East Site, which are not part of the site boundary. These have been digitised based on the 1:1250 scale OS Mastermap.

Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 2
EXISTING PUBLIC RIGHTS OF WAY

Drawn	Checked	Approved	Date
LL	DW	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:50,000

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60589004_ES_TA_002	0

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Label	Name
1	Red Lodge Dumbbell Roundabout (North)
2	Red Lodge Dumbbell Roundabout (South)
3	B1506 Bury Road/Herringswell Road/Gazeley Road
4	Dane Hill/Turnpike Road Roundabout
5	B1102 Mildenhall Road/B1085 Chippenham Road
6	B1085 Chippenham Road / B1085 High Street / B1104
7	B1104 Station Road / B1102 Junction
8	B1102 Mildenhall Road / B1104 Junction
9	A142 / Snailwell Road / Landwade Road Roundabout
10	A14 J37

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LEGEND

The Order limits

Local Junction

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 3
LOCAL TRAFFIC DATA LOCATIONS

Drawn	Checked	Approved	Date
LL	CC	NC	07/07/2021

AECOM Internal Project No.: 60589004
Scale @ A3: 1:42,000

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Rev: 0

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LEGEND

- The Order limits
- Main Access Point
- WebTRIS Data Collection Site

Sunnica East Site Main Access

Sunnica West Site Main Access

1
2
3
4
5
6
7

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 4
WEB TRIS DATA
COLLECTION LOCATIONS

Drawn	Checked	Approved	Date
LL	CC	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:25,000

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Rev: 0

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270000 269000 268000 267000 266000

Chippenham
PH
Chippenham Lodge
Chippenham Fen
Hall
Park Fm
Chippenham Park
Heath Plantn
A11 North
Gallops
B 1085
Karting
Adventure Activities
Sunnica West Site B
River Snail
Resr
La Hogue Fm
B 1085
Tumulus
Dane Hill Fm
Wks
PH
Snailwell
Foxburrow Plantn
Waterhall Fm
Tumulus
A14 East
Snailwell Stud
Sunnica West Site A
Plantation Stud
A 14
Water Hall
B 1506
British Racing School
Studlands Park
A14 West
A 1304
The Limekilns
Hatchfield Fm
Chip Hill
N
0 500 1,000m

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File Name:\\eu.aecomnet.com\UK\UKCBG1\Jobs\PR-334327_Sunnica_Energy_Farm\400_Technical\434_Technical Disciplines\17. GIS\Layout\ES\Chapter 13 - Transport\Transport Assessment\210707_SunnicaEnergyFarm_TA_Figure5_SunnicaWestAccessLocations.mxd

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LEGEND

The Order limits

Indicative Construction Zone

Sunnica West 1 - 7 Months

Sunnica West 2 - 24 Months

Sunnica West 3 - 10 Months

Access Point

Primary Access: Construction, Operation and Decommissioning

Secondary Access: Construction, Operation and Decommissioning

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 5
SUNNICA WEST A AND B
SITE ACCESS LOCATIONS

Drawn	Checked	Approved	Date
LL	DW	NC	20/10/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:17,500

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Drawing Number	Rev
60589004_ES_TA_005	0

566000 567000 568000 569000 570000 571000

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Sunnica East Site A

Sunnica East Site B

A11 North

A11 South (for the A14)

A B C D E F G H I J K

0 500 1,000m

N

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LEGEND

The Order limits

Indicative Construction Zone

- Sunnica East 1 - 12 Months
- Sunnica East 2 - 24 Months
- Sunnica East 3 - 24 Months
- Sunnica East 4 - 9 Months
- Sunnica East 5 - 13 Months
- Sunnica East 6 - 12 Months

Access Point

- Primary Access: Construction, Operation and Decommissioning
- Crane Access: Construction, Decommissioning and for Emergency Vehicles in Operation Only
- Secondary Access: Construction and Decommissioning Only
- Secondary Access: Construction, Operation and Decommissioning
- Secondary Access: Construction, Operation and Decommissioning (Not for HGV)
- Secondary Access: Construction, Decommissioning and for Emergency Vehicles in Operation Only
- Secondary Access: Operation only

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 6
SUNNICA EAST A AND B SITE ACCESS LOCATIONS

Drawn	Checked	Approved	Date
LL	DW	NC	20/10/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:18,000

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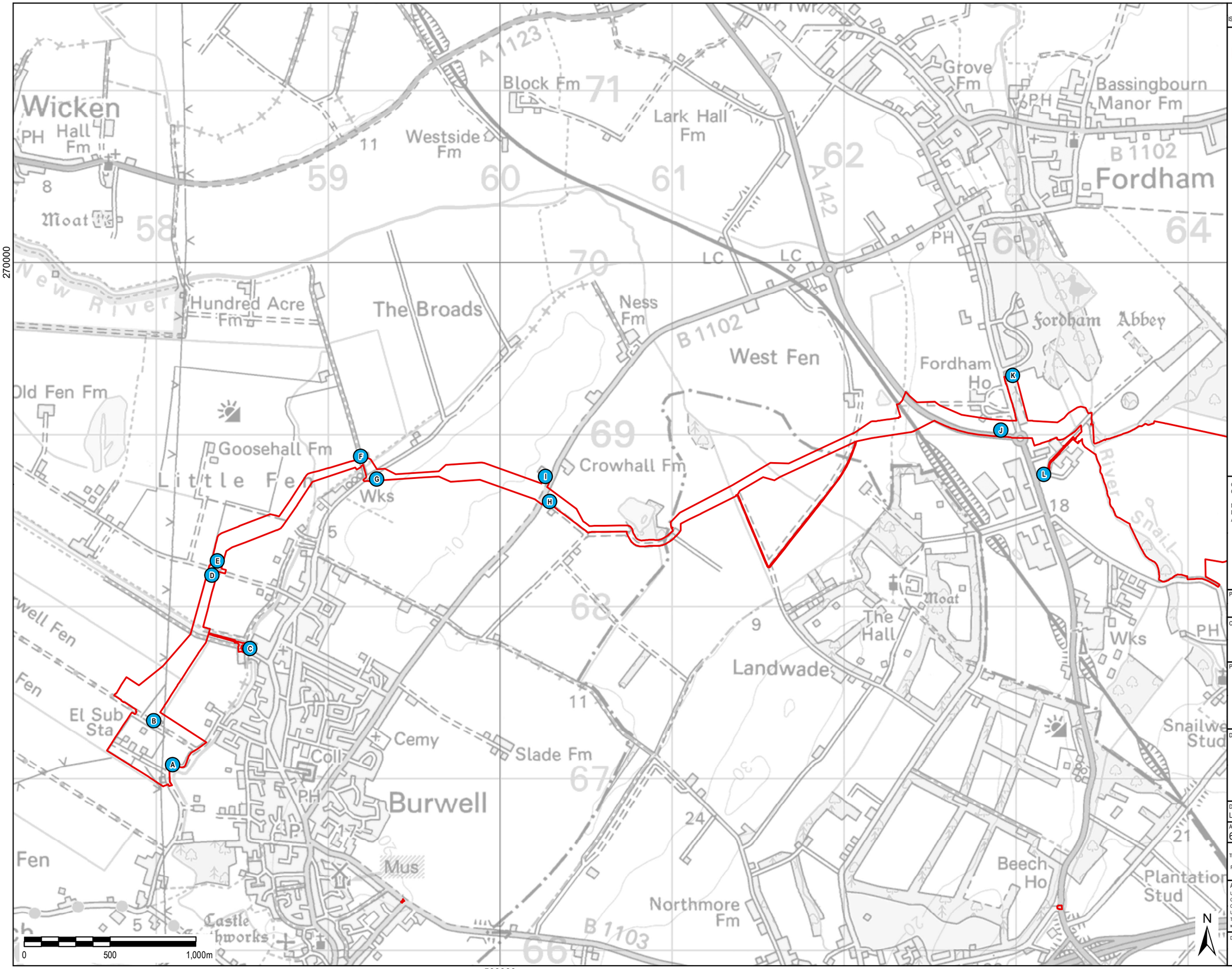

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LEGEND

- The Order limits
- Cable Route Site Access

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
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Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 7
CABLE ROUTE SITE ACCESS LOCATIONS 1

Drawn	Checked	Approved	Date
LL	DW	NC	20/10/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:20,000

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LEGEND

The Order limits

Cable Route Site Access

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
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Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 8
CABLE ROUTE SITE
ACCESS LOCATIONS 2

Drawn	Checked	Approved	Date
LL	DW	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:20,000

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60589004_ES_TA_008	0

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LEGEND

The Order limits

Cable Route Site Access

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 9
CABLE ROUTE SITE
ACCESS LOCATIONS 3

Drawn	Checked	Approved	Date
LL	DW	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:20,000

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Drawing Number	Rev
60589004_ES_TA_009	0

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LEGEND

The Order limits

Cable Route Site Access

NOTE:
Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title

Drawing Title
FIGURE 10
CABLE ROUTE SITE ACCESS LOCATIONS 4

Drawn	Checked	Approved	Date
LL	DW	NC	07/07/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:20,000

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Drawing Number
60589004_ES_TA_010

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W-398/026/0
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W-398/004/0
W-398/003/0
W-398/030/0
W-398/002/0
W-398/001/0
W-398/030/0
W-398/030/0
136/3
136/2
136/4
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136/19
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W-578/004/0
W-578/002/0
W-578/003/0
W-578/007/0
W-128/002/0
W-128/001/0
W-578/006/0
W-128/007/0
W-257/007/0
W-257/002/X
W-257/002/0
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W-257/008/0
W-257/010/0
W-585/005/0
W-257/003/0
W-257/006/0
W-585/007/0
92/21
92/16
92/19
49/3
49/2
49/1
49/7
49/9
W-257/004/0
W-312/004/0
137/3
137/2
35/10
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35/11
35/3
35/6
35/6
35/7
35/12
35/14
35/15
35/13
35/42
35/41
35/7B
35/17
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35/29
W-411/019/0
W-411/023/0
W-411/027/0
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W-411/022/0
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204/3
204/5

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LEGEND

- The Order limits
- Public Highway within Scheme
- Existing Public Right of Way
- Potential Provision of Permissive Route

NOTE:
Public highways run through the Sunnica East Site, which are not part of the site boundary. These have been digitised based on the 1:1250 scale OS Mastermap.

Document Reference: EN010106/APP/6.3
APFP Regulation: 5(2)(a)

Purpose of Issue
FOR DCO SUBMISSION

Client
SUNNICA LTD

Project Title
sunnica energy farm

Drawing Title
FIGURE 11
PUBLIC RIGHTS OF WAY POST-CONSTRUCTION

Drawn	Checked	Approved	Date
LL	DW	NC	20/10/2021

AECOM Internal Project No.	Scale @ A3
60589004	1:50,000

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60589004_ES_TA_011

Rev
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Annex B Bus and Train Timetables

Isleham - Fordham - Newmarket 203

	Monday to Friday (Except Bank Holidays)		Saturday	
Operator	LOR	LOR	LOR	LOR
Service Restrictions	Tu	Tu		
Isleham, Kennedy Road (opp)	0930	–	0930	–
Isleham, Sparkes Close (nr)	0933	–	0933	–
Isleham, Robins Close (nr)	0937	–	0937	–
Fordham, Isleham Road (o/s 38)	0939	–	0939	–
Fordham, Mill Lane (opp)	0941	–	0941	–
Fordham, River Lane (opp)	|	1003	|	1003
Fordham, New Path (opp)	|	1005	|	1005
Fordham, Eldith Avenue (opp)	|	1008	|	1008
Chippenham, Palace Lane (opp)	|	1011	|	1011
Snailwell, Green (opp)	|	1016	|	1016
Newmarket, St Felix School (opp)	0946	|	0946	|
Newmarket, Tesco (W-bound)	|	1019	|	1019
Newmarket, Hospital (adj)	|	1024	|	1024
Newmarket, The Guineas Bus Station (Bay 2)	0948	1026	0948	1026
Newmarket, Hospital (opp)	0950	–	0950	–
Newmarket, Tesco (E-bound)	0955	–	0955	–

NOTES
Tu Operates on Tuesdays

OPERATORS
LOR Lords Travel 01353 771362

Sunday
no service

Suffolk 18/04/2015

Newmarket - Fordham - Isleham 203

	Monday to Friday (Except Bank Holidays)		Saturday	
Operator	LOR	LOR	LOR	LOR
Service Restrictions	Tu	Tu		
Newmarket, Tesco (W-bound)	–	1305	–	1305
Newmarket, Hospital (adj)	–	1310	–	1310
Newmarket, The Guineas Bus Station (Bay 2)	1220	1312	1220	1312
Newmarket, St Felix School (o/s)	|	1314	|	1314
Newmarket, Hospital (opp)	1222	|	1222	|
Newmarket, Tesco (E-bound)	1227	|	1227	|
Snailwell, Green (nr)	|	1317	|	1317
Chippenham, Palace Lane (nr)	|	1322	|	1322
Fordham, Eldith Avenue (nr)	|	1325	|	1325
Fordham, New Path (nr)	|	1328	|	1328
Fordham, River Lane (nr)	|	1330	|	1330
Fordham, Mill Lane (nr)	1232	–	1232	–
Fordham, Isleham Road (opp 38)	1234	–	1234	–
Isleham, Robins Close (opp)	1236	–	1236	–
Isleham, Kennedy Road (opp)	1240	–	1240	–
Isleham, Sparkes Close (nr)	1243	–	1243	–

NOTES
Tu Operates on Tuesdays

OPERATORS
LOR Lords Travel 01353 771362

Sunday
no service

Suffolk 18/04/2015

Newmarket - Snailwell - Isleham 204

	Monday to Friday (Except Bank Holidays)
Operator	STC
Notes [12]	
Newmarket, The Guineas Bus Station (Bay 1)	1825
Newmarket, Tesco (adj)	1830
Snailwell, Green (nr)	1836
Chippenham, Palace Lane (nr)	1841
Isleham, Kennedy Road (opp)	1846

Saturday	Sunday
no service	no service

NOTES
12 Sponsored by Cambridgeshire County Council

OPERATORS
STC Star Cabs 01440 712712

Suffolk 23/11/2020

Isleham - Snailwell - Newmarket 204

	Monday to Friday (Except Bank Holidays)
Operator	STC
Notes [12]	
Isleham, Kennedy Road (opp)	0653
Chippenham, Palace Lane (opp)	0659
Snailwell, Green (opp)	0704
Newmarket, Tesco Car Park (opp)	0710
Newmarket, The Guineas Bus Station (Bay 1)	0715

Saturday	Sunday
no service	no service

NOTES
12 Sponsored by Cambridgeshire County Council

OPERATORS
STC Star Cabs 01440 712712

Suffolk 23/11/2020

Lakenheath - Mildenhall - Bury St Edmunds

		Monday to Friday (Except Bank Holidays)		Saturday	Sunday	Spring Bank Holiday
Operator		MU	MU			
Service Restrictions		Sch	ColSch			
Lakenheath, Post Box (opp)		–	0723	no service	no service	no service
Lakenheath, Post Office (opp)		–	0725			
Eriswell, Lords Walk (adj)		–	0731			
Eriswell, Sparks Farm (opp)		–	0733			
Holywell Row, Holywell Farm (W-bound)		–	0735			
Beck Row, Parkside (adj)		–	0738			
Beck Row, Rose & Crown (o/s)		–	0739			
Mildenhall, Bus Station (Stand A)	arr	–	0748			
Mildenhall, Bus Station (Stand A)	dep	0715	0750			
Mildenhall, Lark Road (opp)		|	0752			
Worlington, Walnut Tree (adj)		0725	|			
Worlington, Walnut Grove (adj)		0728	|			
Freckenham, Elms Road (adj)		0731	|			
Red Lodge, Horseshoe Drive (adj)		0735	|			
Red Lodge, The Birches (opp)		0738	|			
Herringswell, Memorial (opp)		0742	|			
Tuddenham, White Hart (opp)		0747	0758			
Cavenham, Post Office (adj)		0751	0802			
Risby, Green (E-bound)		0756	0807			
Risby, Giles Way (adj)		0800	0808			
Horringer Court, School (o/s)		0820	|			
Westley Estate, Westley School (N-bound)		0830	|			
Bury St Edmunds, St Benedicts Catholic School (o/s)		0840	0824			
Bury St Edmunds, West Suffolk College (adj)		0845	0834			
Bury St Edmunds, St Louis School (adj)		0850	|			
Bury St Edmunds, Bus Station (Stand 3)		0855	0838			

Summer Bank Holiday
no service

NOTES

Col West Suffolk College Days Only

Sch School Days Only

OPERATORS

MU Mulleys Motorways 01359 230234

Bury St Edmunds - Lakenheath - Mildenhall

	Monday to Friday (Except Bank Holidays)		Saturday	Sunday	Spring Bank Holiday
Operator	MU	MU			
Service Restrictions	Sch	Col			
			no service	no service	no service
Horringer Court, School (o/s)	1525	–			
Bury St Edmunds, St Louis School (adj)	1540	–			
Bury St Edmunds, St Benedicts Catholic School (o/s)	1555	–			
Bury St Edmunds, Bus Station (Stand 4)	|	1645			
Bury St Edmunds, West Suffolk College (opp)	|	1648			
Risby, Giles Way (opp)	1608	1657			
Risby, Green (W-bound)	1610	1658			
Cavenham, Post Office (opp)	1617	1704			
Tuddenham, White Hart (o/s)	1621	1707			
Herringswell, Memorial (adj)	1626	1711			
Red Lodge, The Birches (adj)	1630	1716			
Red Lodge, Horseshoe Drive (opp)	1632	1717			
Mildenhall, Lark Road (adj)	|	1722			
Freckenham, Elms Road (opp)	1637	|			
Worlington, War Memorial (opp)	1640	|			
Worlington, Walnut Tree (E-bound)	1643	|			
Mildenhall, Bus Station (Stand A) arr	1653	1724			
Mildenhall, Bus Station (Stand A) dep	–	1725			
West Row, Neve Gardens (opp)	–	1735			
West Row, Blenheim Close (adj)	–	1739			
Beck Row, Rose & Crown (opp)	–	1746			
Holywell Row, Holywell Farm (N-bound)	–	1750			
Eriswell, Sparks Farm (adj)	–	1752			
Eriswell, Lords Walk (opp)	–	1754			
Lakenheath, Highfields (opp 12)	–	1800			
Lakenheath, Post Box (o/s)	–	1802			

Summer Bank Holiday
no service

NOTES

Col West Suffolk College Days Only

Sch School Days Only

OPERATORS

MU Mulleys Motorways 01359 230234

Bury St Edmunds - Red Lodge - Mildenhall - West Row 357/358

	Monday to Friday (Except Bank Holidays)							Saturday				
Service	357	358	357	358	357	358	357	358	357	358	357	358
Operator	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU
Service Restrictions	Col											
Notes	1	1	1	1	1	1	1	1	1	1	1	1
Bury St Edmunds, Bus Station (Stand 4)	–	–	1035	–	1325	–	1735	–	1035	–	1325	–
Bury St Edmunds, Springfield Road (opp)	–	–	1038	–	1328	–	1738	–	1038	–	1328	–
Risby, Giles Way (opp)	–	–	1045	–	1335	–	1746	–	1045	–	1335	–
Risby, Green (N-bound)	–	–	1048	–	1338	–	1747	–	1048	–	1338	–
Cavenham, Post Office (opp)	0755	–	1055	–	1345	–	s1754	–	1055	–	1345	–
Tuddenham, The Green (opp)	0758	–	1057	–	1347	–	s1756	–	1057	–	1347	–
Herringswell, Memorial (adj)	0807	–	1102	–	1352	–	s1801	–	1102	–	1352	–
Red Lodge, The Birches (adj)	0810	–	1105	–	1355	–	–	–	1105	–	1355	–
Red Lodge, Horseshoe Drive (opp)	|	–	1108	–	1358	–	–	–	1108	–	1358	–
Freckenham, Elms Road (opp)	|	–	1113	–	1403	–	–	–	1113	–	1403	–
Worlington, Walnut Tree (E-bound)	|	–	1119	–	1409	–	–	–	1119	–	1409	–
Red Lodge, Thistle Way (opp)	0811	–	|	–	|	–	–	–	|	–	|	–
Barton Mills, Bull Inn (opp)	0821	–	|	–	|	–	–	–	|	–	|	–
Mildenhall, College of Technology (o/s)	0829	–	|	–	|	–	–	–	|	–	|	–
Mildenhall, Bus Station (Stand B)	0835	0920	1125	1130	1415	1430	–	0920	1125	1130	1415	1430
Mildenhall, Clare Close (opp)	–	|	–	1135	–	1435	–	|	–	1135	–	1435
West Row, Blenheim Close (opp)	–	0926	–	1141	–	1441	–	0926	–	1141	–	1441
West Row, Neve Gardens (adj)	–	0929	–	1144	–	1444	–	0929	–	1144	–	1444

Sunday	Spring Bank Holiday	Summer Bank Holiday
no service	no service	no service

NOTES
Col Operates when Mildenhall College is open
1 Sponsored by Suffolk County Council
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OPERATORS
MU Mulleys Motorways 01359 230234

Suffolk 24/06/2019

West Row - Mildenhall - Red Londge - Bury St Edmunds 357/358

	Monday to Friday (Except Bank Holidays)						Saturday				
Service	358	357	358	357	358	357	358	357	358	357	358
Operator	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU	MU
Service Restrictions						Col					
Notes	1	1	1	1	1	1	1	1	1	1	1
West Row, Blenheim Close (opp)	0926	–	1141	–	1441	–	0926	–	1141	–	1441
West Row, Neve Gardens (adj)	0929	–	1144	–	1444	–	0929	–	1144	–	1444
Mildenhall, Clare Close (opp)	0934	–	1150	–	1450	–	0934	–	1150	–	1450
Mildenhall, College of Technology (o/s)	|	–	|	–	|	1548	|	–	|	–	|
Mildenhall, Bus Station (Stand B)	|	0940	|	1230	|	1550	|	0940	|	1230	|
Mildenhall, Bus Station (Stand A)	0939	|	1155	|	1455	|	0939	|	1155	|	1455
Barton Mills, Bull Inn (opp)	–	|	–	|	–	1556	–	|	–	|	–
Red Lodge, Thistle Way (adj)	–	|	–	|	–	1604	–	|	–	|	–
Red Lodge, Ash Court (adj)	–	|	–	|	–	1605	–	|	–	|	–
Worlington, Walnut Tree (adj)	–	0946	–	1236	–	|	–	0946	–	1236	–
Freckenham, Elms Road (adj)	–	0952	–	1242	–	|	–	0952	–	1242	–
Red Lodge, Horseshoe Drive (adj)	–	0957	–	1247	–	|	–	0957	–	1247	–
Red Lodge, The Birches (opp)	–	0959	–	1249	–	1606	–	0959	–	1249	–
Herringswell, Memorial (opp)	–	1003	–	1253	–	1610	–	1003	–	1253	–
Tuddenham, The Green (adj)	–	1008	–	1258	–	1621	–	1008	–	1258	–
Cavenham, Post Office (adj)	–	1011	–	1301	–	1627	–	1011	–	1301	–
Newmarket, The Guineas Bus Station (Bay 1)	–	|	–	|	–	1649	–	|	–	|	–
Newmarket, Railway Station (opp)	–	|	–	|	–	1654	–	|	–	|	–
Risby, Green (S-bound)	–	1016	–	1306	–	–	–	1016	–	1306	–
Risby, Giles Way (adj)	–	1017	–	1307	–	–	–	1017	–	1307	–
Bury St Edmunds, West Suffolk College (adj)	–	1028	–	1318	–	–	–	1028	–	1318	–
Bury St Edmunds, Bus Station (Stand 4)	–	1031	–	1321	–	–	–	1031	–	1321	–

Sunday	Spring Bank Holiday	Summer Bank Holiday
no service	no service	no service

NOTES
Col Operates when Mildenhall College is open
1 Sponsored by Suffolk County Council

OPERATORS
MU Mulleys Motorways 01359 230234

Suffolk 24/06/2019

Newmarket - Mildenhall - Bury St Edmunds

16/16A

Monday to Friday (Except Bank Holidays)

Service	16	16A	16	16	16	16	16	16	16	16	16	16	16
Operator	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST
Service Restrictions		Sch	NSch	Sch	NSch								
Notes						0		0			0		
Newmarket, The Guineas Bus Station (Bay 1)	0635	0700	0700	0750	0750	0920	1010	1110	1210	1310	1410	1635	1710
Moulton, Crossroads (E-bound)	0643	0708	0710	0758	0800	0930	1020	1120	1220	1320	1420	1643	1718
Kentford, Post Office (opp)	0645	0711	0712	0800	0802	0932	1022	1122	1222	1322	1422	1645	1720
Kennett, Railway Station (nr)	0646	0713	0714	0801	0804	0934	1024	1124	1224	1324	1424	1646	1721
Red Lodge, Horseshoe Drive (adj)	0652	0721	0719	0807	0809	0939	1029	1129	1229	1329	1429	1652	1727
Red Lodge, Laurel Close (adj)	0654	0724	0722	0810	0812	0942	1032	1132	1232	1332	1432	1654	1729
Red Lodge, Ash Court (opp)	0656	0728	0724	0812	0814	0944	1034	1134	1234	1334	1434	1656	1731
Red Lodge, Thistle Way (opp)	0658	0731	0726	0815	0816	0946	1036	1136	1236	1336	1436	1658	1733
Worlington, Walnut Tree (N-bound)	0704	0737	0732	0822	0822	0952	1042	1142	1242	1342	1442	1704	1739
Mildenhall, Mildenhall Hub (adj)				0827									
Mildenhall, Bus Station (Stand A)	0710	0742	0740	0840	0830	1000	1050	1150	1250	1350	1450	1710	1745
Mildenhall, Clare Close (opp)		0747											
Mildenhall, College Academy (o/s)				0848									
Icklingham, Red Lion (opp)	0719	0757	0749	0854	0839	1009	1059	1159	1259	1359	1459	1719	1754
Lackford, Bus Shelter (o/s)	0723		0753	0858	0843	1013	1103	1203	1303	1403	1503	1723	1758
Flempton, Church (adj)	0726		0756	0901	0846	1016	1106	1206	1306	1406	1506	1726	1801
Hengrave, Bus Shelter (o/s)	0728		0758	0903	0848	1018	1108	1208	1308	1408	1508	1728	1803
Fornham All Saints, The Green (adj)	0730		0800	0905	0850	1020	1110	1210	1310	1410	1510	1730	1805
Culford, School (opp)		0808											
Fornham St Genevieve, Oak Close (opp)	0732	0817	0802	0907	0852	1022	1112	1212	1312	1412	1512	1732	1807
Bury St Edmunds, Railway Station (opp)	0738		0808	0913	0858	1028	1118	1218	1318	1418	1518	1738	1813
Bury St Edmunds, St Benedicts Catholic School (o/s)		0826											
Westley Estate, Westley School (opp)		0835											
Bury St Edmunds, West Suffolk College (adj)		0838											
Bury St Edmunds, Bus Station (Stand 3)	0740	0845	0810	0915	0900	1030	1120	1220	1320	1420	1520	1740	1815

