



# Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

## Environmental Statement

### **Volume 3**

### **Appendix 22.2 - Air Quality Assessment Traffic Data**

August 2022

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### Glossary of Acronyms

AADT	Annual Average Daily Traffic
DEP	Dudgeon Offshore Wind Farm Extension Project
HGV	Heavy Goods Vehicle
SEP	Sheringham Shoal Offshore Wind Farm Extension Project
TEMPro	Trip End Model Presentation Program

### Glossary of Terms

Dudgeon Offshore Wind Farm Extension Project (DEP)	The Dudgeon Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
Order Limits	The area subject to the application for development consent, including all permanent and temporary works for DEP and SEP.
Sheringham Shoal Offshore Wind Farm Extension Project (SEP)	The Sheringham Shoal Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
The Applicant	Equinor New Energy Limited.



## 22.2 AIR QUALITY ASSESSMENT TRAFFIC DATA

### 22.2.1 Introduction

1. The traffic data used in the air quality assessment were provided by Royal HaskoningDHV, the Transport Consultants for proposed Sheringham Shoal Offshore Wind Farm Extension Project (hereafter SEP) and Dudgeon Offshore Wind Farm Extension Project (hereafter DEP). The derivation of the traffic flows is detailed in **Chapter 24 Traffic and Transport**. The traffic data used for SEP and DEP for the project alone (i.e. SEP or DEP in isolation) and projects concurrently are provided in **Table 22.2.1**.
2. As detailed in the table, traffic data has been factored to account for traffic growth between 2019 and 2025, by applying background growth factors that account for regional traffic growth from the Trip End Model Presentation Program (TEMPro), which takes into account traffic growth from committed developments (e.g. residential developments, employment, etc.). Cumulative construction traffic from the consented Hornsea Project Three, Norfolk Vanguard and Norfolk Boreas offshore wind farms has also been incorporated into the traffic data used in this assessment to provide a robust and conservative assessment.

Table 22.2.1: Air Quality Traffic Data for SEP and DEP Assessment.

Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
1	A1078 Low Road / A148 Grimston Road	40	15,983	5.0%	17,776	5.0%	18,116	6.5%	18,204	7.0%
2	A148 from A149 to A1065	30,60	7,785	7.6%	9,414	14.7%	9,607	15.8%	9,625	15.9%
3	A148 from A1065 to A1067	30 - 60	14,603	6.0%	16,988	9.7%	17,172	10.4%	17,187	10.4%
4	A148 from A1067 to B1149	30 - 60	8,569	5.3%	10,288	10.5%	10,431	11.3%	10,441	11.3%
5	A148 from B1149 to Hamstead Road	30, 40	12,832	3.5%	14,968	6.9%	15,114	7.3%	15,137	7.3%
6	A148 from Hemsetad Road to Bridge Road	40, 60	12,832	3.5%	14,968	6.9%	15,072	7.2%	15,088	7.2%
7	Bridge Road	24.2	655	7.1%	827	7.6%	847	9.7%	845	9.6%
8	The Street	24.2	655	7.1%	827	7.6%	845	9.0%	845	8.8%
9	The Street	20, 60	3,255	1.5%	3,831	3.5%	3,893	3.8%	3,909	3.8%
10	Holgate Hill / Holt Road	22.3	1,008	6.0%	1,273	6.4%	1,330	7.3%	1,337	7.2%
11	A149 from Weybourne to Weybourne Road	30 - 60	4,516	0.7%	5,233	2.1%	5,294	2.5%	5,303	2.5%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
12	Station Road / Sandy Hill Lane / Gypsies' Lane	30.1	798	9.6%	1,008	10.3%	1,078	11.9%	1,098	12.0%
13	A148 from Gypsie's Lane to B1436	30 - 60	13,579	4.5%	16,064	7.8%	16,233	8.1%	16,247	8.1%
14	B1436 - Felbrigg	40	6,555	9.1%	8,303	15.5%	8,447	15.9%	8,461	15.9%
15	A140 - Roughton	43.4	4,695	8.1%	6,284	13.7%	6,382	14.3%	6,393	14.3%
16	A149 - North Walsham	30, 60	8,309	4.1%	9,709	7.1%	9,773	7.6%	9,777	7.6%
17	A149 from B1145 to B1150	50	11,671	4.5%	13,338	6.2%	13,402	6.6%	13,406	6.6%
18	A149 from B1150 to Kidas Way	60, 50	11,671	4.5%	13,338	6.2%	13,402	6.6%	13,406	6.6%
19	A149 from Kidas Way to Honning Road	60	6,624	5.2%	7,725	8.1%	7,790	8.7%	7,793	8.7%
20	A149 from B1159 to Station Road	50	8,674	5.6%	9,987	8.4%	10,048	8.8%	10,051	8.8%
21	A149 from Station Road to A1064	30 - 60	10,390	4.2%	11,894	6.6%	11,955	7.0%	11,958	7.0%
22	A149 from A1064 to Yarmouth Road	60	23,644	2.7%	26,596	3.8%	26,648	4.0%	26,649	4.0%
23	A149 from Yarmouth Road to B1141	30	18,889	2.9%	21,307	4.3%	21,359	4.5%	21,360	4.5%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
24	A149 from B1141 to A47	30	32,563	3.0%	37,155	5.5%	37,407	6.1%	37,459	6.2%
25	A12 from A47 to Williams Adams Way	50	33,646	3.2%	38,154	5.0%	38,340	5.3%	38,358	5.3%
26	A12 from Williams Adams Way to B1385	40,50	24,478	3.4%	27,949	5.9%	28,111	6.3%	28,124	6.3%
27	A12 from B1385 to A1117	40,50	17,070	2.7%	18,985	2.7%	19,119	3.3%	19,126	3.4%
28	A12 from A1117 to Mill Road	30 - 60	9,089	6.7%	10,832	12.9%	10,966	13.9%	10,972	14.0%
29	A12 from Mill Road to B1384 / A1145 from B1384 to A146	30 - 60	10,575	3.8%	12,080	6.3%	12,224	7.4%	12,269	7.7%
30	A146 from A47 to A1145	40	17,928	4.4%	20,394	5.9%	20,772	6.5%	20,868	6.7%
31	A47 from A146 to A1042	70	50,090	4.5%	56,340	4.8%	56,690	5.0%	56,787	5.1%
32	A47 from A1042 to Cucumber Lane	70	41,733	4.5%	46,854	4.6%	47,140	5.0%	47,199	5.1%
33	A47 from Cucumber Lane to A1064	70	41,733	4.5%	46,416	4.5%	46,714	5.0%	46,778	5.1%
34	A47 from A1064 to A12	70	20,877	6.2%	23,899	8.7%	24,182	9.5%	24,242	9.7%





Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
35	A1270 from A1151 to A47	70	21,340	6.4%	24,925	8.9%	25,220	9.2%	25,261	9.2%
36**	A1151 from A1042 to A1270	30,50	15,712	3.6%	17,475	3.6%	17,475	3.6%	17,475	3.6%
37	A149 from A1151 to B1159	50	13,219	9.3%	15,065	10.7%	15,126	11.0%	15,129	11.0%
38	A149 from The Street to A1151	31.1	7,574	9.5%	9,495	14.1%	9,559	14.6%	9,562	14.6%
39	A149 from Honing Road to The Street	31.1	7,574	9.5%	9,495	14.1%	9,559	14.6%	9,562	14.6%
40	A1270 from B1150 to A1151	70	21,340	6.4%	24,910	8.9%	25,239	9.2%	25,288	9.2%
41	A1270 from A140 to B1150	70	21,340	6.4%	24,910	8.9%	25,210	9.2%	25,247	9.2%
42	A140 from B1149 to A1042	40, 60	17,553	4.0%	19,522	4.0%	19,957	3.9%	20,049	3.9%
43	A140 from Cawston Road to A1270	50, 60	13,644	4.2%	15,606	5.0%	15,823	5.4%	15,840	5.4%
44	A140 from B1145 to Cawston Road	50, 60	14,890	4.8%	16,992	5.5%	17,164	5.9%	17,177	5.9%
45	A140 from B1145 to Aylsham Road	60	11,006	3.4%	13,086	5.7%	13,201	5.7%	13,216	5.7%
46	A140 from Thorpe Market Road to Aylsham Road	40 - 60	11,006	3.4%	13,086	5.7%	13,243	5.7%	13,270	5.7%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
47	A1270 from Drayton Lane to A140	70	10,668	6.4%	12,647	9.5%	13,149	9.8%	13,223	9.8%
48	Brewery Lane / B1149 from Brewrey Lane to Shorthorn Road	40 - 60	6,336	4.3%	7,795	6.3%	8,001	6.1%	8,033	6.1%
49	B1149 from Buxton Road to Shorthorn Road	50	6,336	4.3%	7,795	6.3%	8,055	6.3%	8,091	6.3%
50	Buxton Road	44.3	688	14.5%	750	14.3%	774	17.0%	773	16.9%
51	B1149 from B1145 to Buxton Road	50	7,770	7.4%	9,338	8.7%	9,610	8.7%	9,648	8.7%
52	B1145 from B1149 to A140	60	3,926	8.2%	4,627	14.9%	4,705	16.0%	4,712	16.1%
53	B1145 from Old Friendship Lane to B1149	60	3,291	3.7%	4,296	8.7%	4,327	8.9%	4,325	8.9%
54	B1149 from Spink's Lane to B1145	60	4,733	5.8%	5,654	9.5%	5,976	10.5%	6,012	10.4%
55**	Spink's Lane	24	100	8.9%	108	8.8%	108	8.8%	108	8.8%
56	B1149 from B1354 to Spink's Lane	60	4,733	5.8%	5,264	5.8%	5,529	7.0%	5,558	6.9%
57	B1354 east of B1149	35.9	4,236	8.3%	5,598	7.1%	5,642	7.4%	5,646	7.4%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
58	Unnamed Road	39.5	844	14.0%	1,101	10.0%	1,257	12.5%	1,269	12.5%
59	B1149 from A148 to B1354	60	4,294	3.8%	5,350	9.1%	5,477	10.1%	5,495	10.0%
60	Hempstead Road / The Street	23.5	1,407	13.7%	1,836	9.8%	1,856	10.8%	1,856	10.8%
61	Church Lane / Unnamed Road	23.7	24	20.8%	31	14.9%	72	28.2%	74	27.3%
62	Unnamed Road	38.7	827	11.5%	1,078	8.2%	1,111	8.7%	1,113	8.7%
63	Unnamed Road	38.7	827	11.5%	1,078	8.2%	1,115	9.1%	1,118	9.1%
64	Church Street / Cherry Tree Road	24.2	193	12.8%	252	9.1%	304	16.4%	305	16.3%
65	Northfield Lane	36.9	170	12.8%	221	9.2%	226	11.1%	226	11.1%
66	Plumstead Road	24.2	193	12.8%	252	9.1%	265	13.5%	265	13.5%
67	Shorttorn Road	27.8	4,001	11.4%	4,357	11.3%	4,421	11.5%	4,425	11.5%
68	The Street / Taverham Road	27.8	4,001	11.4%	4,357	11.3%	4,402	11.2%	4,407	11.1%
69	Reepham Road	38	2,237	8.2%	2,436	8.1%	2,541	8.5%	2,593	8.5%
70**	Station Road	60	757	8.5%	907	11.3%	907	11.3%	907	11.3%