Saturday

Service	16	16	16	16	16	16	16	16
Operator	ST	ST	ST	ST	ST	ST	ST	ST
Notes	0	0		0	0	0		0
Newmarket, The Guineas Bus Station (Bay 1)	0810	every 60 mins.	1110	1210	1310	1410	1510	1610	1710
Moulton, Crossroads (E-bound)	0818		1118	1218	1318	1418	1518	1618	1718
Kentford, Post Office (opp)	0821		1121	1221	1321	1421	1521	1621	1721
Kennett, Railway Station (nr)	0823		1123	1223	1323	1423	1523	1623	1723
Red Lodge, Horseshoe Drive (adj)	0829		1129	1229	1329	1429	1529	1629	1729
Red Lodge, Laurel Close (adj)	0832		1132	1232	1332	1432	1532	1632	1732
Red Lodge, Ash Court (opp)	0834		1134	1234	1334	1434	1534	1634	1734
Red Lodge, Thistle Way (opp)	0836		1136	1236	1336	1436	1536	1636	1736
Worlington, Walnut Tree (N-bound)	0842		1142	1242	1342	1442	1542	1642	1742
Mildenhall, Mildenhall Hub (adj)									
Mildenhall, Bus Station (Stand A)	0850		1150	1250	1350	1450	1550	1650	1750
Mildenhall, Clare Close (opp)									
Mildenhall, College Academy (o/s)									
Icklingham, Red Lion (opp)	0859		1159	1259	1359	1459	1559	1659	1759
Lackford, Bus Shelter (o/s)	0903		1203	1303	1403	1503	1603	1703	1803
Flempton, Church (adj)	0906		1206	1306	1406	1506	1606	1706	1806
Hengrave, Bus Shelter (o/s)	0908		1208	1308	1408	1508	1608	1708	1808
Fornham All Saints, The Green (adj)	0910		1210	1310	1410	1510	1610	1710	1810
Culford, School (opp)									
Fornham St Genevieve, Oak Close (opp)	0912		1212	1312	1412	1512	1612	1712	1812
Bury St Edmunds, Railway Station (opp)	0918		1218	1318	1418	1518	1618	1718	1818
Bury St Edmunds, St Benedicts Catholic School (o/s)									
Westley Estate, Westley School (opp)									
Bury St Edmunds, West Suffolk College (adj)									
Bury St Edmunds, Bus Station (Stand 3)	0920		1220	1320	1420	1520	1620	1720	1820

Sunday

no service

NOTES

NSch Not School Days

Sch School Days Only

0 Part sponsored by Suffolk County Council

OPERATORS

ST Stephensons of Essex 01440 704583

Bury St Edmunds - Mildenhall - Newmarket

16/16A

Monday to Friday (Except Bank Holidays)

Service	16	16	16	16	16	16	16	16	16	16	16A	16	16
Operator	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST
Service Restrictions								NSch	Sch	NSch	Sch		
Notes	1		0			0							
Bury St Edmunds, Bus Station (Stand 3)	–	0900	0950	1050	1150	1250	1350	1505	1505	1550	1550	1650	1750
Bury St Edmunds, West Suffolk College (opp)	–										1553		
Westley Estate, Westley School (N-bound)	–										1556		
Bury St Edmunds, St Benedicts Catholic School (o/s)	–										1602		
Bury St Edmunds, Railway Station (adj)	–	0902	0952	1052	1152	1252	1352	1507	1507	1552		1652	1752
Fornham St Genevieve, Oak Close (adj)	–	0908	0958	1058	1158	1258	1358	1513	1513	1558	1606	1658	1758
Culford, School (o/s)	–										1612		
Fornham All Saints, The Green (opp)	–	0910	1000	1100	1200	1300	1400	1515	1515	1600		1700	1800
Hengrave, Bus Shelter (opp)	–	0912	1002	1102	1202	1302	1402	1517	1517	1602		1702	1802
Flempton, Church (opp)	–	0914	1004	1104	1204	1304	1404	1519	1519	1604		1704	1804
Lackford, Bus Shelter (opp)	–	0917	1007	1107	1207	1307	1407	1522	1522	1607		1707	1807
Icklingham, Red Lion (adj)	–	0921	1011	1111	1211	1311	1411	1526	1526	1611	1623	1711	1811
Mildenhall, College Academy (o/s)	–								1540				
Mildenhall, Clare Close (adj)	–										1630		
Mildenhall, Bus Station (Stand C)	0655	0932	1022	1122	1222	1322	1422	1537		1622	1635	1722	1822
Mildenhall, Mildenhall Hub (adj)									1548				
Worlington, Walnut Tree (S-bound)	0700	0936	1026	1126	1226	1326	1426	1541	1552	1626	1639	1726	1826
Red Lodge, Thistle Way (adj)	0707	0942	1032	1132	1232	1332	1432	1547	1558	1632	1645	1732	1832
Red Lodge, Ash Court (adj)	0709	0944	1034	1134	1234	1334	1434	1549	1600	1634	1647	1734	1834
Red Lodge, Laurel Close (opp)	0711	0946	1036	1136	1236	1336	1436	1551	1602	1636	1649	1736	1836
Red Lodge, Horseshoe Drive (opp)	0713	0948	1038	1138	1238	1338	1438	1553	1604	1638	1651	1738	1838
Kennett, Railway Station (opp)	0719	0954	1044	1144	1244	1344	1444	1559	1610	1644	1657	1744	1844
Kentford, Post Office (adj)	0720	0955	1045	1145	1245	1345	1445	1600	1611	1645	1658	1745	1845
Moulton, Crossroads (W-bound)	0722	0957	1047	1147	1247	1347	1447	1602	1613	1647	1700	1747	1847
Newmarket, The Guineas Bus Station (Bay 1)	0735	1005	1055	1155	1255	1355	1455	1610	1621	1655	1708	1755	1855

Saturday

Service	16	16	16	16	16	16	16	16	16	16
Operator	ST	ST	ST	ST	ST	ST	ST	ST	ST	ST
Notes	1	0	0		0	0	0		0	0
Bury St Edmunds, Bus Station (Stand 3)	–	0850	0950	1050	1150	1250	1350	1450	1550	1650
Bury St Edmunds, West Suffolk College (opp)	–									
Westley Estate, Westley School (N-bound)	–									
Bury St Edmunds, St Benedicts Catholic School (o/s)	–									
Bury St Edmunds, Railway Station (adj)	–	0852	0952	1052	1152	1252	1352	1452	1552	1652
Fornham St Genevieve, Oak Close (adj)	–	0858	0958	1058	1158	1258	1358	1458	1558	1658
Culford, School (o/s)	–									
Fornham All Saints, The Green (opp)	–	0900	1000	1100	1200	1300	1400	1500	1600	1700
Hengrave, Bus Shelter (opp)	–	0902	1002	1102	1202	1302	1402	1502	1602	1702
Flempton, Church (opp)	–	0904	1004	1104	1204	1304	1404	1504	1604	1704
Lackford, Bus Shelter (opp)	–	0907	1007	1107	1207	1307	1407	1507	1607	1707
Icklingham, Red Lion (adj)	–	0911	1011	1111	1211	1311	1411	1511	1611	1711
Mildenhall, College Academy (o/s)	–									
Mildenhall, Clare Close (adj)	–									
Mildenhall, Bus Station (Stand C)	0820	0922	1022	1122	1222	1322	1422	1522	1622	1722
Mildenhall, Mildenhall Hub (adj)										
Worlington, Walnut Tree (S-bound)	0825	0927	1027	1127	1227	1327	1427	1527	1627	1727
Red Lodge, Thistle Way (adj)	0829	0931	1031	1131	1231	1331	1431	1531	1631	1731
Red Lodge, Ash Court (adj)	0831	0933	1033	1133	1233	1333	1433	1533	1633	1733
Red Lodge, Laurel Close (opp)	0833	0935	1035	1135	1235	1335	1435	1535	1635	1735
Red Lodge, Horseshoe Drive (opp)	0835	0937	1037	1137	1237	1337	1437	1537	1637	1737
Kennett, Railway Station (opp)	0841	0943	1043	1143	1243	1343	1443	1543	1643	1743
Kentford, Post Office (adj)	0843	0945	1045	1145	1245	1345	1445	1545	1645	1745
Moulton, Crossroads (W-bound)	0845	0947	1047	1147	1247	1347	1447	1547	1647	1747
Newmarket, The Guineas Bus Station (Bay 1)	0855	0957	1057	1157	1257	1357	1457	1557	1657	1757

Sunday

no service

NOTES

NSch Not School Days

Sch School Days Only

0 Part sponsored by Suffolk County Council

1 Sponsored by Suffolk County Council

OPERATORS

ST Stephensons of Essex 01440 704583

7

Train timetable

Valid from 16 May 2021

Ipswich to Cambridge and Peterborough

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7

Notes and Symbols

Bold Times in bold are direct services operated by Greater Anglia
Italic Times in italics are connecting train services with one change of train. Other connections may be available with further changes

0640 For the comfort and safety of all passengers, only folded cycles can be accommodated during busy times. Trains that these conditions apply to are highlighted throughout this timetable

All of our services are now WiFi enabled

PlusBus operates from this station
Connections with Ferry services
Interchange with London Underground

a Arrival time
b 13 September to 10 December departs 0748
c 17 May to 10 September arrives Manningtree 2136 and Colchester 2146
d Departure time

A Service runs 16 May to 12 September

All services are operated by Greater Anglia unless otherwise shown

For details of connecting services to or from London Liverpool Street and Colchester (by changing at Ipswich) please see Timetable 2

For details of connecting services to or from Harwich International (by changing at Ipswich and Manningtree) please see Timetables 2 and 5

Whilst every care has been taken in the production of this timetable, Greater Anglia can not be held liable for any errors or omissions contained within.

Useful Contacts

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For all enquiries about Greater Anglia including season tickets, information and bank holiday services contact the Greater Anglia Customer Contact Centre:
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Or email: assistedtravel@greateranglia.co.uk

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Or email: lostproperty@greateranglia.co.uk

Website – greateranglia.co.uk

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Ipswich to Cambridge and Peterborough

Mondays to Fridays

Colchester	d		0540																									
Harwich Int.	d						0745b																					
Manningtree	d		0549																									
Ipswich	d	0510	0600	0618	0654	0801	0821	0920	1001	1020	1120	1156	1220	1320	1358	1420	1520	1600	1620	1720	1742	1817	1913	2001	2021	2120	2221	
Needham Market	d	0517		0627	0703		0829	0929		1029	1129		1229	1329		1429	1529		1629	1729	1750	1826	1922		2030	2128	2229	
Stowmarket	d	0522	0612	0633	0709	0812	0835	0938	1013	1035	1135	1207	1235	1335	1409	1435	1535	1612	1635	1735	1755	1832	1928	2013	2036	2133	2235	
Elmswell	d	0531		0642	0717		0844	0946		1043	1143		1243	1343		1443	1543		1643	1743	1804	1840	1936		2044	2142	2244	
Thurston	d	0536		0647	0723		0850	0952		1049	1149		1249	1349		1449	1549		1649	1749	1810	1846	1942		2050	2148	2250	
Bury St Edmunds	a	0543	0628	0654	0729	0829	0856	0958	1029	1055	1155	1224	1255	1355	1427	1455	1555	1629	1655	1755	1817	1852	1948	2029	2057	2155	2257	
Bury St Edmunds	d	0543	0629	0654	0733	0830	0858	1000	1030	1057	1157	1228	1257	1357	1428	1457	1557	1629	1657	1757	1825	1857	1957	2030	2057	2156		
Kennett	d	0554		0705	0743			1010			1208			1407			1607		1707	1810	1836		2007			2208		
Newmarket	d	0602		0714	0752		0918	1020		1118	1219		1318	1419		1518	1619		1719	1819		1918	2019		2118	2220		
Dullingham	d	0608		0719	0800		0923			1123			1323			1523						1923			2123	2225		
Cambridge	a	0627		0739	0819		0942	1042		1142	1241		1342	1441		1541	1641		1742	1841		1941	2042		2142	2242		
Ely	a		0657			0859			1058			1258			1458			1658			1857			2059				
Ely	d		0658			0859			1058			1258			1459			1658			1858			2100				
Manea	d		0708			0910			1109			1309			1510			1709			1909			2109				
March	d		0716			0918			1117			1317			1517			1717			1917			2118				
Whittlesea	d		0727			0929			1128			1328			1529			1728			1928			2129				
Peterborough	a		0738			0940			1139			1339			1540			1739			1939			2139				

Saturdays

Colchester	d		0540																									
Harwich Int.	d						0750																					
Manningtree	d		0549																									
Ipswich	d	0510	0600	0619	0720	0758	0821	0920	0958	1020	1120	1200	1220	1320	1402	1420	1520	1558	1620	1720	1758	1820	1920	2000	2020	2117	2219	
Needham Market	d	0519		0627	0729		0829	0929		1029	1129		1229	1329		1429	1529		1629	1729		1829	1929		2029	2127	2229	
Stowmarket	d	0525	0612	0633	0735	0809	0835	0935	1009	1035	1135	1211	1235	1335	1412	1435	1535	1609	1635	1735	1809	1835	1935	2011	2035	2133	2235	
Elmswell	d	0533		0641	0743		0844	0943		1043	1143		1243	1343		1444	1543		1643	1743		1843	1943		2043	2142	2244	
Thurston	d	0539		0647	0749		0850	0949		1049	1149		1249	1349		1450	1549		1649	1749		1849	1949		2049	2148	2250	
Bury St Edmunds	a	0546	0628	0653	0755	0825	0856	0955	1025	1055	1155	1228	1255	1355	1429	1456	1555	1625	1655	1755	1825	1855	1955	2027	2055	2155	2257	
Bury St Edmunds	d	0546	0629	0655	0757	0827	0857	0957	1027	1057	1157	1229	1257	1357	1430	1458	1557	1628	1657	1757	1828	1857	1957	2028	2057	2156		
Kennett	d	0557		0706	0807			1007			1210			1407			1607		1709	1807			2007			2207		
Newmarket	d	0606		0717	0819		0918	1019		1118	1219		1318	1419		1518	1619		1719	1819		1918	2019		2118	2219		
Dullingham	d	0611		0723	0824		0923			1123			1323			1523						1923			2123	2225		
Cambridge	a	0630		0740	0841		0940	1040		1140	1240		1340	1440		1541	1640		1740	1840		1940	2040		2140	2243		
Ely	a		0657			0857			1057			1258			1458			1658			1858			2057				
Ely	d		0658			0858			1058			1259			1458			1658			1858			2058				
Manea	d		0709			0909			1109			1310			1509			1709			1909			2109				
March	d		0717			0917			1117			1317			1517			1717			1917			2116				
Whittlesea	d		0728			0928			1128			1329			1528			1728			1928			2128				
Peterborough	a		0739			0939			1139			1339			1539			1739			1939			2138				

Sundays

			A																				
Colchester	d					0925																	
Harwich Int.	d				0850																		
Manningtree	d					0933																	
Ipswich	d	0736	0755	0820	0920	0955	1020	1120	1155	1220	1320	1355	1420	1520	1555	1620	1720	1755	1820	1920	2105		
Needham Market	d	0744		0828	0928		1028	1128		1228	1328		1428	1528		1628	1728		1828	1928	2113		
Stowmarket	d	0750	0807	0834	0934	1007	1034	1134	1207	1234	1334	1407	1434	1534	1607	1634	1734	1807	1834	1934	2119		
Elmswell	d	0758		0842	0942		1042	1142		1242	1342		1442	1542		1642	1742		1842	1943	2127		
Thurston	d	0804		0848	0948		1048	1148		1248	1348		1448	1548		1648	1748		1848	1948	2133		
Bury St Edmunds	a	0810	0823	0854	0954	1024	1054	1154	1224	1254	1354	1424	1454	1554	1624	1654	1754	1824	1854	1955	2139		
Bury St Edmunds	d	0811	0824	0857	0957	1025	1057	1157	1225	1257	1357	1425	1457	1557	1625	1657	1757	1825	1857	1957	2140		
Kennett	d	0821			1007			1207			1407			1607			1807			2007	2150		
Newmarket	d	0831		0915	1017		1116	1217		1316	1417		1516	1617		1716	1817		1916	2017	2200		
Dullingham	d	0836		0920			1121			1321			1521			1721			1921		2205		
Cambridge	a	0854		0939	1039		1139	1239		1339	1439		1539	1639		1739	1839		1939	2039	2224		
Ely	a		0851			1052			1252			1452			1652			1852					
Ely	d		0852			1052			1252			1452			1652			1852					
Manea	d		0903			1103			1303			1503			1703			1903					
March	d		0911			1111			1311			1511			1711			1911					
Whittlesea	d		0922			1122			1322			1522			1722			1922					
Peterborough	a		0933			1133			1333			1533			1733			1933					

0640 Cycle restrictions apply. See notes for details

For details of connecting services to or from London Liverpool Street and Colchester (by changing at Ipswich) please see Timetable 2

For details of connecting services to or from Harwich International (by changing at Ipswich and Manningtree) please see Timetables 2 and 5

For reference to notes, please see page 2

Peterborough and Cambridge to Ipswich

Mondays to Fridays

Peterborough	d					0750			0950			1150			1350			1550			1750			1950			2146	
Whittlesea	d					0758			0958			1158			1358			1558			1758			1958			2154	
March	d					0809			1009			1209			1409			1609			1809			2009			2205	
Manea	d					0817			1017			1217			1417			1617			1817			2017			2213	
Ely	a					0830			1031			1231			1431			1631			1831			2031			2226	
Ely	d					0831			1032			1232			1432			1631			1831			2032			2227	
Cambridge	d			0641	0744		0847	0947		1046	1146		1246	1347		1446	1546		1646	1746		1847	1947		2047	2147		2247
Dullingham	d				0800			1003			1202			1403			1602			1802			2003			2203		2303
Newmarket	d			0701	0805		0907	1008		1106	1207		1306	1408		1506	1607		1707	1807		1907	2008		2107	2208		2308
Kennett	d			0709			0915			1114			1314			1514			1715	1815		1915			2115			2316
Bury St Edmunds	a			0720	0823	0857	0926	1026	1058	1125	1225	1258	1325	1426	1458	1525	1625	1657	1726	1826	1857	1926	2026	2058	2126	2226	2253	2327
Bury St Edmunds	d	0530	0624	0723	0824	0857	0926	1026	1058	1125	1225	1258	1325	1426	1458	1525	1625	1658	1728	1827	1859	1926	2026	2058	2126	2226	2253	2328
Thurston	d	0536	0630	0730	0830		0932	1032		1131	1231		1331	1432		1531	1631		1734	1833		1932	2032		2132	2232		2334
Elmswell	d	0542	0636	0736	0836		0938	1038		1137	1237		1337	1438		1537	1637		1740	1839		1938	2038		2138	2238		2340
Stowmarket	d	0550	0645	0745	0845	0913	0948	1047	1114	1146	1246	1314	1346	1447	1514	1546	1646	1714	1748	1847	1915	1947	2047	2114	2147	2247	2309	2348
Needham Market	d	0555	0650	0750	0850		0953	1052		1151	1251		1351	1452		1551	1651		1753	1852		1952	2052		2152	2252		2353
Ipswich	a	0605	0701	0801	0903	0925	1004	1102	1128	1201	1301	1328	1401	1502	1528	1601	1701	1728	1803	1902	1928	2004	2102	2128	2202	2302	2321	0004
Manningtree	a																							2137c			2330	
Harwich Int.	a																						2130					
Colchester	a																							2151c			2340	

Saturdays

Peterborough	d				0750			0950			1150			1350			1550			1750			1950			2147	
Whittlesea	d				0758			0958			1158			1358			1559			1758			1958			2155	
March	d				0809			1009			1209			1409			1610			1809			2009			2206	
Manea	d				0817			1017			1217			1417			1617			1817			2017			2214	
Ely	a				0831			1031			1231			1431			1631			1831			2032			2227	
Ely	d				0832			1032			1232			1432			1632			1832			2032			2228	
Cambridge	d		0642	0747		0847	0947		1047	1147		1247	1347		1447	1547		1647	1747		1847	1947		2047	2147		2247
Dullingham	d			0803			1003			1203			1403			1603		1703	1803			2003			2203		2303
Newmarket	d		0702	0808		0907	1008		1107	1208		1307	1408		1507	1608		1708	1808		1907	2008		2107	2208		2308
Kennett	d		0710			0915			1115			1315			1515			1716	1816		1915			2115			2316
Bury St Edmunds	a		0723	0825	0858	0926	1025	1058	1126	1225	1258	1326	1425	1458	1526	1625	1658	1727	1827	1858	1926	2025	2058	2126	2225	2254	2329
Bury St Edmunds	d	0624	0723	0826	0858	0926	1026	1058	1126	1226	1258	1326	1426	1458	1526	1626	1658	1728	1828	1858	1926	2026	2058	2126	2226	2254	2329
Thurston	d	0630	0730	0832		0932	1032		1132	1232		1332	1432		1532	1632		1734	1834		1932	2032		2132	2232		2335
Elmswell	d	0636	0736	0838		0938	1038		1138	1238		1338	1438		1538	1638		1740	1840		1938	2038		2138	2238		2342
Stowmarket	d	0645	0745	0847	0914	0947	1047	1114	1147	1247	1314	1347	1447	1514	1547	1647	1714	1749	1849	1914	1947	2046	2114	2147	2246	2310	2351
Needham Market	d	0650	0750	0852		0952	1052		1152	1252		1352	1452		1552	1652		1754	1854		1952	2051		2152	2251		2356
Ipswich	a	0702	0802	0902	0926	1002	1102	1128	1202	1302	1326	1402	1502	1529	1602	1702	1728	1803	1903	1927	2001	2101	2128	2202	2303	2323	0006
Manningtree	a																						2137			2331	
Harwich Int.	a																					2129					
Colchester	a																						2148			2342	

Sundays

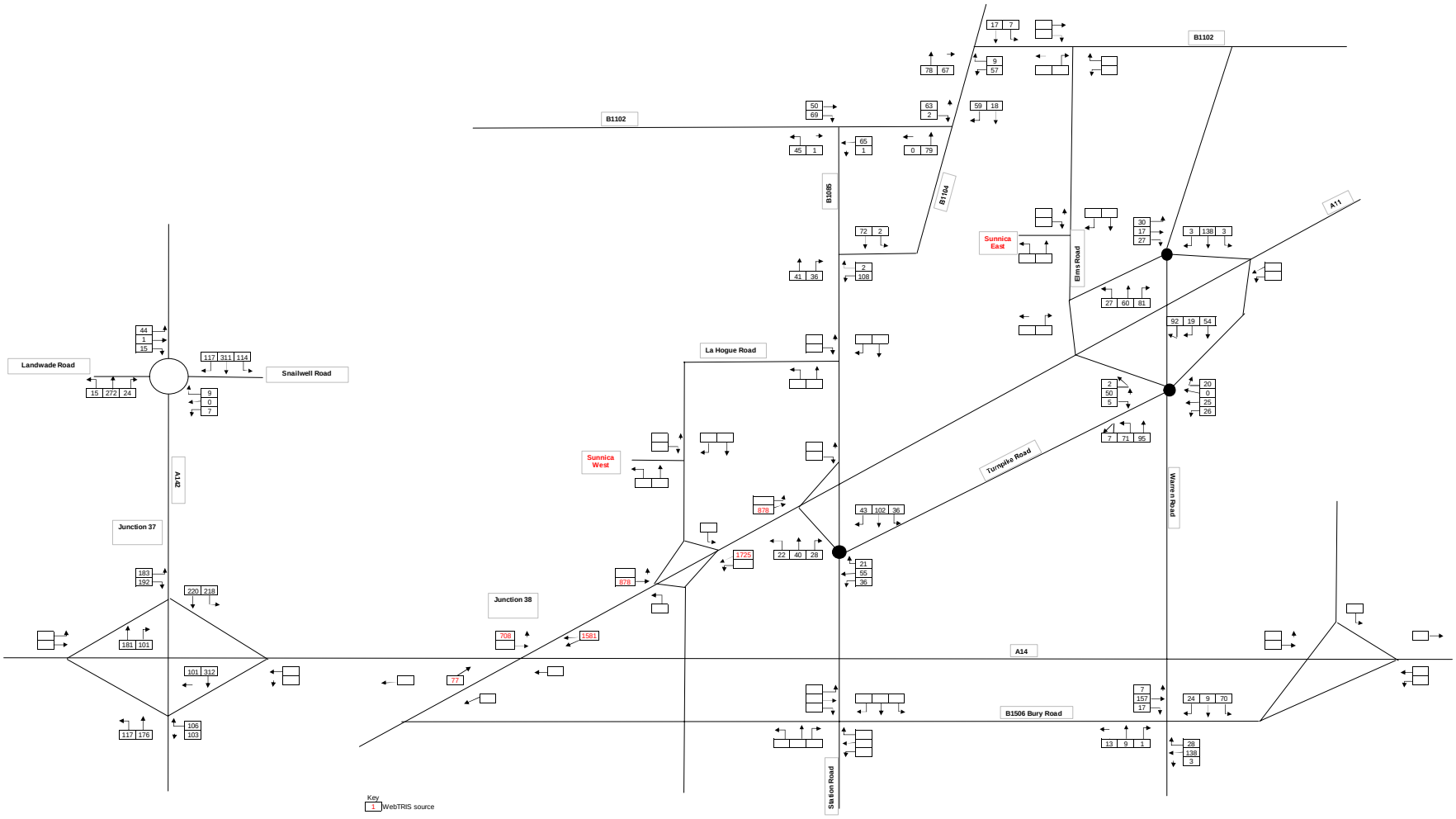
				A																	
Peterborough	d			0950			1144			1350			1544			1741			1945		
Whittlesea	d			0958			1152			1358			1552			1749			1953		
March	d			1009			1203			1409			1603			1800			2004		
Manea	d			1017			1211			1417			1611			1808			2011		
Ely	a			1031			1225			1431			1625			1822			2025		
Ely	d			1031			1228			1432			1628			1829			2027		
Cambridge	d	0900	0945		1045	1145		1245	1345		1445	1545		1645	1745		1845	1945		2045	2250
Dullingham	d	0921	1001			1201			1401			1601			1801			2001		2101	2306
Newmarket	d	0926	1006		1105	1206		1305	1406		1505	1606		1705	1806		1905	2006		2106	2311
Kennett	d	0934			1113			1313			1513			1713			1913			2114	2319
Bury St Edmunds	a	0945	1023	1057	1124	1223	1254	1324	1423	1458	1524	1623	1654	1724	1823	1855	1924	2023	2055	2125	2330
Bury St Edmunds	d	0946	1024	1058	1124	1224	1255	1324	1424	1458	1524	1624	1655	1724	1824	1855	1924	2024	2055	2126	2331
Thurston	d	0952	1030		1130	1230		1330	1430		1530	1630		1730	1830		1930	2030		2132	2337
Elmswell	d	0958	1036		1136	1236		1336	1436		1536	1636		1736	1836		1936	2036		2138	2343
Stowmarket	d	1007	1045	1114	1145	1245	1311	1345	1445	1514	1545	1645	1711	1745	1845	1911	1945	2046	2111	2147	2352
Needham Market	d	1012	1050		1150	1250		1350	1450		1550	1650		1750	1850		1950	2051		2151	2356
Ipswich	a	1023	1100	1126	1200	1300	1325	1400	1500	1527	1600	1700	1725	1800	1900	1925	2000	2103	2125	2202	0007
Manningtree	a															1934			2134		
Harwich Int.	a																	2128			
Colchester	a															1944			2144		

For details of connecting services to or from London Liverpool Street and Colchester (by changing at Ipswich) please see Timetable 2

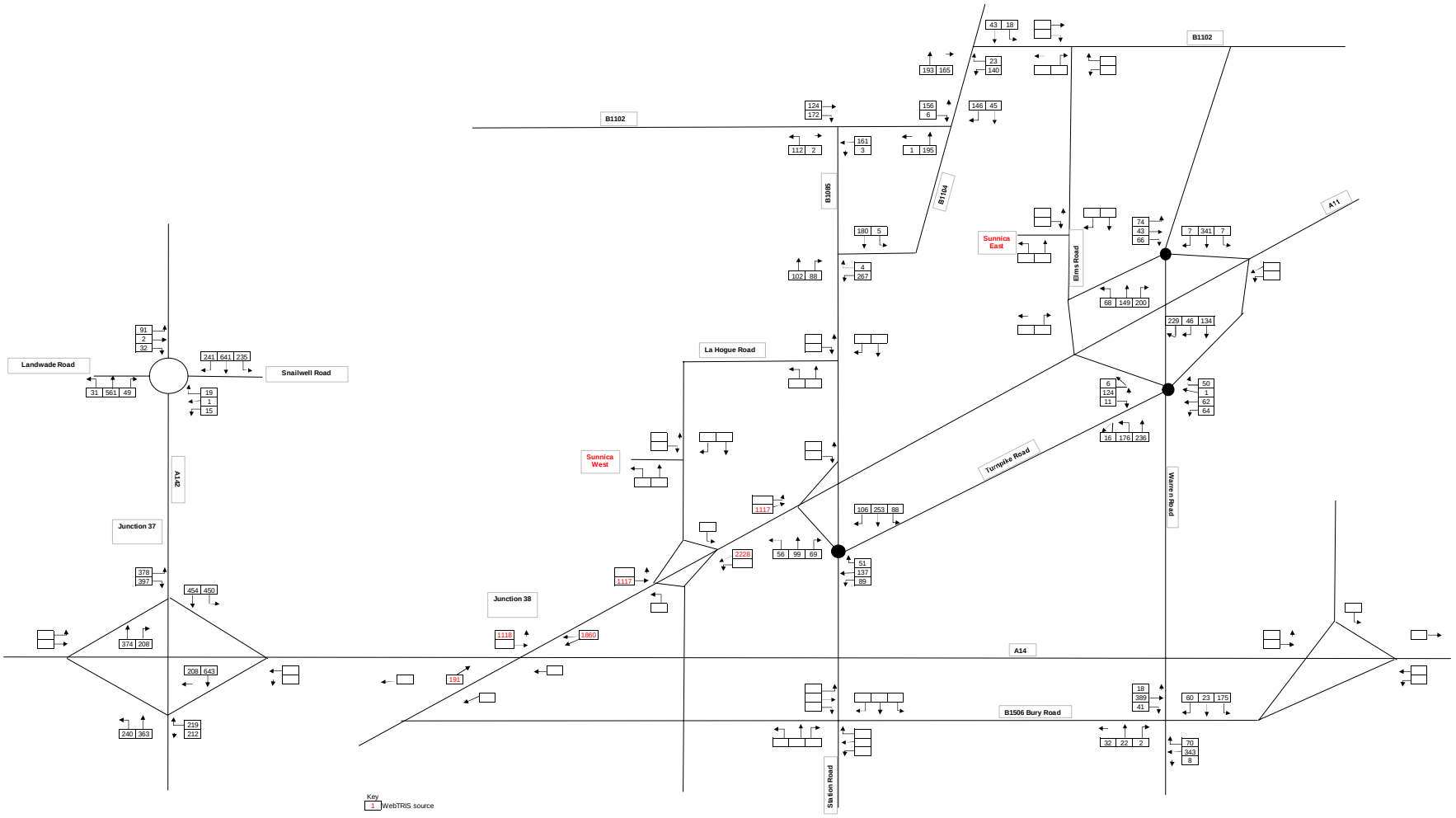
For details of connecting services to or from Harwich International (by changing at Ipswich and Manningtree) please see Timetables 2 and 5

For reference to notes, please see page 2

Annex C 2019 and 2023 Baseline Traffic Flows



Client: Sunnica Limited	2019 Traffic Flows AM Development Peak Hour	AECOM House, 63 - 77 Victoria Street, St Albans, Herts AL1 3ER. Tel: +44 (0)1727 535000 www.aecom.com	Design LVH · Calcs LVH · Checked CC · App'd NA · Date June 2021 · Scale Not to Scale · Drawing FIGURE C1 · Rev
Project: Sunnica Solar Farm			



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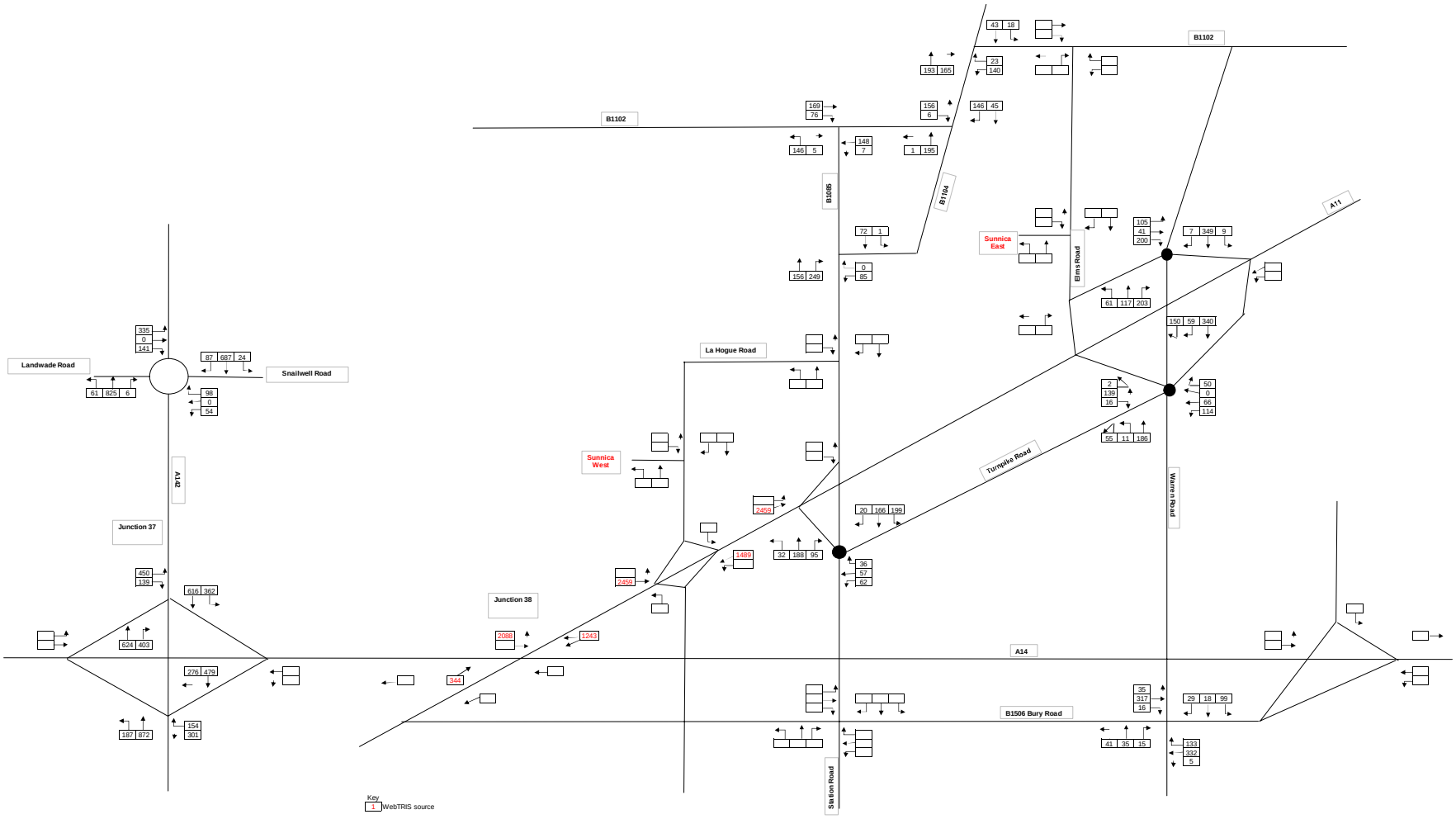
Project: Sunnica Solar Farm			



Client: Sunnica Limited

Project: Sunnica Solar Farm

2019 Traffic Flows PM Network Peak Hour

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St Albans, Herts AL1 3ER

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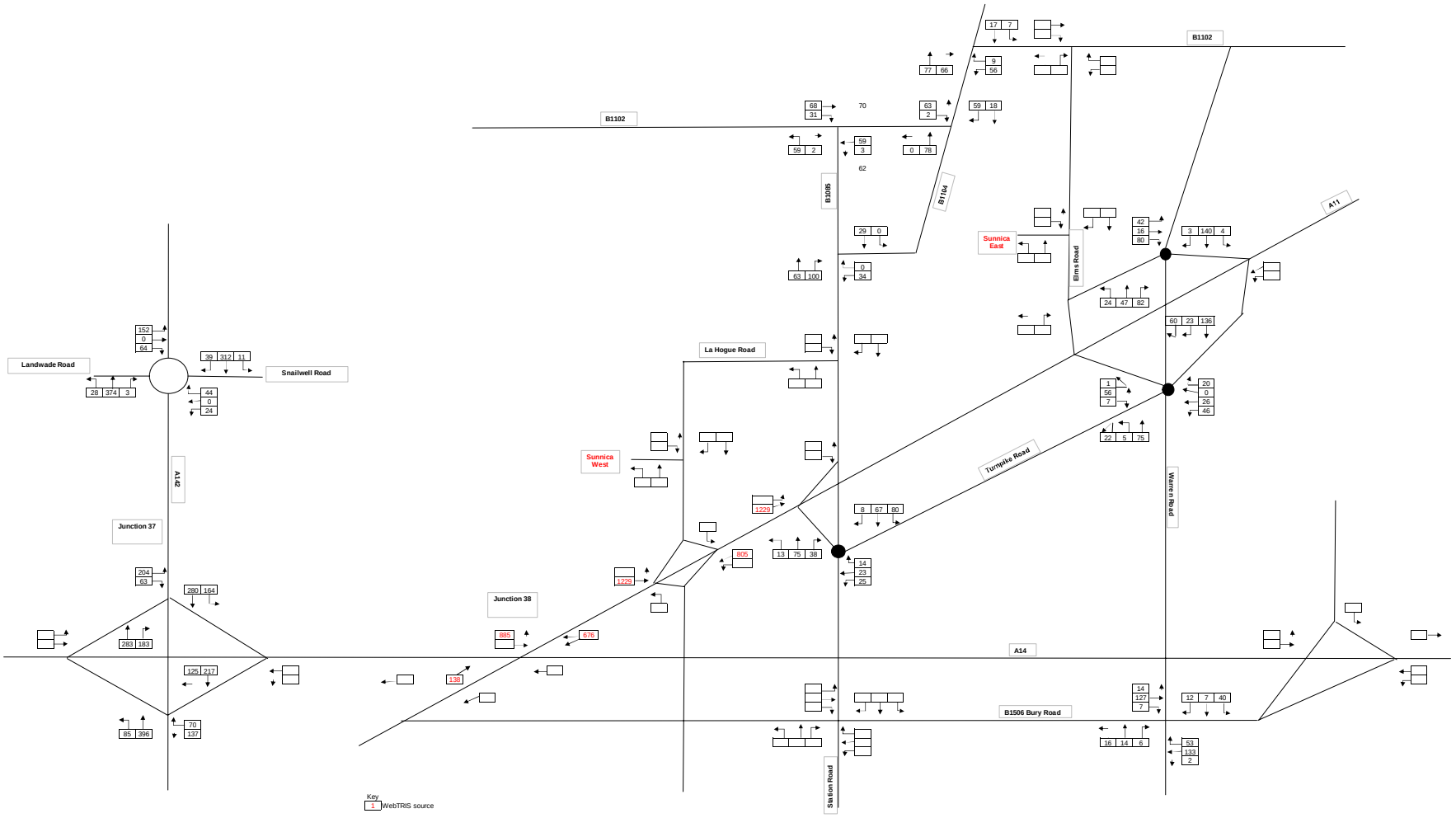
Design	LVH	Calcs	LVH
Checked	CC	App'd	NA
Date	June 2021	Scale	Not to Scale

Drawing: FIGURE C3

Rev



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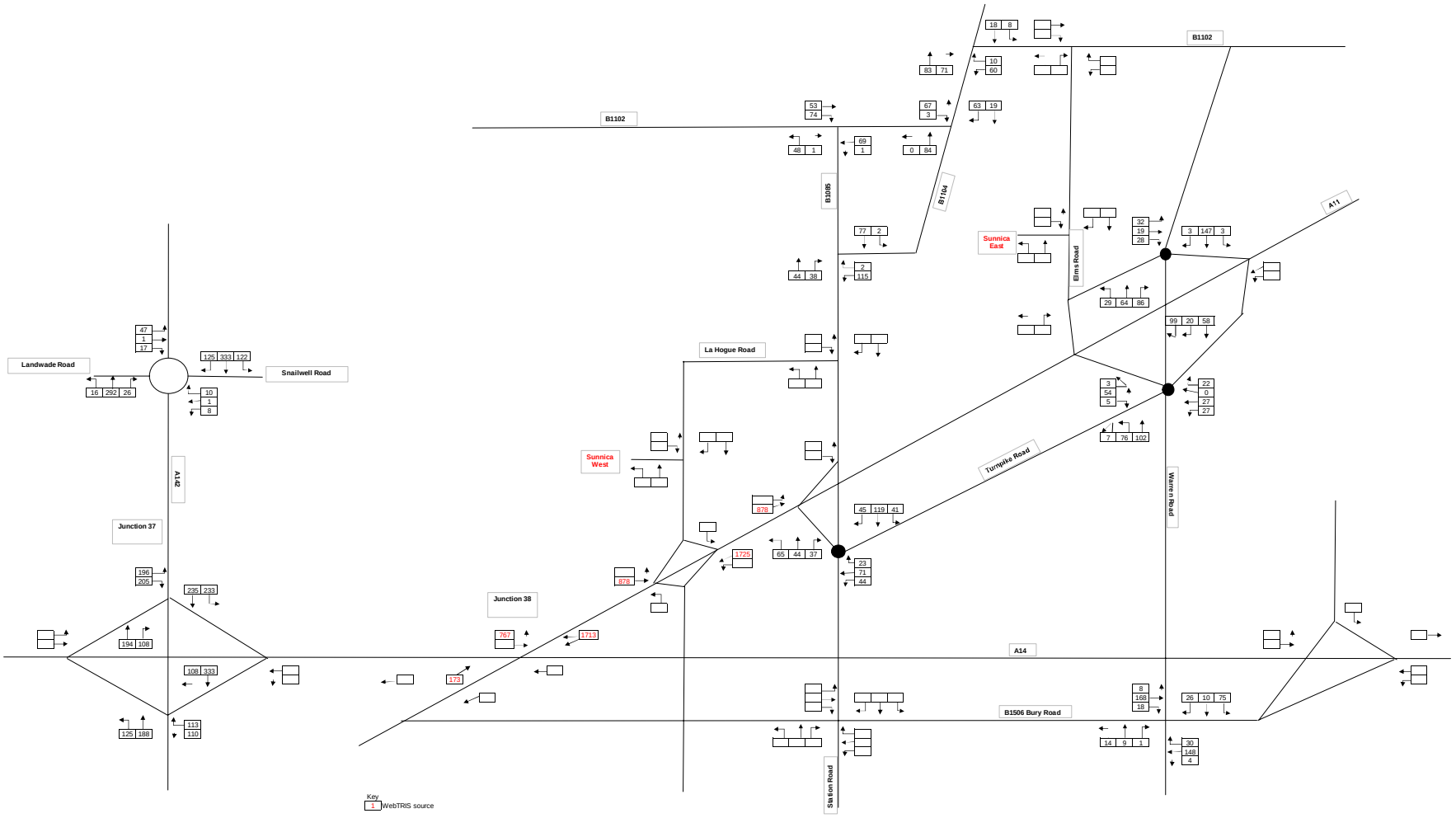
Project: Sunnica Solar Farm			



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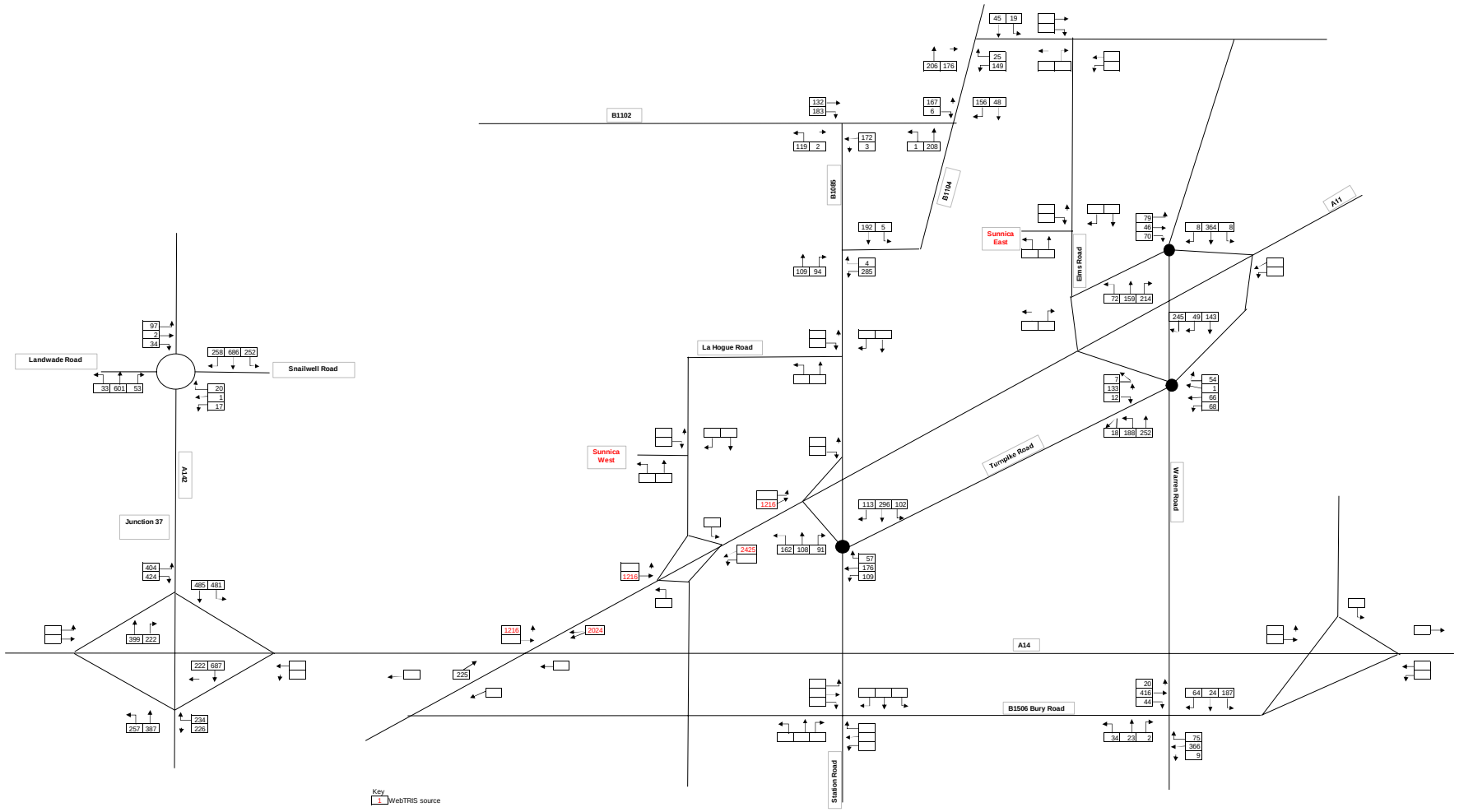
Project: Sunnica Solar Farm			



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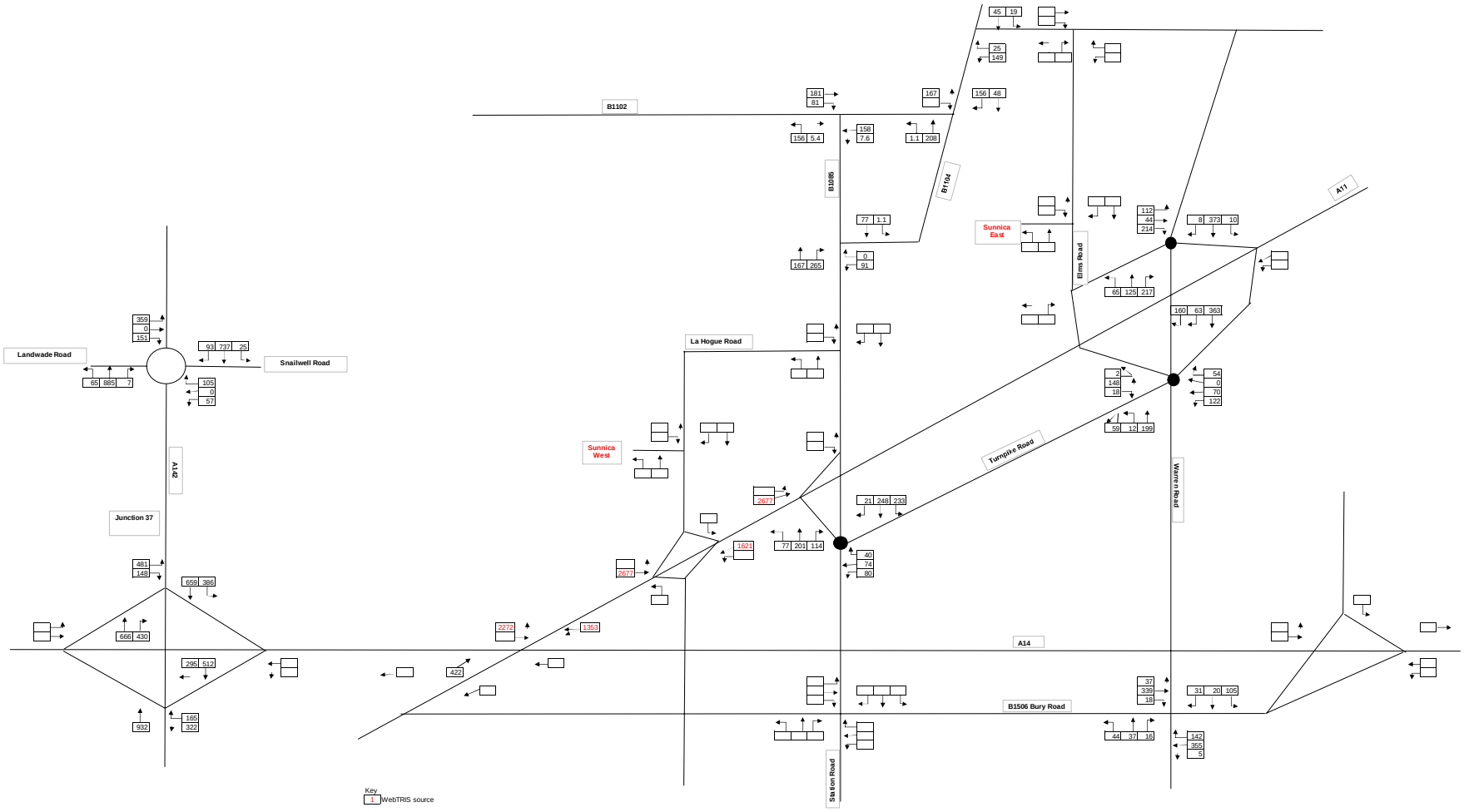
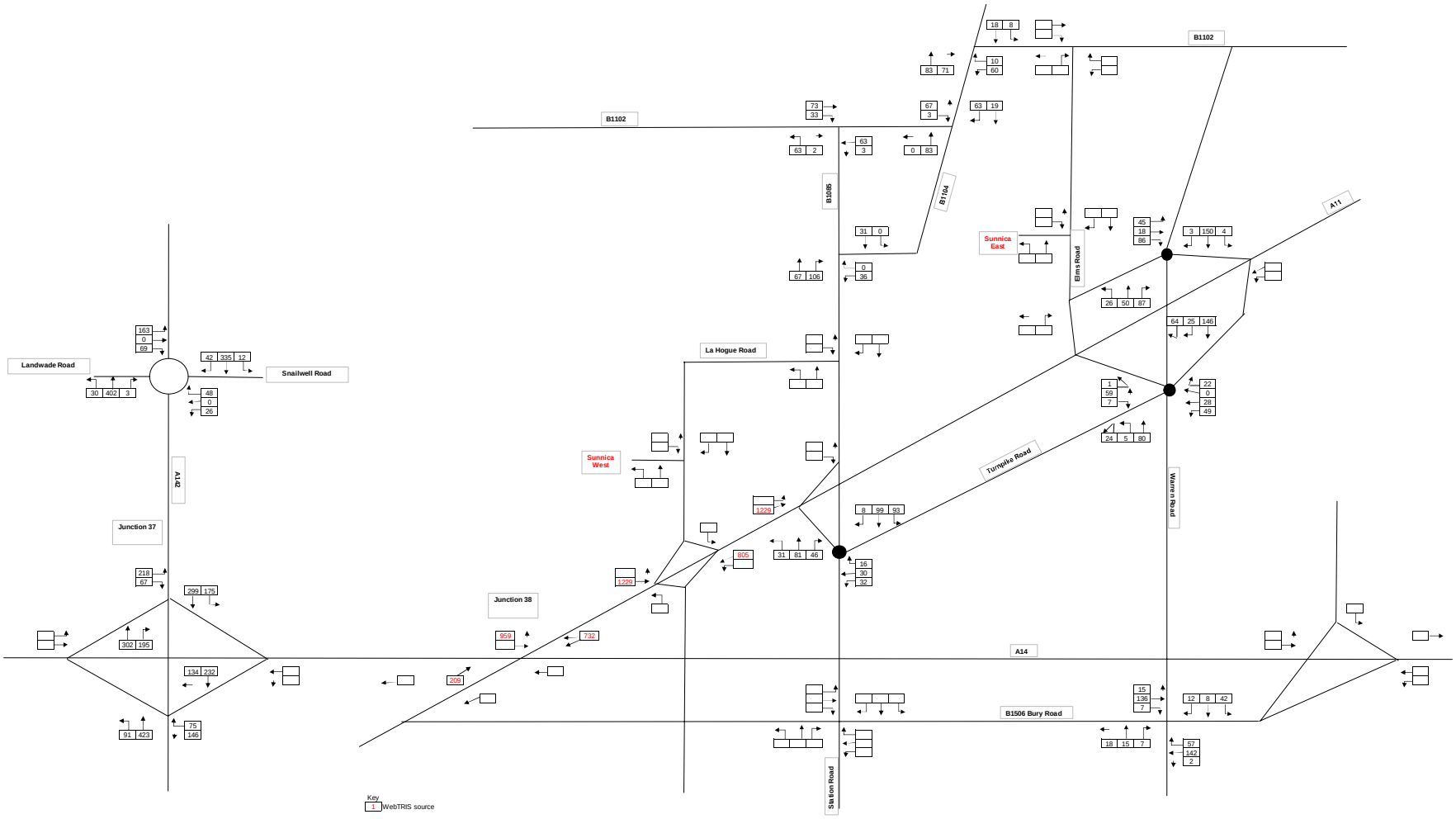
Project: Sunnica Solar Farm			