71	Reepham Road	38	2,237	8.2%	2,436	8.1%	2,510	8.2%	2,554	8.1%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
72	A1270 from Reepham Road to Brewrey Lane	70	10,668	6.4%	12,647	9.5%	12,917	9.6%	12,970	9.6%
73	A1270 from Fir Covert Road to Reepham Road	70	10,668	6.4%	12,647	9.5%	12,850	9.6%	12,864	9.6%
74	Fir Covert Road	35.9	4,236	8.3%	4,612	8.2%	4,650	8.1%	4,656	8.1%
75	Fir Covert Road	28.3	7,573	5.3%	8,245	5.3%	8,311	5.2%	8,320	5.2%
76	A1067 from Beech Avenue to A140	30	12,362	2.9%	13,750	2.9%	13,857	2.9%	13,878	2.9%
77	A1067 from A1270 to Fir Covert Road	32.8	5,802	7.0%	7,143	12.2%	7,159	12.2%	7,160	12.2%
78	A1270 from A1067 to Fir Covert Road	70	10,668	6.4%	12,647	9.5%	12,822	9.6%	12,833	9.6%
79	A1067 from Marl Hill Road to A1270	50	10,617	6.4%	12,634	9.4%	12,919	9.8%	12,941	9.8%
80	A1067 from A148 to Marl Hill Road	30,60	7,254	5.9%	8,804	11.3%	8,914	11.8%	8,929	11.8%
81	Marl Hill Road	23.8	2,427	9.6%	2,643	9.5%	2,723	9.8%	2,736	9.8%
82	Ringland Lane / Morton Lane	35.2	316	11.3%	344	11.1%	381	13.8%	387	13.9%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
83	Church Street / Church Farm Close / Woodforde Close / Honingham Road / Paddy's Lane	23.8	2,427	9.6%	2,643	9.5%	2,735	10.0%	2,747	10.0%
84	The Broadway / Unnamed Road	25.5	28	7.1%	30	7.1%	75	32.2%	82	30.1%
85	Wood Lane	23.8	2,427	9.6%	2,643	9.5%	2,748	10.0%	2,761	9.9%
86	A47 from A1065 to Berrys Lane	70	15,183	9.8%	17,222	10.7%	17,525	11.5%	17,625	11.9%
87	A47 from A10 to A1065	50, 60	13,505	10.6%	15,021	10.6%	15,282	11.6%	15,373	12.0%
88	A149 from A148 to A47	40	24,219	7.2%	26,936	7.2%	27,123	7.9%	27,198	8.1%
89	A47 from Wood Lane to Taverham Road	70	24,359	8.6%	27,428	9.1%	27,743	9.7%	27,846	9.9%
90	Taverham Road	60	198	6.1%	360	22.6%	432	25.4%	442	24.5%
91**	Blind Lane	26.9	117	27.7%	128	27.4%	128	27.4%	128	27.4%
92**	Unnamed Road	36.1	637	19.8%	694	19.6%	694	19.6%	694	19.6%
93	Unnamed Road / Dereham Road	36.1	637	19.8%	694	19.6%	848	22.5%	844	21.9%
94	A47 from Blind Lane to Dereham Road	70	24,359	8.6%	27,092	8.6%	27,415	9.1%	27,522	9.4%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
95	A47 from Dereham Road to A1074	70	48,635	6.0%	54,091	6.0%	54,452	6.3%	54,564	6.4%
96	A1074 from A47 to A140	40	13,895	5.8%	15,454	5.8%	15,514	5.8%	15,522	5.8%
97	A47 from A1074 to B1108	70	48,635	6.0%	54,443	6.3%	54,778	6.6%	54,886	6.7%
98	B1108 from Landlow Lane to B1108	60	5,971	10.8%	6,853	11.4%	6,981	11.6%	6,982	11.5%
99	Bow Hill	36.2	616	9.3%	796	7.6%	844	8.6%	843	8.3%
100	A148 from Bridge Road to Gypsie's Lane	60	12,832	3.5%	15,148	7.0%	15,246	7.2%	15,261	7.2%
101	Church Road / Bow Hill	36.2	616	9.3%	796	7.6%	844	8.6%	843	8.3%
102	Unnamed Roads	19.9	174	16.5%	219	17.7%	250	22.5%	251	22.4%
103	Chapel Street	34.4	842	11.7%	1,088	9.6%	1,146	10.9%	1,143	10.6%
104	B1108 west of Bow Hill	60	5,361	3.3%	5,962	3.3%	6,052	3.7%	6,052	3.6%
105	A47 from B1108 to A11	70	48,635	6.0%	54,526	6.3%	54,938	6.6%	55,050	6.7%
106	B1172 from Ketteringham Lane to A47	30	14,573	5.7%	16,492	6.0%	16,576	6.1%	16,578	6.1%