Client: Sunnica Limited	2023 Traffic Flows PM Network Peak Hour	AECOM House, 63 - 77 Victoria Street, St Albans, Herts AL1 3ER. Tel: +44 (0)1727 535000 www.aecom.com	Design LVH; Calcs LVH; Checked CC; App'd NA; Date June 2021; Scale Not to Scale; Drawing FIGURE C7; Rev
Project: Sunnica Solar Farm			



Client: **Sunnica Limited**

Project: **Sunnica Solar Farm**

2023 Traffic Flows PM Development Peak Hour

AECOM House
63 - 77 Victoria Street
St Albans, Herts AL1 3ER

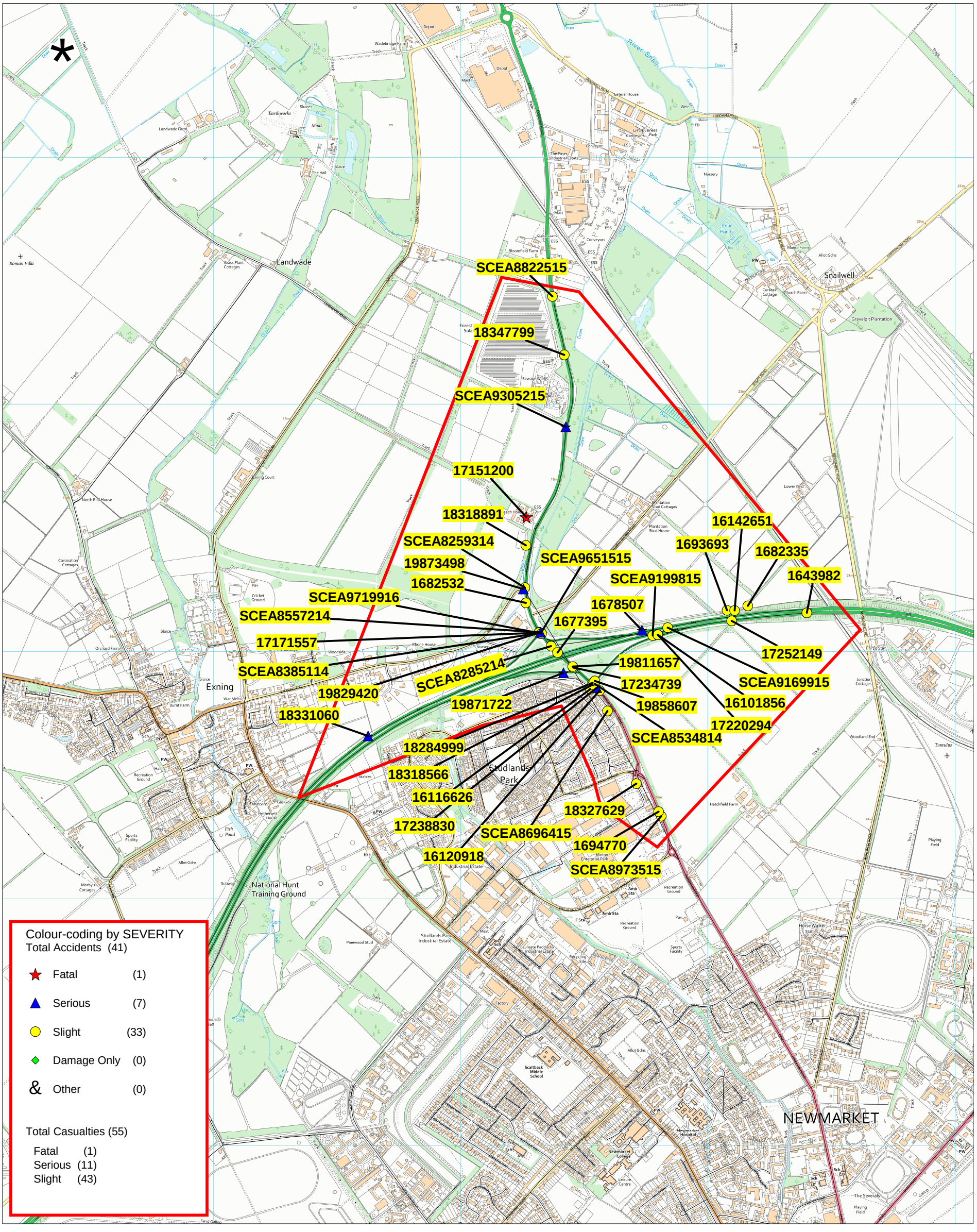
Tel: +44 (0)1727 535000
www.aecom.com

Design	LVH	Calcs	LVH
Checked	CC	App'd	NA
Date	June 2021	Scale	Not to Scale

Drawing: **FIGURE C8**

Rev

Annex D Personal Injury Collision Data



Suffolk County Council

CCallaway_Newmarket_010814-010819_Location Plan

Selected Range of Accidents between dates 01/08/2014 and 01/08/2019

SCALE	**1 : 15770**
DATE	**09/12/2019**
DRAWING No.	
DRAWN BY	

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8259314 03/08/2014 Sunday Time 1130 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 WAS TRAVELLING FROM DIRECTION OF NEWMARKET TO ELY ON A142 AS V2 PASSED JUNCTION OF A142 AND WINDMILL HILL V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2

Occurred on A142 AT JUNCTION WITH WINDMILL HILL NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 57 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 64 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8285214 14/08/2014 Thursday Time 1620 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS STOPPED IN THE FILTER LANE TO TURN RIGHT ONTO THE A14 AND HIS FOOT HAS SLIPPED OFF THE BRAKE CAUSING HIS VAN TO MOVE INTO THE PATH OF ONCOMING TRAFFIC AND COLLIDING WITH V2

Occurred on A142 FILTER LANE TO TURN RIGHT ONTO A14 EASTBOUND ONSLIP NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Junction restart	Vehicle 1	Possible
3rd:	Other	Vehicle 1	
4th:			
5th:			
6th:			

FOOT SLIPPED OFF BRAKE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction SE to NE

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: 6

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8385114 21/09/2014 Sunday Time 1435 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 AT JUNC ON SLIP ROAD FROM A14 STOPPED TO GIVEWAY CHECKED BOTH WAYS AND AS PULLED OUT PULLED IN FRONT OF V2

Occurred on FORDHAM ROAD SLIP ROAD FROM A14 NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 31 Breath test Negative
Vehicle direction W to S

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 56 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8534814 09/11/2014 Sunday Time 0945 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 CAME OFF A14 COMING UP SLIP ROAD AT SPEED OVERTAKING IN LANE 2 BEFORE MOVING BACK TO LANE 1 AND FAILING TO BRAKE IN TIME TO STOP AND OVERSHOT JUNC COMING OUT IN FRONT OF V2 WHO WAS UNABLE TO AVOID A COLLISION

Occurred on A142 J/WITH A14 NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Aggressive driving	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Turning left
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 43 Breath test Negative
Vehicle direction N to S

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8557214 21/11/2014 Friday Time 1350 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 EXITED OFFSLIP FROM A14 INTO PATH OF V2 WHO WAS TRVG ON A142 OUT OF TOWN

Occurred on FORDHAM ROAD J/WITH A14 NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 72 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 72 Female Driver/rider Severity: Slight

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 67 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8696415 07/01/2015 Wednesday Time 1645 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V1 TRVG ALOND NIMBUS WAY SAW V2 PARKED ON SIDE OF ROAD AND STARTED TO PULL OUT TO OVERTAKE IT BUT
A DOG RAN OUT FROM A BLOCK OF HOUSES AND ACROSS THE ROAD IN FRONT OF V1 WHO HAS SWERVED TO AVOID

Occurred on NIMBUS WAY NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:	Animal or object in carriageway	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction N to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Not requested
Vehicle direction Park to Parked

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8822515 18/02/2015 Wednesday Time 1107 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 HAS STOPPED IN THE ROAD TO TURN RIGHT AND JUST AS PULLLING AWAY TO TURN RIGHT V1 HAS COLLIDED WITH REAR OF V2

Occurred on FORDHAM ROAD NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 ton Going ahead other
Skidded
First point of impact Front Age of Driver 52 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 62 Breath test Negative
Vehicle direction S to E

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8973515 21/04/2015 Tuesday Time 0900 Vehicles 4 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V4 WAITING TO TURN RIGHT INTO BUSINESS EST WITH THREE CARS BEHIND. V1 WAS NOT PAYING ATTENTION AND COLLIDED WITH REAR OF V2 WHICH HAS COLLIDED WITH V3 AND V3 THEN COLLIDED WITH V4

Occurred on FORDHAM ROAD NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Distraction outside vehicle	Vehicle 1	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:	Poor turn or manoevre	Vehicle 1	Possible

Vehicle Reference 1 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 36 Breath test Negative
Vehicle direction W to E

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Breath test Negative
Vehicle direction W to E

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 81 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 81 Male Driver/rider Severity: Slight

Vehicle Reference 4 Car Waiting to turn right
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 53 Breath test Negative
Vehicle direction W to E

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9305215 09/05/2015 Saturday Time 2230 Vehicles 2 Casualties 1 Serious
Raining without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
V2 PARKED IN LAYBY. V1 ON A142 HEADED NORTH ENTERED LAYBY AND HIT REAR OF V2

Occurred on EXNING, A142 FORDHAM ROAD APPROX 680MTRS NORTH OF WINDMILL HILL

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Breath test Not provided (medical)
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Serious

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 32 Breath test Not requested
Vehicle direction Park to Parked

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9169915 28/06/2015 Sunday Time 1154 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
BOTH VEHICLES ON A14 HEADED EAST WHEN V1 PULLED OUT INTO OFFSIDE LANE CAUSED V2 IN OFFSIDE LANE TO TAKE AVOIDING ACTION HIT CENTRAL RESERVATION

Occurred on EXNING, A14 EASTBOUND APPROX 200MTRS EAST OF A142 ON SLIP

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Changing lane to right
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
Skidded
First point of impact Front Age of Driver 32 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9199815 13/07/2015 Monday Time 0400 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V1 WESTBOUND ON A14 JUST PASSED SLIP ROAD WHEN HIT V2 WHICH WAS BROKEN DOWN IN NEARSIDE LANE

Occurred on NEWMARKET, A14 WESTBOUND J/W OFF SLIP TO A142

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
Overturned
First point of impact Front Age of Driver 45 Breath test Negative
Vehicle direction E to W

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 64 Breath test Negative
Vehicle direction Park to Parked

Journey Purpose: Journey as part of work

Casualty Reference: 2 Age: 64 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9651515 24/12/2015 Thursday Time 1245 Vehicles 2 Casualties 1 Slight
Raining with high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 ON A14 SLIP ROAD AT J/W A142 PULLED OUT TURNED RIGHT ONTO A142 INTO PATH OF V2 ON A142 HEADED NORTH COLLISION OCCURRED

Occurred on EXNING, A142 J/W A14 OFFSLIP EAST BOUND

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 30 Breath test Negative
Vehicle direction SW to SE

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 59 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9719916 06/01/2016 Wednesday Time 1335 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 ON A14 EAST BOUND OFF SLIP AT J/W A142 PULLED OUT TO TURN RIGHT TOWARDS NEWMARKET INTO PATH OF V2 ON A142 ALSO HEADED TOWARDS NEWMARKET COLLISION OCCURRED

Occurred on EXNING, A142 J/W A14 EAST BOUND OFF SLIP

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 002	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 52 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 19 Breath test Negative
Vehicle direction SW to SE

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1643982 28/01/2016 Thursday Time 0652 Vehicles 2 Casualties 1 Slight
Other Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
VEH 1 AND 2 TRAVELLING TOWARDS IPSWICH UPON DUAL CARRIAGEWAY. VEH 1 LHD HGV IN THE LANE 1 AND VEH2

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Changing lane to right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 48 Breath test Negative
Vehicle direction SW to SW

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Going ahead other
Skidded
First point of impact Nearside Age of Driver 33 Breath test Negative
Vehicle direction SW to SW

Journey Purpose: 6

Casualty Reference: 1 Age: 33 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1677395 30/05/2016 Monday Time 0900 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
WEATHER CONDITIONS, OVERCAST, ROAD SURFACE DRY, TRAFFIC LIGHT. V1 HAS PULLED OUT INTO THE PATH OF V2. V1 ADMITS THAT THEY ARE RESPONSIBLE FOR THE OFFENCE AND COLLISION.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 18 Breath test Negative
Vehicle direction W to E

Journey Purpose: 6

Casualty Reference: 1 Age: 18 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 38 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1678507 02/06/2016 Thursday Time 1720 Vehicles 1 Casualties 1 Serious
Other Road surface Dry Daylight
Special Conditions None Road Type Single 3 lanes
VEH 1 A MOTORCYCLE HAS BEEN TRAVELLING DOWN THE ON SLIP ON THE A14 EASTBOUND WHEN APPROACHING THE END OF THE SLIP HAS BRAKED HARD FOR AN HGV AHEAD AND HAS LOST CONTROL OF THE MOTORCYCLE LAYING IT DOWN CAUSING DAMAGE TO ITS NEARSIDE.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Stopping
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 49 Breath test Negative
Vehicle direction W to E

Journey Purpose: 6

Casualty Reference: 1 Age: 49 Male Driver/rider Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1682532 10/06/2016 Friday Time 2220 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
VEHICLE ONE TRAVELLING FROM NEWMARKET MANOEUVRES INTO PATH OF VEHICLE TWO AT VERY LOW SPEED HAVING SEEN AN AMBULANCE APPROACH FROM BEHIND.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Swerved	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 66 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Car
Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 62 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 62 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1682335 10/06/2016 Friday Time 0420 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
VEHICLE 2 WAS BEHIND A LORRY AS THEY WERE BOTH OVERTAKING IN LANE 2. THE DRIVER OF VEHICLE 2 LOOKED IN HIS REAR VIEW MIRROR AND SAW VEHICLE 1 COMING AT SPEED, THE NEXT THING HE RECALLS IS A SMASH. DRIVER OF VEHICLE 1 WAS TAKEN TO HOSPITAL BUT NO INJ
ES JUST A PRECAUTION.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 21 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 30 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1693693 14/07/2016 Thursday Time 0830 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
LORRY HAS MOVED FROM LANE ONE TO LANE TWO TO OVERTAKE ANOTHER LORRY HAS PUSHED OVERTAKING CAR

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Overtaking moving vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction N to S

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 31 Breath test Not requested
Vehicle direction W to E

Journey Purpose: 6

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1694770 29/07/2016 Friday Time 1720 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 FAILED TO NOTICE V2 AND V3 HAD STOPPED IN FRONT DUE TO TRAFFIC AND WENT INTO THE REAR OF V2, PUSHING IT INTO V3.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 25 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16101856 31/08/2016 Wednesday Time 0738 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
VEH 2 IN LANE 3 STOPPED SHARPLY DUE TO SLOW TRAFFIC. VEH 1 FOLLOWING BRAKED BUT WAS UNABLE TO STOP BEFORE COLLIDING WITH REAR OF VEHICLE 2

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 2	Very Likely
2nd:	Following too close	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 44 Breath test Not provided (medical)
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 22 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16116626 28/09/2016 Wednesday Time 0755 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 PULLED OUT OF THE SLIP ROAD ONTO THE A142 AND INTO THE PATH OF V2 CAUSING V2 TO COLLIDE WITH V3.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Inexperience of driving on the left	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 56 Female Passenger Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 44 Breath test Negative
Vehicle direction N to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Slight

Vehicle Reference 3 Goods 7.5 tonnes mgw and over Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 29 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16120918 07/10/2016 Friday Time 0920 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS SLOWLY PULLING OUT OF A PRIVATE DRIVE AND LOOKING TO HIS RIGHT FOR ONCOMING TRAFFIC. V2 (PEDAL CYCLE) WAS ON THE FOOTPATH AND SAW THAT V1 WAS MOVING FORWARD BUT COLLIDED WITH THE N/S OF V1.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning left
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 49 Breath test Negative
Vehicle direction W to N

Journey Purpose: Other/Not known

Vehicle Reference 2 Pedal Cycle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Not applicable
Vehicle direction N to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 24 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16142651 12/12/2016 Monday Time 0715 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
TRAVELLING ALONG A14 FROM BSE TO ROYSTON TO WORK. LEFT PLENTY OF ROOM BETWEEN MY VEHICLE AND ONE IN FRONT. TRAFFIC SUDDENLY STOPPED SO HAD TO BRAKE SHARPLY. MANAGED TO STOP VEHICLE IN TIME BUT THEN HEARD LOUD BANG AND VAN TRAVELLING BEHIND RAN INTO TH
E BACK OF ME

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction E to W

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 56 Breath test Driver not contacted
Vehicle direction E to W

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17151200 26/01/2017 Thursday Time 0645 Vehicles 2 Casualties 1 Fatal
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes

SINGLE CARRIAGEWAY ROAD WITH A LANE IN EITHER DIRECTION DIVIDED BY A BROKEN CENTRE WHITE LINE. SOLID WHITE LINES TO BOTH NEARSIDE VERGES. ROAD IS SUBJECT TO 60MPH. LIGHTING WAS DARK, ROAD WAS WET/DAMP. CYCLIST TRAVELLING FROM NEWMARKET DIRECTION HEAD
ING TOWARDS ELY. V1 TRAVELLING FROM NEWMARKET DIRECTION TOWARDS ELY. CYCLIST IN DARK CLOTHING, NO LIGHTS ILLUMINATED, HIT BY V1 TO THE NEARSIDE OF V1. CYCLIST SUFFERED LIFE THREATENING HEAD INJURY. V1 HAS TAKEN NO AVOIDING ACTION FROM BREAKED ON IMPA
CT.
Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
2nd:	Not displaying lights at night or in poor visibility	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 58 Breath test Negative
Vehicle direction NE to S

Journey Purpose: Journey as part of work

Vehicle Reference 2 Pedal Cycle Going ahead other
Overturned
First point of impact Back Age of Driver 25 Breath test Not applicable
Vehicle direction NE to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Fatal

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17171557 29/03/2017 Wednesday Time 1535 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 TRAVELLING ALONG FORDHAM ROAD IN THE DIRECTION OF FORDHAM WHEN V1 FAILED TO GIVE WAY ON THE OFF RAMP EASTBOUND A14 AND COLLIDED WITH V2

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:	Inexperience of driving on the left	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Changing lane to right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 64 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 88 Female Passenger Severity: Slight

Casualty Reference: 2 Age: 63 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17220294 27/08/2017 Sunday Time 1245 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V2 CLAIMS TO HAVE BEEN 'CUT UP' BY V1 WHICH RESULTED IN V2 COLLIDING WITH REAR OF V3 TRAVELLING IN SAME DIRECTION. BOTH VEHICLES SPUN & COLLIDED WITH CENTRAL RESERVATION.

Occurred on 12/00 A14

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction E to W

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 35 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 3 Age: 35 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 26 Breath test Negative
Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 26 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17234739 16/10/2017 Monday Time 1805 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V001 CROSSED PATH OF V002 (MOPED) CAUSING RIDER TO EMERGENCY STOP. RIDER THEN FELL OFF AS A RESULT. VEHICLES DID NOT IMPACT WITH EACH OTHER.

Occurred on FORDHAM ROAD A142 AT JN WITH SLIP ROAD WEST BOUND A14

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Loss of control	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 22 Breath test Not requested
Vehicle direction E to W

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 53 Breath test Not requested
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 53 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17238830 04/11/2017 Saturday Time 1600 Vehicles 3 Casualties 2 Serious
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
V1 HAS LEFT THE MAIN CARRIAGEWAY VIA JUNCTION. AS V1 HAS MANEUVERED AWAY FROM THE JUNCTION DRIVER HAS LOST CONTROL DUE TO ROAD SURFACE CONDITIONS, CAUSING V1 TO VEER IN THE PATH OF V2. V1 HAS IMPACTED AND COME TO REST ON THE N/S, V2 HAS JACK KNIFED COMIN
G TO REST ON THE O/S.

Occurred on NEWMARKET BYPASS A14 AT JN WITH FORDHAM ROAD A142

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning left
Skidded
First point of impact Front Age of Driver 74 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 74 Female Driver/rider Severity: Serious

Casualty Reference: 2 Age: 68 Male Passenger Severity: Serious

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
Skidded
First point of impact Front Age of Driver 48 Breath test Negative
Vehicle direction N to S

Journey Purpose: Journey as part of work

Vehicle Reference 3 Goods vehicle - unknown weight Going ahead other
Skidded
First point of impact Did not impact Age of Driver 32 Breath test Negative
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17252149 06/12/2017 Wednesday Time 0815 Vehicles 2 Casualties 1 Slight
Unknown Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
VEHICLE 1 HAS BEEN TRAVELLING WEST ON MAIN CARRIAGEWAY WHEN IT HAS MOUNTED THE NEARSIDE VERGE AND BARRIER. IT HAS THEN VEERED ACROSS LANES 1 AND 2 AND MOUNTED THE CENTRAL BARRIER. VEHICLE 2 TRAVELLING ON THE OPPOSITE CARRIAGEWAY HAS SUSTAINED A WINDSCREE
N STRIKE AND SMASHED SUNROOF DUE TO FLYING DEBRIS.

Occurred on KENTFORD A14 NEAR JN WITH KENTFORD ROAD A142

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Breath test Not provided (medical)
Vehicle direction E to W

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 46 Breath test Not requested
Vehicle direction W to E

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18284999 28/03/2018 Wednesday Time 0625 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE HAS EXITED A SLIP ROAD FROM THE CARRIAGEWAY AND HAS PULLED OUT FROM THE SLIP ROAD INTO THE PATH OF VEHICLE 2 AND A COLLISION HAS OCCURRED.

Occurred on FORDHAM ROAD A142 AT JN WITH EASTBOUND OFF SLIP A14

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoevre	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 60 Breath test Negative
Vehicle direction SW to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 22 Breath test Negative
Vehicle direction SE to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 22 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18318566 19/07/2018 Thursday Time 1728 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V3 STOPPED IN SLOW MOVING TRAFFIC TO ALLOW ANOTHER VEHICLE TO ENTER THE CARRIAGEWAY FROM SLIP ROAD, AS A RESULT V2 TRAVELLING BEHIND HAS SLOWED. V1 HAS FAILED TO SEE VEHICLES 3 AND 2 SLOWING AND HAS COLLIDED WITH THE REAR OF V2 WHICH HAS THEN BEEN PUSHED
INTO THE REAR OF V3.

Occurred on FORDHAM ROAD A142

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight

Vehicle Reference 3 Car Stopping
Skidded
First point of impact Back Age of Driver 53 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18318891 19/07/2018 Thursday Time 0835 Vehicles 2 Casualties 1 Slight
Unknown Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE HAS BEEN STAIONARY IN SLOW MOVING TRAFFIC AND VEHICLE 2 HAS BEEN OVERTAKING/FILTERING AND COLLIDED WITH FRONT O/S OF VEHICLE 1. RIDER OF VEHICLE 2 STATED THAT HE HAD HIT VEHICLE 1 AT APPROX 30MPH AS HE HAD SLOWED HAVING SEEN VEHICLE 1 START TO MO
VE.

Occurred on BLOOMFIELD FARM A142

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 24 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18327629 13/08/2018 Monday Time 1250 Vehicles 2 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
V2 HAS SLAMMED THEIR ON BRAKES ON APPROACH TO A ROUNDABOUT, V1 HAS NOT SEEN THIS AND HAS REAR ENDED V2.

Occurred on FORDHAM ROAD A142 NEAR JN WITH STUDLANDS PARK AVENUE

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 50 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18331060 11/09/2018 Tuesday Time 1127 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
D1 HAS DRIFTED ACROSS THE LANES OF A DUAL CARRIAGEWAY AND COLLIDED WITH THE TRAILER OF A PARKED HGV.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Fatigue	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded
First point of impact Front Age of Driver 51 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Serious

Vehicle Reference 2 Goods vehicle - unknown weight Parked
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 48 Breath test Positive
Vehicle direction Park to Parked

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18347799 07/11/2018 Wednesday Time 1430 Vehicles 4 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V2 WAS TRAVELLING ALONG THE CARRIAGEWAY AND SAW THE VEHICLES AHEAD STOP. V2 THEN STOPPED. V1 HAD JUST NEGOTIATED THE BEND AND COULD NOT STOP IN TIME BUT SWERVED TO AVOID HITTING V2, HOWEVER V1 STRUCK THE REAR OF V2. V2 THEN PUSHED INTO V3 AND V3 PUSHED I
NTO V4.

Occurred on FORDHAM ROAD A142

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Swerved	Vehicle 1	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 ton Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 28 Breath test Not requested
Vehicle direction S to N

Journey Purpose: Journey as part of work

Vehicle Reference 2 Car Stopping
Overturned
First point of impact Front Age of Driver 21 Breath test Not requested
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Vehicle Reference 3 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 78 Breath test Not requested
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 78 Female Driver/rider Severity: Slight

Vehicle Reference 4 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 41 Breath test Not requested
Vehicle direction S to N

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19811657 07/01/2019 Monday Time 1206 Vehicles 3 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 PULLED INTO CENTRE OF ROAD TO TURN RIGHT. V1 HAS PULLED OUT IN FRONT OF ONCOMING V2 AND THEY HAVE COLLIDED. DUE TO THE FORCE OF THE COLLISION, V1 WAS PUSHED BACK INTO THE OTHER LANE AND V2 HAS

Occurred on (A142) FORDHAM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Junction restart	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Changing lane to right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 46 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Other/Not known

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Breath test Negative
Vehicle direction SE to NW

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 54 Breath test Negative
Vehicle direction NW to SE

Journey Purpose: 6

Casualty Reference: 2 Age: 54 Female Driver/rider Severity: Slight

Casualty Reference: 3 Age: 77 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19829420 26/03/2019 Tuesday Time 1727 Vehicles 3 Casualties 3 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS PULLED OUT OF THE JUNCTION INTO THE PATH OF V2, CLIPPING V3 IN THE PROCESS.

Occurred on FORDHAM ROAD (A142) AT JUNCTION WITH A14

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 72 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 72 Male Driver/rider Severity: Serious

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 33 Female Driver/rider Severity: Serious

Casualty Reference: 3 Age: 7 Male Passenger Severity: Serious

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 32 Breath test Not requested
Vehicle direction N to S

Journey Purpose: Commuting to/from work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19858607 15/06/2019 Saturday Time 0332 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 3 lanes
RP REPORTING A 2 VEHICLE SLIGHT INJURY COLLISION. V1 DRIVING TOO FAST RAN INTO THE BACK OF V2 A LORRY. THERE WAS NO REASON FOR THE COLLISION, LIGHT TRAFFIC EARLY MORNING ON A 3 LANE SECTION OF ROAD

Occurred on A14 NEAR JUNCTION WITH (A142)

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Fatigue	Vehicle 1	Very Likely
3rd:	Exceeding speed limit	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 40 Male Driver/rider Severity: Slight

Vehicle Reference 2 Goods vehicle - unknown weight Going ahead other
Skidded
First point of impact Back Age of Driver 31 Breath test Negative
Vehicle direction W to E

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19871722 08/07/2019 Monday Time 0130 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 3 lanes
SINGLE VEHICLE RTC - V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND HAS LOST CONTROL ON THE BEND, COLLIDING WITH A LAMP POST. THERE HAD BEEN 3 OCCUPANTS IN THE VEHICLE BUT NONE OF THEM ADMITTED TO HAVING BEEN THE DRIVER.

Occurred on FORDHAM ROAD (A142)

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Positive
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 24 Male Passenger Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19873498 12/07/2019 Friday Time 0702 Vehicles 2 Casualties 5 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS WAITING AT THE JUNCTION TO TURN RIGHT AND JOIN THE MAIN CARRIAGEWAY. V1 PULLED OUT INTO THE PATH OF ONCOMING V2 AND THEY COLLIDED.

Occurred on FORDHAM ROAD AT JUNCTION WITH WINDMILL HILL

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Poor turn or manoevre	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 71 Breath test Negative
Vehicle direction W to S

Journey Purpose: 6

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 22 Breath test Negative
Vehicle direction S to N

Journey Purpose: Journey as part of work

Casualty Reference: 2 Age: 22 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 20 Female Passenger Severity: Serious

Casualty Reference: 4 Age: 19 Female Passenger Severity: Serious

Casualty Reference: 5 Age: Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	6	30	36
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	1	0	1	2
Horses & other	0	0	0	0
Total	1	7	33	41

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	5	35	40
Passenger	0	5	5	10
Motorcyclist	0	1	2	3
Cyclist	1	0	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	11	43	55

Suffolk County Council

CCallaway_Redlodge_010814-010819_Location Plan

Selected Range of Accidents between dates 01/08/2014 and 01/08/2019

SCALE	**1 : 31530**
DATE	**10/12/2019**
DRAWING No.	
DRAWN BY	

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8389914 21/09/2014 Sunday Time 1208 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 WAS STATIONARY AT JUNC OF CHIPPENHAM ROAD AND THE STREET. V1 PULLED OUT ONTO THE STREET DID NOT

Occurred on THE STREET J/WITH CHIPPENHAM ROAD FRECKENHAM

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 83 Breath test Negative
Vehicle direction S to E

Journey Purpose: 6

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 27 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8422214 04/10/2014 Saturday Time 0924 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS BEEN DRIVING ALONG HUNDRED ACRE WAY AND V2 HAS PULLED OUT OF RUSSET DRIVE WITHOUT STOPPING OR LOOKING AND HAS COLLIDED WITH V1

Occurred on RUSSET DRIVE J/WITH HUNDRED ACRE WAY RED LODGE

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
4th:	Poor turn or manoevre	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded
First point of impact Offside Age of Driver 26 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 8 Female Passenger Severity: Slight

Vehicle Reference 2 Car Turning right
Skidded
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction NE to NW

Journey Purpose: Commuting to/from work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8497814 26/10/2014 Sunday Time 2325 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
SINGLE VEH RTC. V1 LEFT C/W TO N/S COLLIDED WITH DIRECTION SIGN BEFORE OVERTURNING AND COMING TO REST ON WHEELS IN FIELD. DRIVER SUSTAINED FRACTURES TO SPINE AND INTERNAL INJURIES TO RIBS LIVER AND LUNGS

Occurred on A11 J/WITH B1085 RED LODGE

Causation

	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 1	Very Likely
2nd:	Animal or object in carriageway	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Front Age of Driver 20 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8537014 07/11/2014 Friday Time 1530 Vehicles 1 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
C1 WAS WALKING DIAGONALLY ACROSS PARKING AREA BEHIND PARKED VEH. V1 HAS REVERSED AND AS C1 HAS TURNED V1 HAS DRIVEN OVER C1 FOOT. V1 THEN DRIVEN FORWARD AGAIN OVER THE FOOT CAUSING C1 TO FALL TO THE GROUND

Occurred on MISTLETOE CLOSE RED LODGE

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Reversing
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver Breath test Driver not contacted
Vehicle direction W to E

Journey Purpose: 6

Casualty Reference: 1 Age: 29 Female Pedestrian Severity: Slight
Pedestrian Direction: Unknown

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8542914 13/11/2014 Thursday Time 1700 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
DRIVER OF V1 HAS BEEN DRIVING IN LANE 1 WHEN SHE HAS LOST CONTROL HIT V2 AND VEERED INTO THE DRAINAGE CHANNEL AND HAS THEN FLIPPED WHEN TRYING TO RECOVER CONTROL

Occurred on A11 NEWMARKET

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Did not impact Age of Driver 18 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: 6

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Vehicle Reference 2 Other Vehicle Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 47 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA8671015 23/12/2014 Tuesday Time 1730 Vehicles 1 Casualties 1 Slight
Fine with high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V1 LEFT ROAD TO N/S COLLIDED WITH TREES AND OVERTURNED

Occurred on A11 N/B RED LODGE

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Front Age of Driver 45 Breath test Positive
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 45 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9000615 26/04/2015 Sunday Time 0624 Vehicles 1 Casualties 5 Serious
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
V1 LOST CONTROL ON L.H. BEND SPINNING AND LEAVING ROAD TO N/S CRASHED THROUGH FENCE AND ROLLED A NUMBER OF TIMES BEFORE COMING TO REST ON N/S. THREE PASSENGERS SUFFERED BROKEN CLAVICLES AND ONE PASSENGER HAD NECK INJURIES POSSIBLE BROKEN VERTEBRAE

Occurred on A11 S/B RED LODGE

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded and overturned
First point of impact Front Age of Driver 23 Breath test Positive
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 32 Female Passenger Severity: Serious

Casualty Reference: 3 Age: 18 Male Passenger Severity: Serious

Casualty Reference: 4 Age: 32 Male Passenger Severity: Serious

Casualty Reference: 5 Age: 19 Male Passenger Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9183415 21/06/2015 Sunday Time 1730 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Roundabout
V1 ON BOUNDARY ROAD AT J/W WARREN ROAD PULLED OUT ONTO R/ABOUT INTO PATH OF V2 ON R/ABOUT HEADED NORTH COLLISION OCCURRED

Occurred on RED LODGE, WARREN ROAD J/W BOUNDARY ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill crest)	Vehicle 001	Very Likely
2nd:	Road layout (eg bend, hill crest)	Vehicle 002	Very Likely
3rd:	Failed to look properly	Vehicle 001	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 42 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Commuting to/from work

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Skidded
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9204815 17/07/2015 Friday Time 2013 Vehicles 2 Casualties 4 Fatal
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
BOTH VEHS TRVG IN OPPOSITE DIRECTIONS ON CORRECT SIDE OF ROAD. V1 SERVES TO O/S AND INTO PATH OF V2 WHERE COLLISION OCCURS. V1 LEAVE ROAD TO O/S AND IS ENGULFED IN FLAMES. BOTH OCCUPANTS OF BOTH VEHS PRONOUNCED DEAD AT SCENE

Occurred on FRECKENHAM ROAD WORLINGTON

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Swerved	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:	Aggressive driving	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Not provided (medical)
Vehicle direction SW to NE

Journey Purpose: 6

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Fatal

Casualty Reference: 2 Age: 28 Male Passenger Severity: Fatal

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 77 Breath test Not provided (medical)
Vehicle direction NE to SW

Journey Purpose: 6

Casualty Reference: 3 Age: 77 Male Driver/rider Severity: Fatal

Casualty Reference: 4 Age: 75 Female Passenger Severity: Fatal

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9285815 15/08/2015 Saturday Time 1830 Vehicles 2 Casualties 3 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 ON HUNDRED ACRE WAY HEADED NORTH OVERTAKES PARKED VEHICLES ON LEFT HAND BEND COLLIDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION ON RIGHT HAND BEND

Occurred on RED LODGE, HUNDRED ACRE WAY BEND OUTSIDE NUMBER 88

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 001	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 001	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
4th:	Stationary or parked vehicle	Vehicle 001	Very Likely
5th:	Road layout (eg bend, hill crest)	Vehicle 001	Very Likely
6th:			

Vehicle Reference 1 Car Overtaking stat vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 29 Breath test Negative
Vehicle direction S to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Serious

Casualty Reference: 3 Age: 48 Male Passenger Severity: Serious

Vehicle Reference 2 Car Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 30 Breath test Negative
Vehicle direction NW to S

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 30 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9348215 07/09/2015 Monday Time 0516 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lighting unknown
Special Conditions None Road Type Single 2 lanes
V1 ON HEATHERSET WAY HEADED NORTH EAST WHEN SWERVED AND HIT PARKED V2 ON OFFSIDE OF ROAD

Occurred on RED LODGE, HEATHERSET WAY OUTSIDE NUMBER 28

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 001	Very Likely
2nd:	Swerved	Vehicle 001	Very Likely
3rd:	Failed to look properly	Vehicle 001	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 23 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 61 Breath test Not requested
Vehicle direction Park to Parked

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9397215 24/09/2015 Thursday Time 2038 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
BOTH VEHICLES ON A11 HEADED SOUTH WHEN V1 UNDERTOOK VEHICLES THEN BRAKED IN FRON TO FVEHICLES CAUSED V2 TO LOSE CONTROL AND HIT V1

Occurred on WORLINGTON, A11 APPROX 200MTRS NORTH EAST OF OFF SLIP TO RED LODGE IN SOUTH BO

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
2nd:	Aggressive driving	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 23 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 63 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9607115 06/12/2015 Sunday Time 0339 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V1 ON A11 NORTH BOUND WHEN LEFT ROAD TO NEARSIDE HIT A TRAFFIC SIGN AND THEN TREES

Occurred on RED LODGE, A11NORTH BOUND C/WAY APPROX 430MTRS SOUTH OF OFF SLIP TO RED

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 001	Very Likely
2nd:	Fatigue	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 47 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: 6

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

SCEA9713216 19/01/2016 Tuesday Time 0700 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V1 ON TURNPIKE ROAD HEADED SOUTH WHEN PEDESTRIAN RAN OUT FROM DRIVERS NEARSIDE COLLISION OCCURED

Occurred on RED LODGE, B1085 TURNPIKE ROAD APPROX 60MTRS SOUTH WEST OF HEATH FARM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 60 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 9 Male Pedestrian Severity: Slight
Pedestrian Direction: NW
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1652960 19/02/2016 Friday Time 1112 Vehicles 2 Casualties 3 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 DRIVER DAZZLED BY HEAD ON SUNSHINE AND MISJUDGED T JUNCTION, COLLIDING WITH VEHICLE 2 HEADING TOWARDS MILDENHALL.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
3rd:	Poor or defective road surface	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 76 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 76 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 70 Breath test Negative
Vehicle direction E to W

Journey Purpose: 6

Casualty Reference: 2 Age: 70 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 71 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1665943 18/04/2016 Monday Time 1150 Vehicles 2 Casualties 2 Slight
Unknown Road surface Dry Daylight
Special Conditions None Road Type Roundabout
V002 COMMITTED TO ROUND ABOUT, WARREN ROAD, RED LODGE. V001 CAME FROM V002'S RIGHT HAND SIDE AND COLLIDED WITH THE O/S DOOR OF V002. BOTH VEHICLES WERE DRIVABLE. DRIVER OF V002 SUFFERED WHIPLASH AND ATTENDED HOSPITAL HERSELF.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 20 Breath test Driver not contacted
Vehicle direction to

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Age of Driver 55 Breath test Driver not contacted
Vehicle direction to

Journey Purpose: 6

Casualty Reference: 1 Age: 55 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: Male Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

1693881 01/08/2016 Monday Time 1545 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
APPARENTLY THE CYCLIST WAS HEADING TOWARDS THE ROUNDABOUT LOCATED AT THE JUNCTION OF HUNDRED ACRE WAY, CARNATION WAY ON WARREN ROAD. HE STATES AT THE ROUNDABOUT HE SIGNALLED TO GO RIGHT AND MADE EYE CONTACT WITH THE DRIVER OF VEHICLE 1 WHO ON THE OPPOSIT
E SIDE OF THE ROUNDABOUT. THE CYCLIST ENTERED THE ROUNDABOUT AND STARTED TURNING TO THE RIGHT INTO HUNDRED ACRE WAY. VEHICLE 1 HAS STARTED MOVING AND COLLIDED WITH THE CYCLIST. VEHICLE 1 FAILED TO STOP.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 18 Breath test Driver not contacted
Vehicle direction S to E

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 41 Breath test Not applicable
Vehicle direction S to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 41 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16120544 06/10/2016 Thursday Time 1540 Vehicles 2 Casualties 1 Slight
Unknown Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 2 PASSING VEHICLE 1, WHICH WAS PARKED AT SIDE OF THE ROAD. AS VEHICLE 2 PASSED, VEHICLE 1 HAS PULLED AWAY IMPACTING WITH VEHICLE 2'S NEARSIDE.

INJURIES TO MY RIGHT SHOULDER.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 34 Breath test Driver not contacted
Vehicle direction N to S

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 34 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Starting
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver Breath test Driver not contacted
Vehicle direction N to S

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16129283 29/10/2016 Saturday Time 1920 Vehicles 2 Casualties 1 Slight
Other Road surface Dry Darkness: no street lighting
Special Conditions None Road Type Single 2 lanes
ROAD IN DARKNESS AND NO LIGHTING. V2 APPROACHING RIGHT HAND BEND. WHILST COMING ROUND THE CORNER, SHE HAS SEEN A DARK VEHICLE HEADING TOWARDS HER IN THE MIDDLE OF THE ROAD - V1. V2 SWERVED TO AVOID A COLLISION AND DROVE INTO A DITCH. NO CONTACT MADE AND
V1 FAILED TO STOP.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Swerved	Vehicle 1	Possible
4th:	Loss of control	Vehicle 1	Possible
5th:	Impaired by alcohol	Vehicle 1	Possible
6th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible

Vehicle Reference 1 Car
Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Did not impact
Age of Driver Breath test Driver not contacted
Vehicle direction NW to E

Journey Purpose: 6

Vehicle Reference 2 Car
Going ahead right bend
No skidding, jack-knifing or overturning
First point of impact Front
Age of Driver 18 Breath test Negative
Vehicle direction E to NW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 18 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

16139600 30/11/2016 Wednesday Time 1100 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
TWO VEHICLE RTC, BOTH VEHICLES TRAVELLING NORTHBOUND. VEH 2 APPROX 55MPH N/S LANE, VEH 1 N/S LANE CLOSING DOWN ON VEH 2. VEH 1 ATTEMPTS TO OVERTAKW BUT IS BLOCKED BY FAST MOVING VEH IN O/S LANE. VEH 1 COLLIDES WITH R/O/S OF VEH 2 PUSHING IT TO N/S OF
CARRIAGEWAY - BOTH VEHICLES STOPPED.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Overtaking moving vehicle O/S
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 27 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 27 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 77 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17161525 09/02/2017 Thursday Time 1909 Vehicles 2 Casualties 1 Slight
Snowing without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V2 HAS BROKEN DOWN ON A11 & HAS BEEN HALF IN & HALF OFF THE CARRIAGEWAY ON A BLIND BEND. V1 HAS BEEN TRAVELLING ALONG A11 IN LANE 1 & HAS COME ROUND THE BEND TO BE MET WITH V2. V1 HAS THEN TRIED TO MOVE TO LANE 2 BUT COULDN'T, DUE TO VEHICLES IN LANE 2 &
HAS COLLIDED WITH V2.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
3rd:	Rain, sleet, snow, or fog	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead left bend
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 21 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
Overturned
First point of impact Back Age of Driver 25 Breath test Negative
Vehicle direction S to N

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17198035 12/06/2017 Monday Time 2135 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS LOST CONTROL WHILST DOING A RECIPROCAL AROUND THE ROUNDABOUT HAVING COME FROM WARREN ROAD. THE DRIVER WAS VERY UPSET AND HAD BEEN CRYING AT THE TIME OF THE ACCIDENT.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
Skidded
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction W to S

Journey Purpose: 6

Casualty Reference: 1 Age: 40 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17211805 23/06/2017 Friday Time 2005 Vehicles 1 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Roundabout
V001 HAS APPROACHED A ROUNDABOUT AT SPEED, BUT HAS FAILED TO MAKE ANY ATTEMPT TO NEGOTIAGE ROUNDABOUT. INSTEAD, V001 HAS COLLIDED DIRECTLY WITH CONCRETE ISLAND OF ROUNDABOUT AND HAS VEERED OFF COURSE EJECTING RIDER - BOTH HAVE COME TO REST APPROX 30M AW
AY.

Occurred on NEWMARKET ROAD B1085 AT JN WITH RED LODGE BYPASS A11

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Poor turn or manoevre	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Skidded and overturned
First point of impact Nearside Age of Driver 30 Breath test Positive
Vehicle direction NW to SW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17201024 24/06/2017 Saturday Time 1245 Vehicles 1 Casualties 5 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 WAS OVERCORRECTING A STEERING MANOEUVRE WHICH HAS SENT THE VEHICLE ACROSS LANE 2, HITTING AGAINST A VERGE CLOSE TO THE CENTRAL RESERVATION. V1 HAS THEN GONE ACROSS LANE 1 INTO THE EMBANKMENT, FLIPPED, LANDED APPROX 5 METRES INTO SOFT BUSHES AWAY FROM THE CARRIAGEWAY.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:	Nervous/Uncertain/Panic	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Overturned
First point of impact Front Age of Driver 30 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight

Casualty Reference: 2 Age: 24 Female Passenger Severity: Slight

Casualty Reference: 3 Age: 30 Female Passenger Severity: Slight

Casualty Reference: 4 Age: 32 Female Passenger Severity: Slight

Casualty Reference: 5 Age: 28 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17198762 05/07/2017 Wednesday Time 2055 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Darkness: street lights present but unlit
Special Conditions None Road Type Dual 2 lanes
VEH 1 DRIVING AT SPEED AND FAILED TO MOVE FOR VEH 2 COLLIDING WITH THE BACK OF IT.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:	Exceeding speed limit	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 73 Breath test Positive
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 18 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 39 Male Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17218048 10/09/2017 Sunday Time 1445 Vehicles 3 Casualties 2 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 TRAVELLING SOUTHBOUND ON A11 BEHIND UNKNOWN V3, HGV. V1 INTENDS TO MOVE INTO LANE 2 TO OVERTAKE AND IS UNABLE DUE TO PRESENCE OF VEHICLES IN LANE 2. V1 THEN MAKES AN EFFORT TO ENTER LANE
RESENCE OF UNKNOWN V2 ALONGSIDE (OVERTAKING IN LANE 2). V1 LEAVES THE ROAD TO THE NEARSIDE IMPACTING WITH A SUBSTANTIAL TREE. DRIVER IS FOUND BY PARAMEDIC OVER THE STEERING WHEEL. HIS VEHICLE IS MODIFIED TO ACCOMODATE HIS ELECTRIC WHEELCHAIR (HE HAS A
N EXTENSIVE MEDICAL HISTORY AND IS PARALYSED FROM THE WAIST DOWN). IT IS BELIEVED JE WASN'T
Occurred on 06/0 SOUTHBOUND A11

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
Skidded and overturned
First point of impact Front Age of Driver 71 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Serious

Casualty Reference: 2 Age: 55 Female Passenger Severity: Slight

Vehicle Reference 2 Car Overtaking nearside
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction N to S

Journey Purpose: 6

Vehicle Reference 3 Goods vehicle - unknown weight Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction N to S

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17226714 10/09/2017 Sunday Time 1445 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
VEH 001 TRAVELLING INLANE 1. VEH 001 THEN MOVES INTO LANE 2 AND HAS SEEMINGLY TRIED TO FORCE INTO A GAP BETWEEN UNKNOWN VEHICLES. V1 HAS ROTATED PARTICALLY IN LANE 2 ENTERING LANE 1 AND LEAVING LANE 1 TO REARSIDE FACING FORWARDS IMPACTING WITH A SUBSTANT
IAL TREE. IT'S NOT KNOW WHAT CAUSED VEH 1 TO LOSE CONTROL. DRIVER OF VEH 1 NOT WEARING A SEATBELT. V1 HAS MOVED IN LANE 2 TO OVERTAKE UNKNOWN VEH, UNKNOWN VEH 2 WAS IN LANE 2 AND APPARENTLY ALONGSIDE V1 AS IT MOVED INTO LANE 2.

Occurred on A11

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 69 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight

Casualty Reference: 2 Age: 55 Female Passenger Severity: Slight

Vehicle Reference 2 Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test
Vehicle direction N to S

Journey Purpose: 6

Vehicle Reference 3 Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test
Vehicle direction N to S

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

17241322 06/11/2017 Monday Time 1330 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 TRAVELLING ALONG ROAD WHEN A PASSENGER IN UNKNOWN V1 HAS PUSHED D2 FROM THEIR VEHICLE CAUSING THEM TO FALL TO THE ROAD.

Occurred on B1102

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Aggressive driving	Vehicle 2	Very Likely
3rd:	Impaired by alcohol	Vehicle 2	Possible
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 2	Possible
5th:	Defective or missing mirrors	Vehicle 2	Possible
6th:	Defective steering or suspension	Vehicle 2	Possible

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver Breath test Driver not contacted
Vehicle direction S to N

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Going ahead other
Overturned
First point of impact Offside Age of Driver 69 Breath test Not applicable
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18266863 23/01/2018 Tuesday Time 1740 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 HAS MISJUDGED A JUNCTION AND COLLIDED WITH CENTRAL RESERVATION AND ROAD SIGNS.

Occurred on BARTON HILLS A11

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 19 Breath test Negative
Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1 Age: 19 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18287069 10/04/2018 Tuesday Time 1305 Vehicles 1 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
DRIVER OF V1 MISTOOK WHITE PAINTED LINES ON THE NEARSIDE AS A SLIP ROAD. VEHICLE COLLIDED HEAD ON INTO AN ARMCO BARRIER TRAVELLING 8 - 10 METRES CAUSING EXTENSIVE FRONT END DAMAGE. AIRBAGS DEPLOYED. MINOR INJURY.

Occurred on 1243 A14 AT JN WITH A11

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 91 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 91 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18306002 11/06/2018 Monday Time 1400 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 TRAVELLING SW TO NE PULLS OUT FROM JUNCTION INTO PATH OF V2 CAUSING RIDER TO FLIP OVER HANDLE BARS ONTO V1 BONNET BEFORE SLIDING DOWN ONTO THE ROAD IN FRONT.

Occurred on ELMS ROAD AT JN WITH BADLINGHAM ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Exceeding speed limit	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 20 Breath test Negative
Vehicle direction SW to NE

Journey Purpose: 6

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Negative
Vehicle direction SE to NW

Journey Purpose: 6

Casualty Reference: 1 Age: Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18318653 27/07/2018 Friday Time 0820 Vehicles 1 Casualties 1 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
DRIVER OF V1 RETURNING HOME FROM A NIGHT SHIFT POSSIBLY FELL ASLEEP BUT CAN'T REMEMBER. HAS GONE STRAIGHT OVER A RAISED ROUNDABOUT & HIT A LAMP POST COMING TO REST BROADSIDE ACROSS THE JUNCTION.

Occurred on B1085 AT JN WITH HUNDRED ACRE WAY

Causation

	Factor:	Participant:	Confidence:
1st:	Fatigue	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 61 Breath test Negative
Vehicle direction W to E

Journey Purpose: Commuting to/from work

Casualty Reference: 1 Age: 61 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18335228 17/09/2018 Monday Time 1249 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
VEHICLE 1 IS ON CARRIAGEWAY FOLLOWING A SAT NAV. VEHICLE 1 FAILS TO NOTICE THE CORNER/JUNCTION AND CONTINUES STRAIGHT. VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION UNABLE TO AVOID VEHICLE 1 COLLIDES WITH N/S REAR.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 50 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 75 Female Passenger Severity: Slight

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 52 Breath test Negative
Vehicle direction E to W

Journey Purpose: Journey as part of work

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18337455 10/10/2018 Wednesday Time 1045 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
R2, PEDAL CYCLE, STRUCK FROM BEHIND BY V1.

Occurred on THE STREET B1102

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Uncorrected, defective eyesight	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction NE to SW

Journey Purpose: 6

Vehicle Reference 2 Pedal Cycle Going ahead other
Overturned
First point of impact Back Age of Driver 53 Breath test Not applicable
Vehicle direction NE to SW

Journey Purpose: 6

Casualty Reference: 1 Age: 53 Female Driver/rider Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18346933 06/11/2018 Tuesday Time 1610 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS STOPPED AT A 'GIVE WAY ' JUNCTION AND MISJUDGED THE SPEED OF V2 APPROACHING FROM THE RIGHT. V1 HAS PULLED OUT IN FRONT OF V2.