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			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
107	B1172 from New Road to Ketteringham Lane	30	14,573	5.7%	16,492	6.0%	16,567	6.1%	16,569	6.1%
108	New Road	30	3,202	2.9%	3,561	2.9%	3,561	2.9%	3,562	2.9%
109	Hethersett Road	41.8	617	5.1%	798	4.2%	798	4.2%	798	4.2%
110	Melton Road / High Green	41.8	617	5.1%	798	4.2%	828	5.7%	828	5.5%
111	B1135 from Melton Road to Norwich Common	34.1	8,721	10.4%	11,265	8.6%	11,286	8.7%	11,286	8.6%
112	B1172 from B1135 to New Road	44.3	9,025	7.8%	11,941	6.8%	12,016	7.0%	12,018	7.0%
113	B1135 from B1172 to A11	28.9	15,503	7.7%	20,025	6.3%	20,180	6.6%	20,179	6.5%
114	A11 from B1135 to A47	70	48,492	7.0%	53,932	7.0%	54,141	7.1%	54,152	7.1%
115	Ketteringham Lane	34.7	501	9.4%	647	7.7%	656	7.6%	656	7.6%
116	Ketteringham Lane	34.7	501	9.4%	647	7.7%	688	10.1%	688	9.8%
117	Low Street	33.4	828	8.3%	1,070	6.8%	1,103	8.4%	1,101	8.2%
118	Station Lane	41	1,460	12.1%	1,886	9.9%	2,032	11.6%	2,033	11.4%
119	Hethersett Road	41	1,460	12.1%	1,886	9.9%	2,016	11.5%	2,016	11.4%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
120**	Cantley Lane / Cantley Lane South	60	1,083	3.2%	1,205	3.2%	1,205	3.2%	1,205	3.2%
121	A11 from A47 to A140	50	19,578	6.2%	21,775	6.2%	21,778	6.2%	21,778	6.2%
122	A47 from A11 to A140	70	59,917	5.4%	67,262	5.7%	67,618	5.9%	67,728	6.0%
123	B1113 south of the A47	30, 60	8,375	3.4%	9,314	3.4%	9,363	3.6%	9,357	3.5%
124	B1113 from A47 to A140	60	8,375	3.4%	9,834	5.3%	9,880	5.4%	9,874	5.4%
125	A140 from A146 to A47	60	21,595	4.4%	24,538	5.1%	24,661	5.2%	24,707	5.2%
126	Aylsham Road	30	4,733	5.8%	5,658	8.2%	5,902	9.3%	5,929	9.2%
127	A140 south of the A47	40	20,960	13.0%	23,457	13.1%	23,818	13.4%	24,047	13.7%
128	Mangreen/Mangreen Lane	60	299	3.7%	333	3.7%	662	22.3%	887	27.3%
129	A47 from A140 to A146	70	9,179	7.8%	10,779	8.8%	11,128	9.9%	11,232	10.2%
130**	Unnamed road, west of its junction with The Street	66	153	7.7%	166	7.7%	166	7.7%	166	7.7%
131	The Street	60	1,844	2.8%	2,475	11.0%	2,498	11.3%	2,501	11.3%





Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
132	Buxton Road / Easton Way	40	917	9.2%	1,182	13.5%	1,223	15.9%	1,229	15.8%
133	Porter's Lane / Hall Road	60	1,029	23.3%	1,145	23.3%	1,160	24.1%	1,162	24.2%
134**	Grove Lane / Unnamed road	33.1	134	10.3%	173	8.4%	173	8.4%	173	8.4%
135**	Reepham Road from its junction with Hall Road to junction with unnamed road.	33.1	134	10.3%	173	8.4%	173	8.4%	173	8.4%
136	Reepham Road from its junction with Hall Road to junction with Station Road	60	1,029	23.3%	1,145	23.3%	1,160	24.1%	1,162	24.2%
137	Unnamed Road, east of its junction with Grove Lane	40	917	9.2%	1,020	9.2%	1,120	11.4%	1,177	10.9%
138	Broad Lane / The Street	30, 60	270	3.7%	301	3.7%	355	3.1%	402	2.8%
139	Unnamed road	30, 60	270	3.7%	301	3.7%	355	3.1%	402	2.8%
140**	Unnamed Road	60	270	3.7%	301	3.7%	301	3.7%	301	3.7%
141	A1082 Holway Road	50	8,409	2.0%	9,352	2.0%	9,412	2.2%	9,420	2.2%
142**	Clay Lane	33.1	134	10.3%	146	10.2%	146	10.2%	146	10.2%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
143	Old Fakenham Road	60	1,519	1.6%	1,754	3.3%	1,982	5.8%	1,985	5.9%
144	Ringland Lane	35.2	316	11.3%	408	9.2%	410	9.2%	410	9.2%
145**	Rectory Road	29.3	330	9.6%	360	9.5%	360	9.5%	360	9.5%
146	Breck Road / Unnamed Road	38.9	3,090	19.9%	3,991	16.3%	4,016	16.2%	4,022	16.2%
147	Breck Road / Weston Green Road	29.1	61	8.1%	67	8.0%	103	24.0%	105	24.4%
148	Weston Road	29.1	61	8.1%	67	8.0%	121	20.5%	124	20.7%
149	Unnamed road	29.1	61	8.1%	67	8.0%	86	28.7%	87	29.6%
150	Unnamed Road	29.3	330	9.6%	360	9.5%	384	8.8%	390	8.7%
151**	Hall Road	41.8	617	5.1%	672	5.1%	672	5.1%	672	5.1%
152	Burdock Lane / Landlow Lane	60	616	9.3%	796	7.6%	861	9.6%	853	9.0%
153	Rectory Road / Catbridge Lane	41	1,460	12.1%	1,589	12.0%	1,591	12.0%	1,591	12.0%
154**	Intwood Lane	41	501	9.4%	647	7.7%	647	7.7%	647	7.7%
155**	Unnamed Road	29.3	330	9.6%	360	9.5%	360	9.5%	360	9.5%
156**	Imingland Road / Spa Lane	25.8	28	3.6%	30	3.5%	30	3.5%	30	3.5%



Link	Road	Speed (mph)	Base Year (2019)		2025 Without SEP and DEP*		2025 With SEP or DEP in Isolation*		2025 With SEP and DEP Concurrent Construction*	
			AADT	% HGV	AADT	% HGV	AADT	% HGV	AADT	% HGV
<p>*Inclusive of 2019 to 2025 traffic growth (i.e. background growth factors that account for regional traffic growth were applied (from the Trip End Model Presentation Program (TEMPro), which takes into account traffic growth from committed developments (e.g. residential developments, employment, etc.)) and cumulative projects with temporal and spatial overlap (i.e. Hornsea Project Three and Norfolk Vanguard).</p> <p>**No Project-generated traffic will travel on these links.</p>										