Occurred on

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Turning right
No skidding, jack-knifing or overturning
First point of impact Offside Age of Driver 23 Breath test Negative
Vehicle direction E to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 23 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 50 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18352952 01/12/2018 Saturday Time 1852 Vehicles 3 Casualties 1 Slight
Fine without high winds Road surface Wet/Damp Darkness: no street lighting
Special Conditions None Road Type Dual 2 lanes
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND BRAKED REALLY SHARPLY CAUSING V2 BEHIND TO SWERVE AND CHANGE LANES. V2 THEN COLLIDED WITH THE REAR OF V1. V3 WAS TRAVELLING ALONG AND OVERSHOT THE JUNCTION. IT IS THOUGHT THAT V3 DID NOT MAKE IMPACT WITH ANY OT
HER VEHICLE.

Occurred on A11 AT JN WITH HERRINGWELL ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Stolen vehicle	Vehicle 2	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 3	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Nearside Age of Driver 36 Breath test Negative
Vehicle direction N to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 32 Male Passenger Severity: Slight

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 33 Breath test Negative
Vehicle direction N to S

Journey Purpose: 6

Vehicle Reference 3 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Did not impact Age of Driver 17 Breath test Negative
Vehicle direction W to E

Journey Purpose: Other/Not known

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

18353914 07/12/2018 Friday Time 1815 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V2 HAS SLOWED / STOPPED ON APPROACH TO ROUNDABOUT. V1 HAS FAILED TO STOP & STRUCK REAR OF V2.

Occurred on CARNATION WAY, RED LODGE AT JN WITH WARREN ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 59 Breath test Positive
Vehicle direction S to W

Journey Purpose: 6

Vehicle Reference 2 Car Going ahead but held up
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 43 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 43 Female Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19839155 11/04/2019 Thursday Time 1919 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V2 WAS TRAVELLING ALONG THE CARRIAGEWAY IN FRONT OF V1. V2 BRAKED AND V1 COLLIDED WITH THE REAR OF V2. V1 FAILED TO STOP.

Occurred on THE STREET (B1102) - 30 METRES FROM JUNCTION WITH THE MEADOWS

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Impaired by alcohol	Vehicle 1	Possible
3rd:	Following too close	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test Driver not contacted
Vehicle direction NE to SW

Journey Purpose: 6

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 26 Breath test Negative
Vehicle direction NE to SW

Journey Purpose: Journey as part of work

Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19835463 19/04/2019 Friday Time 1408 Vehicles 2 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Dual 2 lanes
V1 AND V2 WERE TRAVELLING IN THE SAME DIRECTION ALONG THE CARRIAGEWAY. THERE WAS A QUEUE OF TRAFFIC SO V2 STOPPED BUT V1 FAILED TO STOP IN TIME AND COLLIDED WITH V2.

Occurred on A11 NEAR JUNCTION WITH A11

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	Possible
4th:	Swerved	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 64 Breath test Not requested
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 27 Breath test Not requested
Vehicle direction SW to NE

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: Female Passenger Severity: Slight

Casualty Reference: 2 Age: 27 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19839996 04/05/2019 Saturday Time 0224 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Darkness: street lights present and lit
Special Conditions None Road Type Single 2 lanes
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND COLLIDED WITH V2 (PARKED). D1 FLED THE SCENE BUT WAS LATER APPREHENDED.

Occurred on TURNPIKE ROAD (B1085) - 48 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 24 Breath test Not requested
Vehicle direction NE to SW

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Vehicle Reference 2 Car Parked
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver Breath test
Vehicle direction Park to Parked

Journey Purpose: 6

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19856128 10/06/2019 Monday Time 1311 Vehicles 2 Casualties 4 Slight
Raining without high winds Road surface Wet/Damp Daylight
Special Conditions None Road Type Dual 2 lanes
V1 AND V2 WERE TRAVELLING IN THE SAME DIRECTION BUT DIFFERENT LANES ALONG THE CARRIAGEWAY. V1 CHANGED LANES INTO LANE 1 BUT FAILED TO SLOW DOWN TO ACCOUNT FOR THE TRAFFIC AHEAD AND COLLIDED WITH V2.

Occurred on NEWMARKET ROAD (A11)

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Spray from other vehicles	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Changing lane to left
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 67 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight

Casualty Reference: 3 Age: 22 Male Passenger Severity: Slight

Vehicle Reference 2 Car Stopping
No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 56 Breath test Negative
Vehicle direction S to N

Journey Purpose: Other/Not known

Casualty Reference: 2 Age: 56 Male Driver/rider Severity: Slight

Casualty Reference: 4 Age: 47 Female Passenger Severity: Slight

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

19862285 26/07/2019 Friday Time 0702 Vehicles 2 Casualties 1 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single 2 lanes
V1 HAS PULLED INTO THE PATH OF V2 HAVING JUST EXITED JUNCTION.

Occurred on B1085 AT JUNCTION WITH ELMS ROAD

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Vehicle blind spot	Vehicle 1	Very Likely
5th:	Dazzling sun	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Starting
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 40 Breath test Negative
Vehicle direction S to NE

Journey Purpose: Journey as part of work

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 54 Breath test
Vehicle direction NE to S

Journey Purpose: Other/Not known

Casualty Reference: 1 Age: 54 Male Driver/rider Severity: Serious

Accidents between dates **01/08/2014 and 01/08/2019** (60) months
Selection: **Notes:**

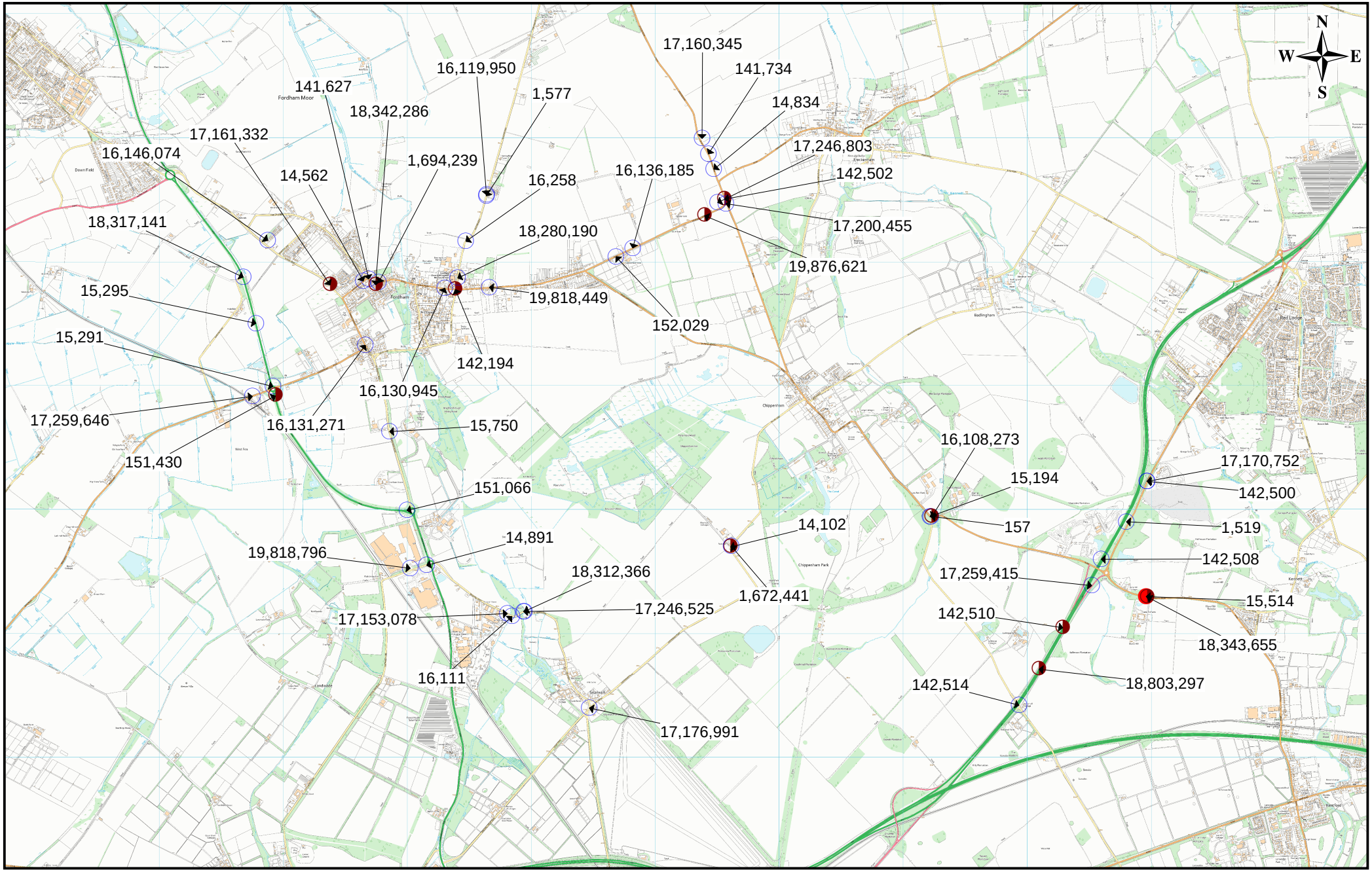
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	4	28	33
2-wheeled motor vehicles	0	1	4	5
Pedal cycles	0	1	2	3
Horses & other	0	0	1	1
Total	1	7	34	42

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	2	4	27	33
Passenger	2	5	16	23
Motorcyclist	0	1	4	5
Cyclist	0	1	2	3
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	4	11	51	66

Cambridgeshire County Council



Scale (at A4): 1:36135 Centred at: 565885,269311 Date: 12/12/2019 By: ff386

Date	Police_ref	Easting	Northing	Severity	Road_cond	Visibility	Casualties	Pedestrian	Cycles	P2W	OAPs	Children	Manoeuvre	Time	Vehicles	Roadclass1	Roadnum1	Road_Type	Speed_Lim	Junct_det	Junct_ctrl	Roadclass2	Roadnum2	Cross_ctrl	Cross_fac	Weather	SpCond	Carr_haz	Day	Location	Local_Auth	ReportedAt
2E+07	14102	565608	268695	2. Serious	2. Wet/Damp	6. Darkness: no street lighting	1	0	0	0	0	0	0. No turn	17:20	3	5. C	148	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	3. Tuesday	C148 SNAILWELL RD OUTSIDE PARK FARM CHIPPENHAM	E07000009	2. No - accident was reported 'over the counter'
2E+07	14582	562645	270842	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	10:40	2	4. B	1102	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	5. Thursday	B1102 SHARMANE RD OUTSIDE NO 4 FORDHAM DIR OF TRAVEL UK	E07000009	1. Yes
2E+07	142500	568967	269227	3. Slight	1. Dry	1. Daylight	2	0	0	0	0	0	2. Right turn	08:00	2	6. Unclassi	0	6. Single carriageway	60	8. Pri:Drive	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	7. Saturday	B1085 CHIPPENHAM	E07000009	1. Yes
2E+07	14891	563155	268548	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	1. Left turn	08:50	3	3. A	142	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	147	0. None	8. Central reservation	1. Fine without high winds	4. Road works	0. None	5. Thursday	LANDWADE RD JUNCTION A142 FORDHAM RD FORDHAM	E07000009	1. Yes
2E+07	14834	565473	271744	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	17:35	1	4. B	1104	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	9. Unknown		0. None	3. Tuesday	B1104 STATION RD 100M N OF FORDHAM RD ISLEHAM	E07000009	1. Yes
2E+07	142502	565559	271504	2. Serious	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	11:31	1	4. B	1102	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	7. Saturday	B1102 ISLEHAM	E07000009	1. Yes
2E+07	141627	562689	270858	3. Slight	1. Dry	4. Darkness: street lights present and lit	2	0	0	0	0	0	0. No turn	20:20	1	4. B	1102	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	3. Tuesday	B1102 CARTER'S TREET OUTSIDE NO 90 FORDHAM	E07000009	1. Yes
2E+07	142508	568597	268598	3. Slight	1. Dry	6. Darkness: no street lighting	5	0	0	0	2	0	0. No turn	01:20	4	3. A	11	3. Dual carriageway	70	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	5. Thursday	A11 KENNETT	E07000009	1. Yes
2E+07	142510	568288	268044	2. Serious	1. Dry	6. Darkness: no street lighting	1	0	0	1	0	0	0. No turn	06:52	2	3. A	11	3. Dual carriageway	70	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	2. Monday	A11 KENNETT	E07000009	1. Yes
2E+07	141734	565429	271869	3. Slight	1. Dry	6. Darkness: no street lighting	1	0	0	0	0	0	0. No turn	19:10	1	4. B	1104	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	4. Wednesday	B1104 STATION RD 250M NORTH OF B1102 FORDHAM RD FORDHAM	E07000009	1. Yes
2E+07	142194	563387	270776	2. Serious	2. Wet/Damp	1. Daylight	1	0	0	1	0	0	0. No turn	17:15	2	4. B	1102	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	145	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	6. Friday	MILDENHALL RD JUNCTION COLLINS HILL FORDHAM ELY	E07000009	1. Yes
2E+07	142514	567935	267418	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	0	0	0	0	0	1. Left turn	06:00	1	3. A	11	3. Dual carriageway	70	9. Other	4. Give way or Uncontrolled	5. C	149	0. None	0. None within 50m	5. Raining with high winds	4. Road works	0. None	5. Thursday	A11 JUNCTION C ROAD CHIPPENHAM	E07000009	1. Yes
2E+07	1519	568800	268600	3. Slight	4. Frost/Ice	1. Daylight	3	0	0	0	0	0	0. No turn	08:57	1	3. A	11	3. Dual carriageway	70	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	8. Other		0. None	1. Sunday	A11 KENNETT	E07000009	1. Yes
2E+07	157	567224	268943	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	10:10	1	4. B	1085	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	149	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	5. Thursday	B1085 LOW PARK CORNER JUNCTION C149 LA HOGUE RD CHIPPENHAM	E07000009	1. Yes
2E+07	1577	563637	271530	3. Slight	1. Dry	6. Darkness: no street lighting	2	0	0	0	0	0	0. No turn	18:43	4	5. C	145	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	5. Thursday	ISLEHAM RD FORDHAM POSSIBLE OUTSIDE NO 32	E07000009	1. Yes
2E+07	15194	567215	268841	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	0	0	0	0	0	0. No turn	17:30	1	4. B	1085	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	149	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	3. Tuesday	B1085 LOW PARK CORNER JUNCTION C149 NR LOW PARK FARM	E07000009	1. Yes
2E+07	15291	561916	269991	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	08:45	2	3. A	142	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	4. B	1102	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	1. Sunday	A142 JUNCTION B1102 STATION RD FORDHAM	E07000009	1. Yes
2E+07	15295	561779	270502	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	16:00	3	3. A	142	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	1. Sunday	A142 FORDHAM BY PASS FORDHAM	E07000009	1. Yes
2E+07	15514	568959	268296	1. Fatal	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	05:10	1	4. B	1085	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	2. Raining without high winds		0. None	3. Tuesday	B1085 DANE HILL ROAD KENNETH 500M SOUTH OF A11	E07000009	1. Yes
2E+07	15750	562856	269628	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	14:40	2	5. C	145	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	4. Wednesday	NEWMARKET RD 600M EAST OF A142 FORDHAM RD FORDHAM	E07000009	1. Yes
2E+07	151066	562096	268991	3. Slight	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	09:25	2	3. A	142	1. Roundabout	60	1. Roundabout	4. Give way or Uncontrolled	5. C	145	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	7. Saturday	A142 FORDHAM RD	E07000009	1. Yes
2E+07	151430	561936	269916	2. Serious	1. Dry	1. Daylight	1	0	0	1	0	0	0. No turn	07:49	2	3. A	142	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	2. Monday	A142 FORDHAM BY PASS 50M SOUTH OF B1102 STATION RD FORDHAM	E07000009	1. Yes
2E+07	152029	564683	271040	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	1	0	0	0	0	0. No turn	07:01	1	4. B	1102	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	2. Raining without high winds		0. None	6. Friday	B1102 MILDENHALL ROAD 100M WEST OF B1104 FORDHAM	E07000009	1. Yes
2E+07	16111	563843	268139	3. Slight	1. Dry	4. Darkness: street lights present and lit	1	1	0	0	0	0	0. No turn	17:00	1	5. C	147	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	3. Tuesday	C147 SNAILWELL RD SNAILWELL	E07000009	2. No - accident was reported 'over the counter'
2E+07	16258	563471	271163	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	07:33	1	5. C	145	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	6. Snowing with high winds		0. None	2. Monday	ISLEHAM RD NR FARM TRACK AT BEND PLOTTED FROM DIAGRAM	E07000009	1. Yes
2E+07	1672441	565613	268704	3. Slight	1. Dry	4. Darkness: street lights present and lit	2	0	0	0	0	0	0. No turn	21:40	1	5. C	148	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	7. Saturday	OUTSIDE PARK FARM SNAILWELL ROAD	E07000009	1. Yes
2E+07	1694239	562767	270830	3. Slight	2. Wet/Damp	1. Daylight	1	1	0	0	0	0	0. No turn	17:30	2	4. B	1102	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	4. Wednesday	OUTSIDE NUMBER 55 CARTER STREET	E07000009	1. Yes
2E+07	16108273	567230	268939	2. Serious	1. Dry	6. Darkness: no street lighting	2	0	0	0	0	0	0. No turn	23:45	1	4. B	1085	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	149	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	1. Sunday	DANE HILL ROAD B1085 LOW PARK CORNER	E07000009	1. Yes
2E+07	16119950	563639	271538	3. Slight	1. Dry	1. Daylight	2	0	0	0	0	0	0. No turn	14:55	2	5. C	145	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	1. Sunday	ISLEHAM ROAD, FORDHAM. INCIDENT UPDATED WITH LOCATION - 34 ISLEHAM RD, FORDHAM	E07000009	1. Yes
2E+07	16139945	563302	270785	3. Slight	1. Dry	4. Darkness: street lights present and lit	2	0	0	0	0	0	0. No turn	19:40	2	4. B	1102	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds		0. None	1. Sunday	OUTSIDE THE CROWN PUBLIC HOUSE CHURCH STREET	E07000009	2. No - accident was reported 'over the counter'
2E+07	16131271	562662	270325	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	1	0	0	0. No turn	07:20	2	6. Unclassi	0	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	4. B	1102	0. None	0. None within 50m	1. Fine without high winds	4. Road works	0. None	4. Wednesday	IRON BRIDGE PAR AT JUNCTION WITH B1102 MARCH WEST	E07000009	2. No - accident was reported 'over the counter'
2E+07	16136185	564818	271109	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	0	0	0	1	0	0. No turn	17:40	2	4. B	1102	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	2. Raining without high winds		0. None	6. Friday	B1102 MILDENHALL ROAD	E07000009	1. Yes
2E+07	16148074	561874	271169	3. Slight	4. Frost/Ice	4. Darkness: street lights present and lit	1	0	0	0	0	0	0. No turn	22:27	1	5. C	145	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	7. Fog or mist		0. None	4. Wednesday	13 SOHAM ROAD, FORDHAM	E07000009	1. Yes
2E+07	17153078	563807	268159	3. Slight	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	08:00	3	6. Unclassi	0	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	2. Raining without high winds	0. None	0. None	4. Wednesday	APPROX 25M NE OF SNAILWELL ROAD BRIDGE	E07000009	2. No - accident was reported 'over the counter'
2E+07	17161332	562378	270811	2. Serious	2. Wet/Damp	1. Daylight	1	0	0	0	0	0	0. No turn	08:50	1	5. C	145	6. Single carriageway	40	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	5. Thursday	OUTSIDE 1 SOHAM ROAD	E07000009	1. Yes
2E+07	17161945	565378	271993	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	2	0	0	0	0	0	0. No turn	21:45	1	4. B	1104	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	5. Raining with high winds	0. None	0. None	4. Wednesday	APPROX 300M NORTHEAST OF B1104 STATION ROAD AND B1102 FORDHAM ROAD JUNCTION ON STATION RD	E07000009	1. Yes
2E+07	17170752	568967	269227	3. Slight	1. Dry	1. Daylight	1	0	0	1	0	0	0. Right turn	13:58	2	4. B	1085	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	1. Sunday	RED LODGE KARTING CENTRE ENTRANCE B1085	E07000009	1. Yes
2E+07	17176991	564468	267396	3. Slight	1. Dry	1. Daylight	2	0	0	0	1	0	0. Right turn	09:40	2	5. C	147	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	5. C	148	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	6. Friday	NEWMARKET ROAD AT JN WITH SHORT ROAD	E07000009	1. Yes
2E+07	17200455	565571	271468	3. Slight	1. Dry	1. Daylight	1	0	0	1	1	0	0. No turn	13:45	1	4. B	1102	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	4. B	1104	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	1. Sunday	MILDENHALL ROAD B1102 AT JN WITH B1140	E07000009	1. Yes
2E+07	17246603	565503	271475	3. Slight	1. Dry	6. Darkness: no street lighting	2	0	0	0	0	0	0. No turn	18:35	2	4. B	1102	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	4. B	1104	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	6. Friday	MILDENHALL ROAD B1102 NEAR JN WITH B1104	E07000009	1. Yes
2E+07	17246525	563937	268176	3. Slight	2. Wet/Damp	6. Darkness: no street lighting	1	0	0	0	0	0	0. No turn	17:20	1	5. C	147	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	3. Snowing without high winds	0. None	0. None	5. Thursday	SNAILWELL ROAD NEAR JN WITH FORDHAM ROAD A142	E07000009	1. Yes
2E+07	17259646	561750	269911	3. Slight	1. Dry	1. Daylight	1	0	1	0	0	0	0. No turn	12:00	2	4. B	1102	6. Single carriageway	50	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	3. Tuesday	CAMB/7254/28122017 STATION ROAD B1102	E07000009	2. No - accident was reported 'over the counter'
2E+07	17259415	568522	268384	3. Slight	4. Frost/Ice	1. Daylight	1	0	0	0	0	0	0. No turn	10:06	2	3. A	11	7. Slip road	70	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	5. Thursday	OFF SLIP A11 FROM B1085	E07000009	2. No - accident was reported 'over the counter'
2E+07	18280190	563405	270867	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	1	0. No turn	08:53	1	6. Unclassi	0	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	4. Wednesday	ISLEHAM ROAD NEAR JN WITH MILDENHALL ROAD B1102	E07000009	1. Yes
2E+07	18312366	563945	268176	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	20:25	1	6. Unclassi	0	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	7. Saturday	PARK FARM HOUSE SNAILWELL ROAD	E07000009	1. Yes
2E+07	18317141	561675	270873	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0. No turn	17:05	2	3. A	142	6. Single carriageway	60	3. T & Stag Jct	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	2. Raining without high winds	0. None	0. None	2. Monday	SOHAM BYPASS A142 AT JN WITH LARKHALL ROAD	E07000009	2. No - accident was reported 'over the counter'
2E+07	18343655	568969	268293	2. Serious	2. Wet/Damp	1. Daylight	2	0	0	0	0	0	0. No turn	09:21	2	4. B	1085	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	2. Raining without high winds	0. None	0. None	1. Sunday	DANE HILL ROAD B1085	E07000009	1. Yes
2E+07	18342286	562745	270811	2. Serious	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	15:10	1	6. Unclassi	0	6. Single carriageway	30	3. T & Stag Jct	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	5. Thursday	NEW PATH AT JN WITH CARTER STREET	E07000009	1. Yes
2E+07	18803297	568096	267709	2. Serious	2. Wet/Damp	6. Darkness: no street lighting	2	0	0	0	0	0	0. No turn	06:12	1	3. A	11	3. Dual carriageway	70	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	6. Friday	A11 KENNET	E07000009	1. Yes
2E+07	19818449	563661	270793	3. Slight	1. Dry	1. Daylight	1	1	0	0	0	0	0. No turn	15:30	1	4. B	1102	6. Single carriageway	30	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	4. Wednesday	MILDENHALL ROAD (B1102).	E07000009	2. No - accident was reported 'over the counter'
2E+07	19818796	563023	268525	3. Slight	1. Dry	1. Daylight	1	0	0	0	0	0	0. Right turn	09:00	3	6. Unclassi	0	6. Single carriageway	60	8. Pri:Drive	4. Give way or Uncontrolled	6. Unclassified	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	6. Friday	LANDWADE ROAD AT JUNCTION WITH TURNERS SOHAM LTD' PRIVATE DRIVE.	E07000009	1. Yes
2E+07	19876621	565398	271370	2. Serious	1. Dry	6. Darkness: no street lighting	1	0	0	1	0	0	0. No turn	19:50	1	4. B	1102	6. Single carriageway	60	0. Not within 20m of junction	Not applicable	. Not applicable	0	0. None	0. None within 50m	1. Fine without high winds	0. None	0. None	6. Friday	MILDENHALL ROAD (B1102) NEAR FIRDALE FARM.	E07000009	1. Yes

Annex E Raw Data for HGVs and Staff

TOTAL

PV Power	625	Mwp
BEES Power	500	MW

NOTE: The staff will be located in a 30km radius from the site depending on the availability

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	3288	813	701	563	306	0	224	162	0	0	0	0	0	220	220	0	79	0	0	0	0	0	0	0	0
Civil Works	11710	60	852	852	802	802	717	832	672	532	396	330	359	342	585	592	550	502	422	282	45	482	557	130	15
Structure	1408	0	10	71	81	81	81	113	88	98	92	61	58	51	51	71	91	91	101	96	19	3	0	0	0
Panels	1988	0	0	0	30	30	111	111	120	161	161	133	112	111	111	81	101	131	141	141	136	44	22	0	0
Electrical Works	358	2	4	15	15	15	21	22	19	21	19	19	16	14	20	17	19	19	19	19	17	14	12	0	0
Equipment	1056	0	0	10	10	10	10	71	87	89	91	91	84	73	61	65	74	74	79	22	22	21	12	0	0
CCTV	26	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	3	3	3	5	3	2	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel deliveries	227	3	4	5	6	6	9	14	15	14	14	13	12	9	9	8	11	11	12	11	10	10	9	8	4
Water delivery (industrial use)	134	1	1	4	1	2	4	5	8	9	9	8	8	8	5	6	7	7	8	7	7	5	5	7	2
Water delivery (potable)	134	1	1	4	1	2	4	5	8	9	9	8	8	8	5	6	7	7	8	7	7	5	5	7	2
Waste collection (general waste, hazardous waste and recyclables)	1036	4	2	9	14	14	29	42	52	62	67	67	69	64	52	49	38	36	36	50	56	74	71	54	25
Sewage and greywater collection	234	2	3	5	5	6	10	10	12	13	13	13	14	9	10	9	10	11	12	13	12	13	11	10	8
Total HGV's per Month		886	1578	1538	1271	968	1220	1387	1081	1008	873	745	740	909	1129	904	990	892	841	651	336	674	706	216	56
Total HGV's per Day		45	79	77	64	49	61	70	55	51	44	38	37	46	57	46	50	45	43	33	17	34	36	11	3

HGV`s East A

PV Power	110	Mwp
BEES Power	92	MW

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	592	93	93	93	93	0	0	0	0	0	0	0	0	110	110	0	0	0	0	0	0	0	0	0	0
Civil Works	2125	0	67	67	67	67	67	67	67	67	67	67	67	67	217	217	217	92	92	92	25	92	167	100	10
Structure	262	0	0	10	10	10	10	10	10	10	10	10	10	10	10	20	30	30	30	30	2	0	0	0	0
Panels	357	0	0	0	0	0	15	15	15	15	15	15	15	15	15	15	25	45	45	45	35	12	0	0	0
Electrical Works	63	0	0	2	2	2	2	2	2	2	2	2	2	2	4	6	6	5	6	5	5	2	2	0	0
Equipment	352	0	0	0	0	0	0	25	25	25	25	25	25	25	25	25	30	30	35	10	10	10	2	0	0
CCTV	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	1	1	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel deliveries	46	1	1	1	1	1	1	1	1	1	1	1	1	2	3	3	3	4	3	3	3	3	3	3	1
Water delivery (industrial use)	30	0	0	1	0	0	0	0	1	1	1	1	1	2	1	2	3	2	3	2	3	1	2	3	0
Water delivery (potable)	30	0	0	1	0	0	0	0	1	1	1	1	1	2	1	2	3	2	3	2	3	1	2	3	0
Waste collection (general waste, hazardous waste and recyclables)	186	1	0	1	1	1	3	6	6	6	6	6	6	6	8	6	8	7	6	11	16	21	21	21	12
Sewage and greywater collection	48	0	1	1	1	2	1	1	1	1	1	1	1	1	2	2	3	4	3	4	3	4	3	4	3
Total HGV's per Month		95	162	177	175	83	99	127	129	129	129	129	129	242	396	298	329	222	227	205	107	147	203	134	26
Total HGV's per Day		5	9	9	9	5	5	7	7	7	7	7	7	13	20	15	17	12	12	11	6	8	11	7	2

HGV`s East B

PV Power	209	Mwp
BEES Power	183	MW

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	1167	370	258	120	120	0	0	0	0	0	0	0	0	110	110	0	79	0	0	0	0	0	0	0	0
Civil Works	4148	60	385	385	335	335	110	95	95	95	95	103	155	155	235	235	235	335	255	115	20	140	140	30	5
Structure	492	0	10	32	42	42	42	42	17	17	13	13	13	12	12	22	32	32	42	37	17	3	0	0	0
Panels	712	0	0	0	30	30	50	50	50	50	50	40	23	20	20	20	30	40	50	50	55	32	22	0	0
Electrical Works	132	2	4	7	7	7	7	7	7	7	7	6	3	3	7	5	7	8	7	8	6	6	4	0	0
Equipment	305	0	0	10	10	10	10	21	21	21	21	21	21	11	11	15	19	19	19	12	12	11	10	0	0
CCTV	11	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	2	2	1	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel deliveries	92	2	2	3	3	3	3	4	3	3	3	3	3	2	2	3	6	5	7	6	6	6	6	5	3
Water delivery (industrial use)	59	1	1	2	1	1	1	1	3	2	2	2	2	3	2	2	3	4	4	5	4	4	3	4	2
Water delivery (potable)	59	1	1	2	1	1	1	1	3	2	2	2	2	3	2	2	3	4	4	5	4	4	3	4	2
Waste collection (general waste, hazardous waste and recyclables)	390	3	2	6	11	11	14	18	18	18	23	23	23	23	9	8	10	9	10	19	20	33	33	33	13
Sewage and greywater collection	96	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	4	5	6	7	7	7	6	6	5
Total HGV's per Month		441	665	570	563	443	241	242	220	218	220	217	248	345	413	315	429	462	405	265	153	248	228	82	30
Total HGV's per Day		23	34	29	29	23	13	13	11	11	11	11	13	18	21	16	22	24	21	14	8	13	12	5	2

HGV`s West A

PV Power	293	Mwp
BEES Power	244	MW

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	1405	350	350	350	93	0	162	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	5007	0	400	400	400	400	480	580	420	280	180	130	121	120	133	140	98	75	75	75	0	250	250	0	0
Structure	603	0	0	29	29	29	29	49	49	59	57	36	34	29	29	29	29	29	29	29	0	0	0	0	0
Panels	847	0	0	0	0	0	46	46	55	66	66	66	74	76	76	46	46	46	46	46	46	0	0	0	0
Electrical Works	148	0	0	6	6	6	9	10	7	9	9	10	10	9	9	6	6	6	6	6	6	6	6	0	0
Equipment	368	0	0	0	0	0	0	25	35	35	37	37	37	37	25	25	25	25	25	0	0	0	0	0	0
CCTV	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	0	0	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel deliveries	66	0	1	1	2	2	3	6	7	6	6	6	5	5	4	2	2	2	2	2	1	1	0	0	0
Water delivery (industrial use)	30	0	0	1	0	1	2	2	2	3	3	3	3	3	2	2	1	1	1	0	0	0	0	0	0
Water delivery (potable)	30	0	0	1	0	1	2	2	2	3	3	3	3	3	2	2	1	1	1	0	0	0	0	0	0
Waste collection (general waste, hazardous waste and recyclables)	420	0	0	2	2	2	10	16	24	30	30	30	32	35	35	35	20	20	20	20	20	20	17	0	0
Sewage and greywater collection	66	0	0	1	1	1	4	4	4	5	5	5	6	5	5	4	3	2	3	2	2	2	2	0	0
Total HGV's per Month		350	751	791	533	442	747	840	605	496	396	327	325	322	320	291	232	208	209	181	76	279	275	0	0
Total HGV's per Day		18	38	40	27	23	38	42	31	25	20	17	17	17	16	15	12	11	11	10	4	14	14	0	0

HGV`s West B

PV Power	23	Mwp
BEES Power	0	MW

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	124						62	62																	
Civil Works	430						60	90	90	90	54	30	16												
Structure	51							12	12	12	12	2	1												
Panels	72									30	30	12													
Electrical Works	15						3	3	3	3	1	1	1												
Equipment	31								6	8	8	8	1												
CCTV	1										1														
Internal Substations	0																								
Fuel deliveries	23						2	3	4	4	4	3	3												
Water delivery (industrial use)	15						1	2	2	3	3	2	2												
Water delivery (potable)	15						1	2	2	3	3	2	2												
Waste collection (general waste, hazardous waste and recyclables)	40						2	2	4	8	8	8	8												
Sewage and greywater collection	24						2	2	4	4	4	4	4												
Total HGV's per Month		0	0	0	0	0	133	178	127	165	128	72	38	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV's per Day		0	0	0	0	0	7	9	7	9	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0

West 1 (Access F and G):W1 and W02

PV Power	23	Mwp	B
BEES Power	0	MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	124						62	62																	
Civil Works	430						60	90	90	90	54	30	16												
Structure	51							12	12	12	12	2	1												
Panels	72									30	30	12													
Electrical Works	15						3	3	3	3	1	1	1												
Equipment	31								6	8	8	8	1												
CCTV	1										1														
Internal Substations	0																								
Fuel deliveries	23						2	3	4	4	4	3	3												
Water delivery (industrial use)	15						1	2	2	3	3	2	2												
Water delivery (potable)	15						1	2	2	3	3	2	2												
Waste collection (general waste, hazardous waste and recyclables)	40						2	2	4	8	8	8	8												
Sewage and greywater collection	24						2	2	4	4	4	4	4												
Total HGV's per Month		0	0	0	0	0	133	178	127	165	128	72	38	0	0	0	0	0	0	0	0	0	0	0	0
Total HGV's per Day		0	0	0	0	0	7	9	7	9	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0

West 2 (Access A and B):W3 to W12

PV Power	218	Mwp	A
BEES Power	244	MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	1143	350	350	350	93																				
Civil Works	4073		400	400	400	400	400	400	150	100	100	100	100	100	100	100	98	75	75	75		250	250		
Structure	493			29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29					
Panels	690						46	46	46	46	46	46	46	46	46	46	46	46	46	46	46				
Electrical Works	120			6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
Equipment	300							25	25	25	25	25	25	25	25	25	25	25	25						
CCTV	5																1	1	1	1	1				
Internal Substations	0																								
Fuel deliveries	43		1	1	2	2	2	4	4	3	3	3	2	2	2	2	2	2	2	2	1	1			
Water delivery (industrial use)	15			1		1	1	1	1	1	1	1	1	1	1	1	1	1	1						
Water delivery (potable)	15			1		1	1	1	1	1	1	1	1	1	1	1	1	1	1						
Waste collection (general waste, hazardous waste and recyclables)	327			2	2	2	9	15	20	20	20	20	20	20	20	20	20	20	20	20	20	20	17		
Sewage and greywater collection	42			1	1	1	2	2	2	3	2	2	3	2	3	2	3	2	3	2	2	2	2		
Total HGV's per Month		350	751	791	533	442	496	529	284	234	233	233	233	232	233	232	232	208	209	181	76	279	275	0	0
Total HGV's per Day		18	38	40	27	23	25	27	15	12	12	12	12	12	12	12	12	11	11	10	4	14	14	0	0

West 3 (Access E): W15

PV Power	50	Mwp	A
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	262						162	100																	
Civil Works	934						80	180	270	180	80	30	21	20	33	40									
Structure	110							20	20	30	28	7	5												
Panels	157								9	20	20	20	28	30	30										
Electrical Works	28						3	4	1	3	3	4	4	3	3										
Equipment	68								10	10	12	12	12	12											
CCTV	1											1													
Internal Substations	0																								
Fuel deliveries	23						1	2	3	3	3	3	3	3	2										
Water delivery (industrial use)	15						1	1	1	2	2	2	2	2	1	1									
Water delivery (potable)	15						1	1	1	2	2	2	2	2	1	1									
Waste collection (general waste, hazardous waste and recyclables)	93						1	1	4	10	10	10	12	15	15	15									
Sewage and greywater collection	24						2	2	2	2	3	3	3	3	2	2									
Total HGV's per Month		0	0	0	0	0	251	311	321	262	163	94	92	90	87	59	0	0	0	0	0	0	0	0	0
Total HGV's per Day		0	0	0	0	0	13	16	17	14	9	5	5	5	5	3	0	0	0	0	0	0	0	0	0

East 1 (Access F): E05

PV Power	41.6	Mwp	A
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	220													110	110										
Civil Works	785														150	150	150	25	25	25	25	25	100	100	10
Structure	92															10	20	20	20	20	2				
Panels	132																10	30	30	30	20	12			
Electrical Works	23														2	4	4	3	4	3	3				
Equipment	52																5	5	10	10	10	10	2		
CCTV	1																				1				
Internal Substations	0																								
Fuel deliveries	23													1	2	2	2	3	2	2	2	2	2	2	1
Water delivery (industrial use)	15													1		1	2	1	2	1	2	1	2	2	
Water delivery (potable)	15													1		1	2	1	2	1	2	1	2	2	
Waste collection (general waste, hazardous waste and recyclables)	75														2		2	1		5	10	15	15	15	10
Sewage and greywater collection	24														1	1	2	3	2	3	2	3	2	3	2
Total HGV's per Month		0	0	0	0	0	0	0	0	0	0	0	0	113	267	169	199	92	97	100	79	69	125	124	23
Total HGV's per Day		0	0	0	0	0	0	0	0	0	0	0	0	6	14	9	10	5	5	5	4	4	7	7	2

East 2 (Access E): E01 to E010 without E05

PV Power	71	Mwp	A
BEES Power	92	MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	372	93	93	93	93																				
Civil Works	1340		67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67	67		67	67		
Structure	170			10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10					
Panels	225						15	15	15	15	15	15	15	15	15	15	15	15	15	15	15				
Electrical Works	40			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Equipment	300							25	25	25	25	25	25	25	25	25	25	25	25						
CCTV	7																1	1	1	1	1	1	1		
Internal Substations	0																								
Fuel deliveries	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Water delivery (industrial use)	15			1					1	1	1	1	1	1	1	1	1	1	1	1	1			1	
Water delivery (potable)	15			1					1	1	1	1	1	1	1	1	1	1	1	1	1			1	
Waste collection (general waste, hazardous waste and recyclables)	111	1		1	1	1	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	2
Sewage and greywater collection	24		1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total HGV's per Month		95	162	177	175	83	99	127	129	129	129	129	129	129	129	129	130	130	130	105	28	78	78	10	3
Total HGV's per Day		5	9	9	9	5	5	7	7	7	7	7	7	7	7	7	7	7	7	6	2	4	4	1	1

East 3 (Access A and C): E11 to E18

PV Power	91	Mwp	B
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	480	120	120	120	120																				
Civil Works	1700		85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85	85		85	85		
Structure	204			12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12					
Panels	300						20	20	20	20	20	20	20	20	20	20	20	20	20	20	20				
Electrical Works	60			3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Equipment	132							11	11	11	11	11	11	11	11	11	11	11	11						
CCTV	7																1	1	1	1	1	1	1		
Internal Substations	0																								
Fuel deliveries	23	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Water delivery (industrial use)	15			1					1	1	1	1	1	1	1	1	1	1	1	1	1			1	
Water delivery (potable)	15			1					1	1	1	1	1	1	1	1	1	1	1	1	1			1	
Waste collection (general waste, hazardous waste and recyclables)	146	1		1	1	1	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	2
Sewage and greywater collection	24	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total HGV's per Month		123	207	225	223	103	126	141	143	143	143	143	143	143	143	143	144	144	144	133	36	99	99	12	3
Total HGV's per Day		7	11	12	12	6	7	8	8	8	8	8	8	8	8	8	8	8	8	7	2	5	5	1	1

East 4 (Access D): E24 and E25

PV Power	15	Mwp	B
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	79																79								
Civil Works	280																	100	100	20	10	25	25		
Structure	33																		10	10	10	3			
Panels	47																		10	10	15	12			
Electrical Works	8																	3	1	2	1	1			
Equipment	16																			4	4	4	4		
CCTV	1																					1			
Internal Substations	0																								
Fuel deliveries	23																2	2	3	3	3	3	3	2	2
Water delivery (industrial use)	15																1	1	2	2	2	2	2	2	1
Water delivery (potable)	15																1	1	2	2	2	2	2	2	1
Waste collection (general waste, hazardous waste and recyclables)	40																	1		1	2	10	10	10	6
Sewage and greywater collection	24																	2	3	3	4	4	3	3	2
Total HGV's per Month		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	110	131	57	53	67	49	19	12
Total HGV's per Day		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	7	3	3	4	3	1	1

East 5 (Access H and I): E26 to E32

PV Power	74	Mwp	B
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	388	250	138																						
Civil Works	1383	60	300	300	250	250	25	10	10	10	10	18	70	70											
Structure	163		10	20	30	30	30	30	5	5	1	1	1												
Panels	233				30	30	30	30	30	30	30	20	3												
Electrical Works	41	2	4	4	4	4	4	4	4	4	4	3													
Equipment	100			10	10	10	10	10	10	10	10	10	10												
CCTV	2										1	1													
Internal Substations	0																								
Fuel deliveries	23	1	1	2	2	2	2	3	2	2	2	2	2												
Water delivery (industrial use)	14	1	1	1	1	1	1	1	2	1	1	1	1	1											
Water delivery (potable)	14	1	1	1	1	1	1	1	2	1	1	1	1	1											
Waste collection (general waste, hazardous waste and recyclables)	129	2	2	5	10	10	10	10	10	10	15	15	15	15											
Sewage and greywater collection	24	1	1	2	2	2	2	2	2	2	2	2	2	2											
Total HGV's per Month		318	458	345	340	340	115	101	77	75	77	74	105	89	0	0	0	0	0	0	0	0	0	0	0
Total HGV's per Day		16	23	18	17	17	6	6	4	4	4	4	6	5	0	0	0	0	0	0	0	0	0	0	0

East 6 (Access B): E19 to E22

PV Power	42	Mwp	B
BEES Power		MW	

Concept	Total HGV's per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	220													110	110										
Civil Works	785														150	150	150	150	70	10	10	30	30	30	5
Structure	92															10	20	20	20	15	7				
Panels	132																10	20	20	20	20	20	22		
Electrical Works	23														4	2	4	2	3	3	2	2	1		
Equipment	57															4	8	8	8	8	8	7	6		
CCTV	1																				1				
Internal Substations	0																								
Fuel deliveries	23													1	1	2	3	2	3	2	2	2	2	2	1
Water delivery (industrial use)	15													1	1	1	1	2	1	2	1	2	1	1	1
Water delivery (potable)	15													1	1	1	1	2	1	2	1	2	1	1	1
Waste collection (general waste, hazardous waste and recyclables)	75														1		2		2	10	10	15	15	15	5
Sewage and greywater collection	24														2	2	3	2	2	3	2	2	2	2	2
Total HGV's per Month		0	0	0	0	0	0	0	0	0	0	0	0	113	270	172	202	208	130	75	64	82	80	51	15
Total HGV's per Day		0	0	0	0	0	0	0	0	0	0	0	0	6	14	9	11	11	7	4	4	5	4	3	1

NOTE: The staff will be located in a 30km radius from the site depending on the availability

PV Power	625.8714	Mwp
BEES Power	500	MW
Average of staff members per LGV	1.5	units

TOTAL STAFF

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	128	54	16	11	11	0	8	7	0	0	0	0	0	10	8	0	3	0	0	0	0	0	0	0	0
Civil Works	2678	16	65	133	133	133	148	167	179	154	138	125	110	95	109	103	109	117	115	112	112	112	111	44	38
Structure	9365	0	40	120	257	522	522	562	594	643	578	560	542	472	424	386	277	295	309	464	486	486	290	285	251
Panels	3472	0	0	0	20	53	205	205	205	265	287	251	210	178	158	134	96	164	170	170	174	180	180	86	81
Electrical Works	3951	10	30	105	159	179	189	199	224	235	239	232	217	191	172	169	124	124	123	124	210	210	210	207	69
CCTV	371	0	0	0	0	0	0	0	0	0	14	18	23	18	10	17	24	25	36	30	40	41	25	25	25
Internal Substations	2067	0	45	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	57	45
Total Staff per day (Average)		80	196	465	676	983	1168	1236	1298	1393	1352	1282	1198	1060	977	905	729	821	849	996	1118	1125	912	704	509
Total Staff per month (Average)		1600	3920	9300	13520	19660	23360	24720	25960	27860	27040	25640	23960	21200	19540	18100	14580	16420	16980	19920	22360	22500	18240	14080	10180

7 months

WEST 1 (access F and G): W01 an W02

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	5						3	2																	
Civil Works	98						10	20	20	12	12	12	12												
Structure	342							20	42	70	70	70	70												
Panels	127									25	35	35	32												
Electrical Works	145						5	15	15	25	25	30	30												
CCTV	14										2	6	6												
Internal Substations	0																								
Total Staff per day (Average)		0	0	0	0	0	18	57	77	132	144	153	150	0	0	0	0	0	0	0	0	0	0	0	0
Total Staff per month (Average)		0	0	0	0	0	360	1140	1540	2640	2880	3060	3000	0	0	0	0	0	0	0	0	0	0	0	0

24 months

WEST 2 (access A and B): W03 to W12

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	44	11	11	11	11																				
Civil Works	935		12	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	44	12	12
Structure	3271			40	51	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	40	40
Panels	1212						68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	26	30
Electrical Works	1379			30	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	29
CCTV	128																10	10	20	20	20	18	10	10	10
Internal Substations	689		15	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	19	15
Total Staff per day (Average)		11	38	158	205	323	391	391	391	391	391	391	391	391	391	391	401	401	411	411	411	409	260	173	136
Total Staff per month (Average)		220	760	3160	4100	6460	7820	7820	7820	7820	7820	7820	7820	7820	7820	7820	8020	8020	8220	8220	8220	8180	5200	3460	2720

10 months

WEST 3 (access E): W15

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	10						5	5																	
Civil Works	215						5	14	26	26	26	26	26	26	26	14									
Structure	751							20	30	51	60	120	120	120	120	110									
Panels	278									30	42	42	42	42	42	38									
Electrical Works	317						5	5	30	30	35	43	43	43	43	40									
CCTV	30												5	10	10	5									
Internal Substations	0																								
Total Staff per day (Average)		0	0	0	0	0	15	44	86	137	163	231	236	241	241	207	0	0	0	0	0	0	0	0	0
Total Staff per month (Average)		0	0	0	0	0	300	880	1720	2740	3260	4620	4720	4820	4820	4140	0	0	0	0	0	0	0	0	0

12 months

EAST 1 (access F): E05

41.6108

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	9													5	4										
Civil Works	178														9	10	20	20	20	20	20	20	20	10	9
Structure	623															10	10	19	20	94	94	94	94	94	94
Panels	231																	34	34	34	34	34	34	14	13
Electrical Works	263														5	5	10	10	11	12	50	50	50	50	10
CCTV	25																				5	5	5	5	5
Internal Substations	0																								
Total Staff per day (Average)		0	0	0	0	0	0	0	0	0	0	0	0	5	18	25	40	83	85	160	203	203	203	173	131
Total Staff per month (Average)		0	0	0	0	0	0	0	0	0	0	0	0	100	360	500	800	1660	1700	3200	4060	4060	4060	3460	2620

24 months

EAST 2 (access E): E01 to E10 (without E05)

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	15	15																							
Civil Works	306		14	34	34	34	34	34	34	34	18	18				5	5	5	3						
Structure	1070			30	50	130	130	130	130	130	130	66	48	48	48										
Panels	397						56	56	56	56	56	57	20	20	20										
Electrical Works	451		10	20	20	40	40	40	40	40	40	35	30	30	30	20	10	6							
CCTV	42															12	12	12	6						
Internal Substations	689		15	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	19	15
Total Staff per day (Average)		15	39	116	136	236	292	292	292	292	276	208	130	130	130	69	59	55	41	32	32	32	32	19	15
Total Staff per month (Average)		300	780	2320	2720	4720	5840	5840	5840	5840	5520	4160	2600	2600	2600	1380	1180	1100	820	640	640	640	640	380	300

24 months

EAST 3 (access A and C): E11 to E18

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	18	18																							
Civil Works	391		4	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	4	3
Structure	1367			10	20	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	20	15	10
Panels	507						28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	16	15
Electrical Works	577			10	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	25	10
CCTV	54																2	3	10	10	10	10	3	3	3
Internal Substations	689		15	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	19	15
Total Staff per day (Average)		18	19	71	99	155	183	183	183	183	183	183	183	183	183	183	185	186	193	193	193	193	130	82	56
Total Staff per month (Average)		360	380	1420	1980	3100	3660	3660	3660	3660	3660	3660	3660	3660	3660	3660	3700	3720	3860	3860	3860	3860	2600	1640	1120

9 month

EAST 4 (access D): E24 and E25

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	3																3								
Civil Works	61																	8	8	8	8	8	8	8	5
Structure	213																		12	20	42	42	42	42	13
Panels	79																		6	6	10	16	16	16	9
Electrical Works	90																	4	6	6	16	16	16	16	10
CCTV	9																					3	2	2	2
Internal Substations	0																								
Total Staff per day (Average)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12	32	40	76	85	84	84	39
Total Staff per month (Average)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	240	640	800	1520	1700	1680	1680	780

13 months

EAST 5 (access H and I): E26 to E32

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	15	10	5																						
Civil Works	315	16	35	35	35	35	35	35	35	18	18	5	8	5											
Structure	1102		40	40	136	136	136	136	136	136	62	48	48	48											
Panels	409				20	53	53	53	53	58	58	21	20	20											
Electrical Works	465	10	20	45	45	45	45	45	45	46	45	30	20	24											
CCTV	44										12	12	12	8											
Internal Substations	0																								
Total Staff per day (Average)		36	100	120	236	269	269	269	269	258	195	116	108	105	0	0	0	0	0	0	0	0	0	0	0
Total Staff per month (Average)		720	2000	2400	4720	5380	5380	5380	5380	5160	3900	2320	2160	2100	0	0	0	0	0	0	0	0	0	0	0

12 months

EAST 6 (access B): E19 to E22

Concept	Average staff members per "concept"	Average Staff members per day/ month 1	Average Staff members per day/ month 2	Average Staff members per day/ month 3	Average Staff members per day/ month 4	Average Staff members per day/ month 5	Average Staff members per day/ month 6	Average Staff members per day/ month 7	Average Staff members per day/ month 8	Average Staff members per day/ month 9	Average Staff members per day/ month 10	Average Staff members per day/ month 11	Average Staff members per day/ month 12	Average Staff members per day/ month 13	Average Staff members per day/ month 14	Average Staff members per day/ month 15	Average Staff members per day/ month 16	Average Staff members per day/ month 17	Average Staff members per day/ month 18	Average Staff members per day/ month 19	Average Staff members per day/ month 20	Average Staff members per day/ month 21	Average Staff members per day/ month 22	Average Staff members per day/ month 23	Average Staff members per day/ month 24
Adecuation sites	9													5	4										
Civil Works	179														10	10	20	20	20	20	20	20	20	10	9
Structure	626															10	11	20	21	94	94	94	94	94	94
Panels	232																	34	34	34	34	34	34	14	14
Electrical Works	264															10	10	10	12	12	50	50	50	50	10
CCTV	25																				5	5	5	5	5
Internal Substations	0																								
Total Staff per day (Average)		0	0	0	0	0	0	0	0	0	0	0	0	5	14	30	41	84	87	160	203	203	203	173	132
Total Staff per month (Average)		0	0	0	0	0	0	0	0	0	0	0	0	100	280	600	820	1680	1740	3200	4060	4060	4060	3460	2640

PV Power	625.8714	Mwp
BEES Power	500	MW
Average of staff members p	1.5	units

TOTAL LGV

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	93	37	12	8	8	0	6	6	0	0	0	0	0	8	6	0	2	0	0	0	0	0	0	0	0
Civil Works	1830	11	45	90	90	90	101	114	122	104	93	85	75	65	74	71	75	81	79	77	77	77	77	31	26
Structure	6270	0	27	81	173	349	349	377	397	430	387	374	362	315	283	259	186	198	207	311	325	325	195	191	169
Panels	2354	0	0	0	14	36	139	139	139	179	194	169	143	121	107	91	65	111	115	115	118	122	122	60	55
Electrical Works	2666	7	21	71	107	120	128	134	150	158	161	156	146	128	116	115	84	84	83	83	142	142	142	140	48
CCTV	265	0	0	0	0	0	0	0	0	0	10	12	16	13	7	12	17	17	25	21	29	29	19	19	19
Internal Substations	1419	0	30	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	39	30
Total LGV for Staff per day (Average)	55	135	316	458	661	789	836	874	937	911	862	808	716	659	614	495	557	575	673	757	761	621	480	347	
Total LGV for Staff per month (Average)	1100	2700	6320	9160	13220	15780	16720	17480	18740	18220	17240	16160	14320	13180	12280	9900	11140	11500	13460	15140	15220	12420	9600	6940	

WEST 1 (access F and G): W01 an W02

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	67	0	0	0	0	0	7	14	14	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0
Structure	230	0	0	0	0	0	0	14	28	47	47	47	47	0	0	0	0	0	0	0	0	0	0	0	0
Panels	87	0	0	0	0	0	0	0	0	17	24	24	22	0	0	0	0	0	0	0	0	0	0	0	0
Electrical Works	98	0	0	0	0	0	4	10	10	17	17	20	20	0	0	0	0	0	0	0	0	0	0	0	0
CCTV	10	0	0	0	0	0	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)	0	0	0	0	0	13	40	52	89	98	103	101	0	0	0	0	0	0	0	0	0	0	0	0	
Total LGV for Staff per month (Average)	0	0	0	0	0	260	800	1040	1780	1960	2060	2020	0	0	0	0	0	0	0	0	0	0	0	0	

WEST 2 (access A and B): W03 to W12

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	32	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	624	0	8	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	8	8
Structure	2182	0	0	27	34	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	27	27	27
Panels	820	0	0	0	0	0	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	18	20
Electrical Works	920	0	0	20	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	20
CCTV	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	14	14	12	7	7	7
Internal Substations	473	0	10	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	13	10
Total LGV for Staff per day (Average)	8	26	107	138	216	262	262	262	262	262	262	262	262	262	262	262	269	269	276	276	276	274	176	117	92
Total LGV for Staff per month (Average)	160	520	2140	2760	4320	5240	5240	5240	5240	5240	5240	5240	5240	5240	5240	5380	5380	5520	5520	5520	5480	3520	2340	1840	

WEST 3 (access E): W15

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	8	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	150	0	0	0	0	0	4	10	18	18	18	18	18	18	18	10	0	0	0	0	0	0	0	0	0
Structure	502	0	0	0	0	0	0	14	20	34	40	80	80	80	80	74	0	0	0	0	0	0	0	0	0
Panels	186	0	0	0	0	0	0	0	0	20	28	28	28	28	28	26	0	0	0	0	0	0	0	0	0
Electrical Works	215	0	0	0	0	0	4	4	20	20	24	29	29	29	29	27	0	0	0	0	0	0	0	0	0
CCTV	22	0	0	0	0	0	0	0	0	0	0	0	4	7	7	4	0	0	0	0	0	0	0	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)	0	0	0	0	0	12	32	58	92	110	155	159	162	162	141	0	0	0	0	0	0	0	0	0	
Total LGV for Staff per month (Average)	0	0	0	0	0	240	640	1160	1840	2200	3100	3180	3240	3240	2820	0	0	0	0	0	0	0	0	0	

EAST 1 (access F): E05

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0
Civil Works	124	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	14	14	14	14	14	14	14	7	6
Structure	419	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	13	14	63	63	63	63	63	63
Panels	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	23	23	23	23	10	9
Electrical Works	181	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	7	8	8	34	34	34	34	7
CCTV	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)	0	0	0	0	0	0	0	0	0	0	0	0	4	13	18	28	57	59	108	138	138	138	118	89	
Total LGV for Staff per month (Average)	0	0	0	0	0	0	0	0	0	0	0	0	80	260	360	560	1140	1180	2160	2760	2760	2760	2360	1780	

EAST 2 (access E): E01 to E10 (without E05)

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	209	0	10	23	23	23	23	23	23	23	12	12	0	0	0	4	4	4	2	0	0	0	0	0	0
Structure	716	0	0	20	34	87	87	87	87	87	87	44	32	32	32	0	0	0	0	0	0	0	0	0	0
Panels	270	0	0	0	0	0	38	38	38	38	38	38	14	14	14	0	0	0	0	0	0	0	0	0	0
Electrical Works	306	0	7	14	14	27	27	27	27	27	27	24	20	20	20	14	7	4	0	0	0	0	0	0	0
CCTV	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	4	0	0	0	0	0	0
Internal Substations	473	0	10	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	13	10
Total LGV for Staff per day (Average)		10	27	79	93	159	197	197	197	197	186	140	88	88	88	48	41	38	28	22	22	22	22	13	10
Total LGV for Staff per month (Average)		200	540	1580	1860	3180	3940	3940	3940	3940	3720	2800	1760	1760	1760	960	820	760	560	440	440	440	440	260	200

EAST 3 (access A and C): E11 to E18

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	268	0	3	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	3	2
Structure	919	0	0	7	14	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	51	14	10	7
Panels	344	0	0	0	0	0	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	11	10
Electrical Works	392	0	0	7	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	17	7
CCTV	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7	7	7	7	2	2	2
Internal Substations	473	0	10	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	13	10
Total LGV for Staff per day (Average)		12	13	49	68	105	124	124	124	124	124	124	124	124	124	124	126	126	131	131	131	131	89	56	38
Total LGV for Staff per month (Average)		240	260	980	1360	2100	2480	2480	2480	2480	2480	2480	2480	2480	2480	2480	2520	2520	2620	2620	2620	2620	1780	1120	760

EAST 4 (access D): E24 and E25

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Civil Works	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	6	6	6	6	6	4
Structure	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	14	28	28	28	28	9
Panels	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	11	11	11	6
Electrical Works	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	11	11	11	11	7
CCTV	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	22	28	52	58	58	58	28
Total LGV for Staff per month (Average)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	180	440	560	1040	1160	1160	1160	560

EAST 5 (access H and I): E26 to E32

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	11	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Civil Works	217	11	24	24	24	24	24	24	24	12	12	4	6	4	0	0	0	0	0	0	0	0	0	0	0
Structure	738	0	27	27	91	91	91	91	91	91	42	32	32	32	0	0	0	0	0	0	0	0	0	0	0
Panels	278	0	0	0	14	36	36	36	36	39	39	14	14	14	0	0	0	0	0	0	0	0	0	0	0
Electrical Works	312	7	14	30	30	30	30	30	30	31	30	20	14	16	0	0	0	0	0	0	0	0	0	0	0
CCTV	30	0	0	0	0	0	0	0	0	0	8	8	8	6	0	0	0	0	0	0	0	0	0	0	0
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)		25	69	81	159	181	181	181	181	173	131	78	74	72	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per month (Average)		500	1380	1620	3180	3620	3620	3620	3620	3460	2620	1560	1480	1440	0	0	0	0	0	0	0	0	0	0	0

EAST 6 (access B): E19 to E22

Concept	Average Total LGV for Staff	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Adecuation sites	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0
Civil Works	125	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	14	14	14	14	14	14	7	6
Structure	421	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	14	14	63	63	63	63	63	63
Panels	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	23	23	23	23	10	10
Electrical Works	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	8	8	34	34	34	34	7
CCTV	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	4	4
Internal Substations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGV for Staff per day (Average)		0	0	0	0	0	0	0	0	0	0	0	0	4	10	21	29	58	59	108	138	138	138	118	90
Total LGV for Staff per month (Average)		0	0	0	0	0	0	0	0	0	0	0	0	80	200	420	580	1160	1180	2160	2760	2760	2760	2360	1800

Construction of Substations

Purpose	Vehicle Type	Total for Construction Period (24 Months)				
		Total	Burwell	Sunnica West A	Sunnica East A	Sunnica East B
Materials, Plant and Components Delivery	7.5 Tonne - HGV	490	123	123	123	123
Bulk Materials Delivery / Removal	HGV	1,905	476	476	476	476
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	90	23	23	23	23
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	14,700	3,675	3,675	3,675	3,675
Fuel delivery	Tanker	98	25	25	25	25
Water Delivery (Potable)	Tanker	98	25	25	25	25
Waste Collection	Skip Loader, 18 Tonne	294	74	74	74	74
Sewage and Greywater Collection	Tanker	98	25	25	25	25
Craneage	80 Tonne	15	4	4	4	4
	400 Tonne	8	2	2	2	2
	1000 Tonne	4	1	1	1	1
Low Loader	STGO CAT 2	16	4	4	4	4
	STGO CAT 3	8	2	2	2	2

Working Days Per Month	20
Staff Vehicle Occupancy	1.5

Total Substations

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Materials, Plant and Components Delivery	7.5 Tonne - HGV	490	40	60	90	85	85	85	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bulk Materials Delivery / Removal	HGV	1905	158	237	340	332	332	332	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	90	0	0	46	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	14749	1200	1800	2500	2500	2535	2535	1491	168	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel delivery	Tanker	98	8	12	17	17	17	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Delivery (Potable)	Tanker	98	8	12	17	17	17	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waste Collection	Skip Loader, 18 Tonne	295	25	37	52	52	52	47	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sewage and Greywater Collection	Tanker	98	8	12	17	17	17	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Craneage	80 Tonne	16	0	0	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	400 Tonne	8	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1000 Tonne	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Low Loader	STGO CAT 2	16	0	0	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	STGO CAT 3	8	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Month		3127	247	371	606	578	534	510	273	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Day		160	13	19	31	29	27	26	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Month		14749	1200	1800	2500	2500	2535	2535	1491	168	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Day		739	60	90	125	125	127	127	75	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Burwell Substation

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Materials, Plant and Components Delivery	7.5 Tonne - HGV	125			25	25	25	25	25																	
Bulk Materials Delivery / Removal	HGV	477			97	95	95	95	95																	
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	23			12	11																				
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	3685			700	700	735	735	735	70	10															
Fuel delivery	Tanker	25			5	5	5	5	4	1																
Water Delivery (Potable)	Tanker	25			5	5	5	5	4	1																
Waste Collection	Skip Loader, 18 Tonne	75			15	15	15	15	13	2																
Sewage and Greywater Collection	Tanker	25			5	5	5	5	4	1																
Craneage	80 Tonne	4					4																			
	400 Tonne	2					2																			
	1000 Tonne	1					1																			
Low Loader	STGO CAT 2	4					4																			
	STGO CAT 3	2					2																			
Total HGVs Per Month		788	0	0	164	161	163	150	145	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Day		44	0	0	9	9	9	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Month		3685	0	0	700	700	735	735	735	70	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Day		186	0	0	35	35	37	37	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sunnica West A Substation

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Materials, Plant and Components Delivery	7.5 Tonne - HGV	122	20	20	22	20	20	20																		
Bulk Materials Delivery / Removal	HGV	476	79	79	81	79	79	79																		
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	23			12	11																				
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	3688	600	600	600	600	600	600	78	10																
Fuel delivery	Tanker	24	4	4	4	4	4	3	1																	
Water Delivery (Potable)	Tanker	24	4	4	4	4	4	3	1																	
Waste Collection	Skip Loader, 18 Tonne	73	12	12	12	12	12	10	2																	
Sewage and Greywater Collection	Tanker	24	4	4	4	4	4	3	1																	
Craneage	80 Tonne	4			4																					
	400 Tonne	2			2																					
	1000 Tonne	1			1																					
Low Loader	STGO CAT 2	4			4																					
	STGO CAT 3	2			2																					
Total HGVs Per Month		781	124	124	153	135	124	118	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Day		43	7	7	8	7	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Month		3688	600	600	600	600	600	600	78	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Day		185	30	30	30	30	30	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sunnica East A Substation

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Materials, Plant and Components Delivery	7.5 Tonne - HGV	122	20	20	22	20	20	20																		
Bulk Materials Delivery / Removal	HGV	476	79	79	81	79	79	79																		
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	22			11	11																				
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	3688	600	600	600	600	600	600	78	10																
Fuel delivery	Tanker	24	4	4	4	4	4	3	1																	
Water Delivery (Potable)	Tanker	24	4	4	4	4	4	3	1																	
Waste Collection	Skip Loader, 18 Tonne	73	12	12	12	12	12	10	2																	
Sewage and Greywater Collection	Tanker	24	4	4	4	4	4	3	1																	
Craneage	80 Tonne	4			4																					
	400 Tonne	2			2																					
	1000 Tonne	1			1																					
Low Loader	STGO CAT 2	4			4																					
	STGO CAT 3	2			2																					
Total HGVs Per Month		780	124	124	152	135	124	118	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Day		43	7	7	8	7	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Month		3688	600	600	600	600	600	600	78	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Day		185	30	30	30	30	30	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sunnica East B Substation

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
Materials, Plant and Components Delivery	7.5 Tonne - HGV	121		20	21	20	20	20	20																	
Bulk Materials Delivery / Removal	HGV	476		79	81	79	79	79	79																	
Concrete Delivery	Ready Mix Concrete Wagon, 6M / 32 Tonne	22			11	11																				
Personnel Transportation	Car Van (e.g. Transit / Sprinter)	3688		600	600	600	600	600	600	78	10															
Fuel delivery	Tanker	24		4	4	4	4	4	3	1																
Water Delivery (Potable)	Tanker	24		4	4	4	4	4	3	1																
Waste Collection	Skip Loader, 18 Tonne	73		12	12	12	12	12	10	2																
Sewage and Greywater Collection	Tanker	24		4	4	4	4	4	3	1																
Craneage	80 Tonne	4				4																				
	400 Tonne	2				2																				
	1000 Tonne	1				1																				
Low Loader	STGO CAT 2	4				4																				
	STGO CAT 3	2				2																				
Total HGVs Per Month		779	0	124	138	148	124	124	118	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total HGVs Per Day		43	0	7	7	8	7	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Month		3688	0	600	600	600	600	600	600	78	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total LGVs per Day		185	0	30	30	30	30	30	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Construction of Cable Route

Purpose	Vehicle Type	Total for Construction Period (6 Months)		
		Total	Burwell to Sunnica West A	Sunnica West A to Sunnica East A
HDD Drill	HDD Rig	5	4	1
	HGV Beavertail	10	8	2
	HGV Materials Delivery Vehicle	20	16	4
	HGV Water Tanker	10	8	2
	Forklift / Telehandler	20	16	4
Materials Delivery	HGV / Truck 7.5 – 18 Tonne	147	74	74
	Rigid HGV HIAB	2,275	1,138	1,138
Plant Delivery / Movement	HGV Low Loader	20	10	10
Fuel Delivery	Fuel Bowser	53	27	27
Welfare Servicing (Incl. Potable Water)	Truck 7.5 – 18 Tonne	53	27	27
Waste Removal	Rigid HGV HIAB	2,275	1,138	1,138
Cable Installation	Cable Transport Vehicle / Winch	288	144	144
Reinstatement	Truck Mounted Hot Box – 18 Tonne	20	10	10
Personnel Transportation	Car / Van (e.g. Transit / Sprinter)	490	245	245

Working Days Per Month	20
Staff Vehicle Occupancy	1.5

Total Cable Routes

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
HDD Drill	HDD Rig	5		0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HGV Beavertail	10		0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HGV Materials Delivery Vehicle	20		0	4	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HGV Water Tanker	10		0	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Forklift / Telehandler	20		0	4	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Materials Delivery	HGV / Truck 7.5 – 18 Tonne	148		25	25	25	25	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rigid HGV HIAB	2276		378	380	380	380	380	378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Plant Delivery / Movement	HGV Low Loader	20		4	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fuel Delivery	Fuel Bowser	54		10	12	12	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Welfare Servicing (Incl. Potable Water)	Truck 7.5 – 18 Tonne	54		10	12	12	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Waste Removal	Rigid HGV HIAB	2276		378	380	380	380	380	378	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cable Installation	Cable Transport Vehicle / Winch	288		48	48	48	48	48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reinstatement	Truck Mounted Hot Box – 18 Tonne	20		4	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Personnel Transportation	Car / Van (e.g. Transit / Sprinter)	510		82	82	82	82	82	80	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total HGVs Per Month	5201	0	857	878	891	874	862	841	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total HGVs Per Day	263	0	43	44	45	44	44	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Month	510	0	82	82	82	82	82	80	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Day	30	0	5	5	5	5	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

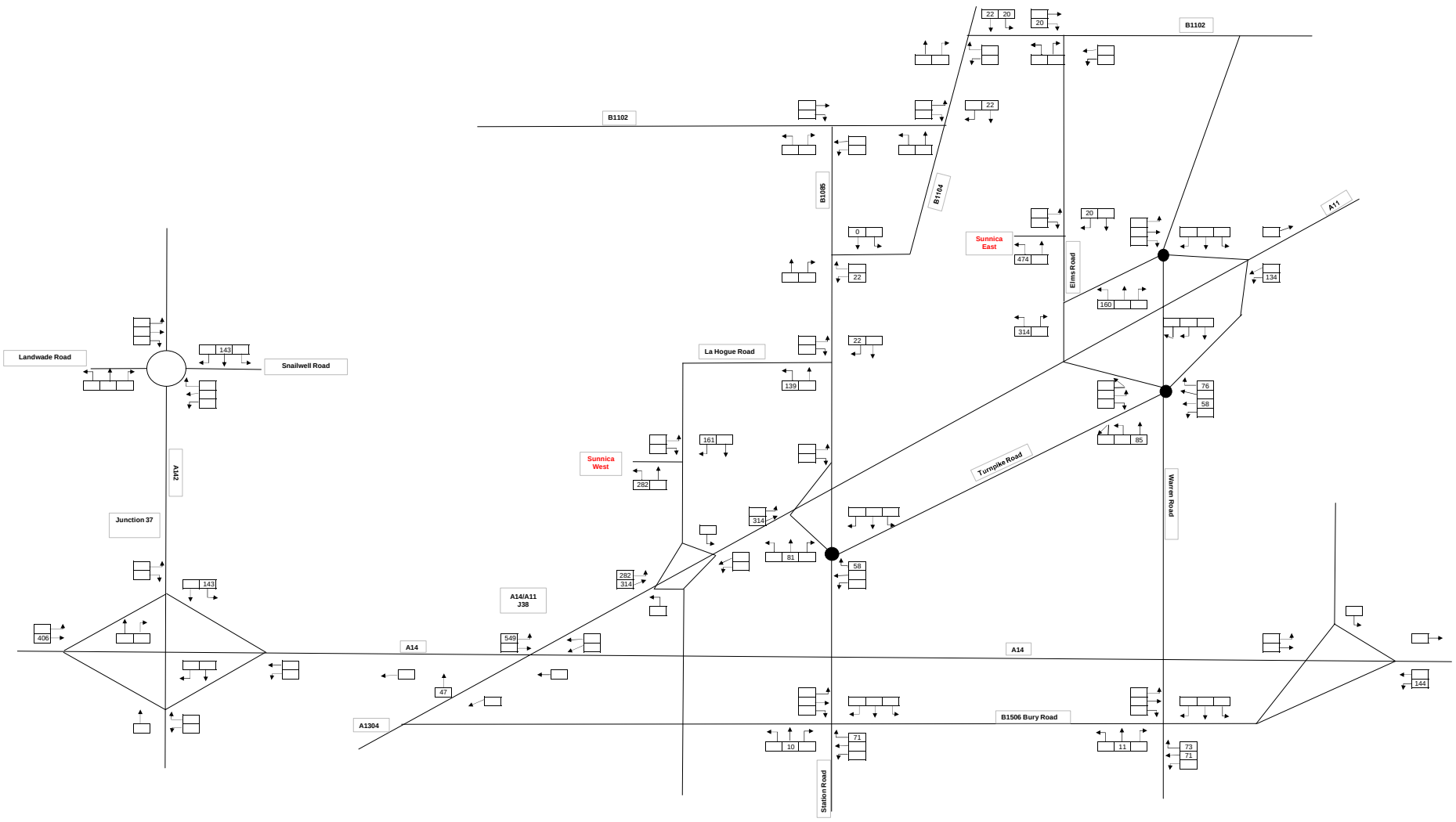
Burwell Substation to Sunnica West A

Concept	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
HDD Drill	HDD Rig	4			1	1	1	1																		
	HGV Beavertail	8			2	2	2	2																		
	HGV Materials Delivery Vehicle	16			4	4	4	4																		
	HGV Water Tanker	8			2	2	2	2																		
	Forklift / Telehandler	16			4	4	4	4																		
Materials Delivery	HGV / Truck 7.5 – 18 Tonne	74		12	12	12	12	12	12																	
	Rigid HGV HIAB	1138		189	190	190	190	190	189																	
Plant Delivery / Movement	HGV Low Loader	10		2	2	2	2	1	1																	
Fuel Delivery	Fuel Bowser	27		5	6	6	5	3	2																	
Welfare Servicing (Incl. Potable Water)	Truck 7.5 – 18 Tonne	27		5	6	6	5	3	2																	
Waste Removal	Rigid HGV HIAB	1138		189	190	190	190	190	189																	
Cable Installation	Cable Transport Vehicle / Winch	144		24	24	24	24	24	24																	
Reinstatement	Truck Mounted Hot Box – 18 Tonne	10		2	2	2	2	1	1																	
Personnel Transportation	Car / Van (e.g. Transit / Sprinter)	255		41	41	41	41	41	40	10																
	Total HGVs Per Month	2620	0	428	445	445	443	437	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total HGVs Per Day	135	0	22	23	23	23	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Month	255	0	41	41	41	41	41	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Day	18	0	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

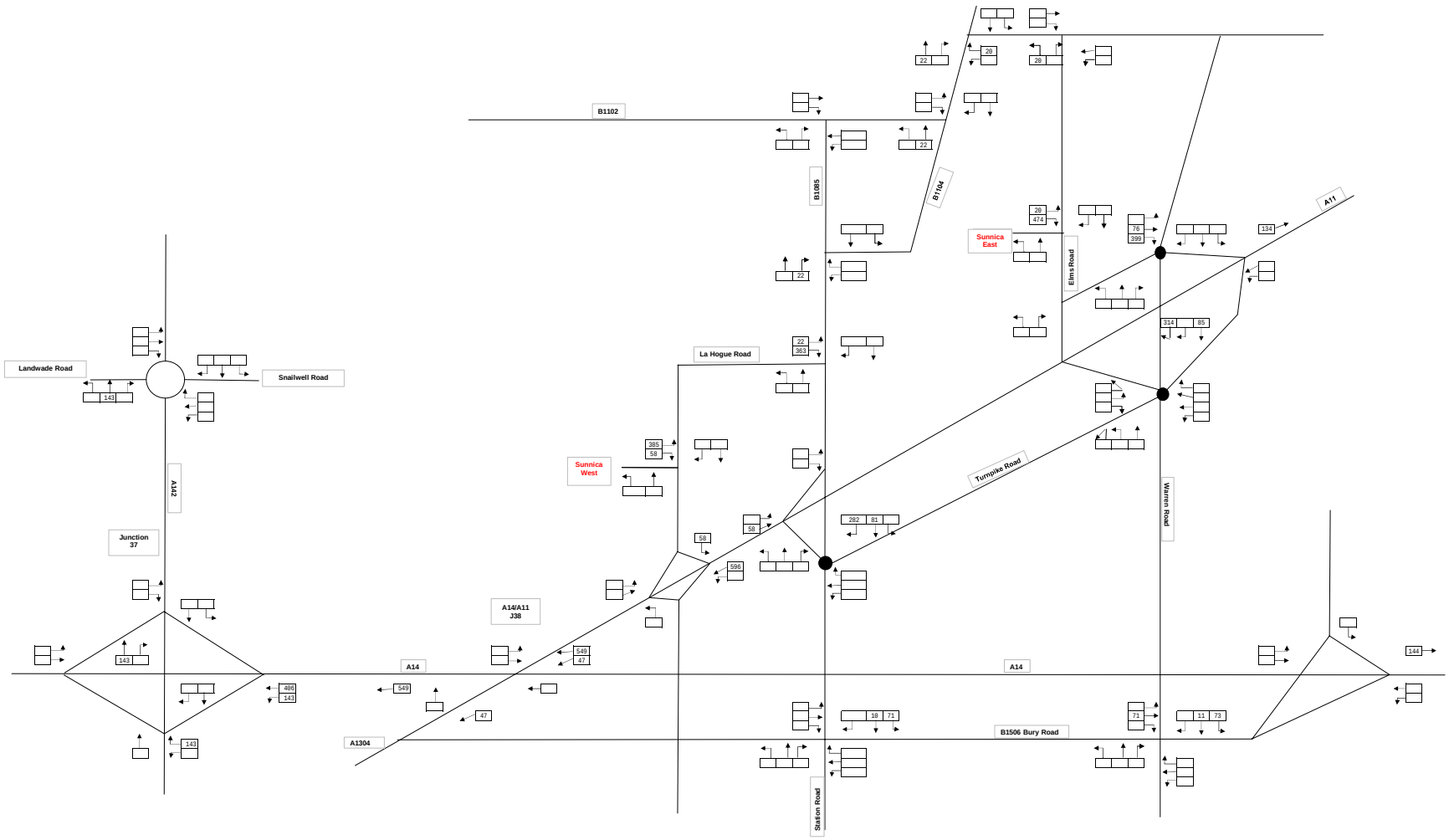
Sunnica West A to Sunnica East A

	Vehicle Type	Total Vehicles per "concept"	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19	Month 20	Month 21	Month 22	Month 23	Month 24
HDD Drill	HDD Rig	1				1																				
	HGV Beavertail	2				2																				
	HGV Materials Delivery Vehicle	4				4																				
	HGV Water Tanker	2				2																				
	Forklift / Telehandler	4				4																				
Materials Delivery	HGV / Truck 7.5 – 18 Tonne	74		12	12	12	12	12	12																	
	Rigid HGV HIAB	1138		189	190	190	190	190	189																	
Plant Delivery / Movement	HGV Low Loader	10		2	2	2	2	1	1																	
Fuel Delivery	Fuel Bowser	27		5	6	6	5	3	2																	
Welfare Servicing (Incl. Potable Water)	Truck 7.5 – 18 Tonne	27		5	6	6	5	3	2																	
Waste Removal	Rigid HGV HIAB	1138		189	190	190	190	190	189																	
Cable Installation	Cable Transport Vehicle / Winch	144		24	24	24	24	24	24																	
Reinstatement	Truck Mounted Hot Box – 18 Tonne	10		2	2	2	2	1	1																	
Personnel Transportation	Car / Van (e.g. Transit / Sprinter)	255		41	41	41	41	41	40	10																
	Total HGVs Per Month	2581	0	428	432	445	430	424	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total HGVs Per Day	133	0	22	22	23	22	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Month	255	0	41	41	41	41	41	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total LGVs per Day	18	0	3	3	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Annex F Construction Staff Vehicle Flow Diagrams



Client: Sunnica Limited	Peak Construction Worker Vehicle Flows Inbound AM Development Peak Hour	AECOM	Design LVH / Calcs LVH
Project: Sunnica Solar Farm		AECOM House, 63 - 77 Victoria Street, St Albans, Herts AL1 3ER Tel: +44 (0)1727 535000 www.aecom.com	Checked CC / App'd NA
			Date June 2021 / Scale Not to Scale
			Drawing FIGURE F1 / Rev



Client: Sunnica Limited	Peak Construction Worker Vehicle Flows Outbound PM Development Peak Hour	AECOM House, 63 - 77 Victoria Street, St Albans, Herts AL1 3ER. Tel: +44 (0)1727 535000, www.aecom.com	Design LVH; Calcs LVH; Checked CC; App'd NA; Date June 2021; Scale Not to Scale; Drawing FIGURE F2; Rev
Project: Sunnica Solar Farm			