

# **East Anglia TWO Offshore Windfarm**

# Appendix 26.15

**Assignment of HGV and LCV Traffic to the Highway Network** 

# **Environmental Statement Volume 3**

Applicant: East Anglia TWO Limited Document Reference: 6.3.26.15

SPR Reference: EA2-DWF-ENV-REP-IBR-000918 015 Rev 01

Pursuant to APFP Regulation: 5(2)(a)

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Date: October 2019 Revision: Version 1

## East Anglia TWO Offshore Windfarm Environmental Statement



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#### **Employee Traffic Distribution**

Total employees	33
Car-share ratio	1.5
Total LCVs	22
Percentage resident workers	0.34
Percentage in-migrant workers	0.66
Total resident LCVs	7
Total in-migrant LCVs	15
	Total employees Car-share ratio Total LCVs Percentage resident workers Percentage in-migrant workers Total resident LCVs Total in-migrant LCVs

	Total employees	43
	Car-share ratio	1.5
Section 1	Total LCVs	29
(Link 12	Percentage resident workers	0.34
Sizewell Gap)	Percentage in-migrant workers	0.66
	Total resident LCVs	10
	Total in-migrant LCVs	19

	Total employees	41
	Car-share ratio	1.5
Section 2	Total LCVs	27
(Link 12	Percentage resident workers	0.34
Sizewell Gap)	Percentage in-migrant workers	0.66
	Total resident LCVs	9
	Total in-migrant LCVs	18

	Total employees	36
	Car-share ratio	1.5
Section 3	Total LCVs	24
(Link 9	Percentage resident workers	0.34
B1069)	Percentage in-migrant workers	0.66
	Total resident LCVs	8
	Total in-migrant LCVs	16

	Resid	dents	In-mi	grant	Combined							Lir	ıks						
Point of entry to study area	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
1	31.0%	2.3	31.9%	5	7	7			7							7			
2	8.3%	0.6	13.0%	2	3		3		3							3			
3	42.4%	3.2	28.7%	4	7			7			7			7		7		7	7
4	10.9%	0.8	0.1%	0	1				1							1			
8 or 10	1.6%	0.1	17.2%	3	3								3		3	3		3	
4 or 9	5.8%	0.4	9.0%	1	2											2		2	2

Total LCVs (one-way)	7	3	7	10	0	7	0	3	7	3	22	0	12	9
Total LCVs (two-way)	14	5	15	21	0	15	0	5	15	5	44	0	23	18

	Resid	lents	In-mig	grant	Combined							Lir	ıks						
Point of entry to	Percentage split	Total worker	Percentage split	Total worker	Total worker	1 2 3 4 5 6 7 8 9 10 11/12 13									14	15			
1	31.0%	3.0	31.9%	6	9	9			9							9			i
2	8.3%	0.8	13.0%	2	3		3		3							3			i
3	42.4%	4.1	28.7%	5	10			10			10			10		10		10	10
4	10.9%	1.1	0.1%	0	1				1							1			i
8 or 10	1.6%	0.2	17.2%	3	3								3		3	3		3	i
4 or 9	5.8%	0.6	9.0%	2	2											2		2	2

Total LCVs (one-way)	9	3	10	13	0	10	0	3	10	3	29	0	15	12
Total LCVs (two-way)	18	7	19	27	0	19	0	7	19	7	57	0	30	24

	Resid	lents	In-mi	grant	Combined							Lir	ıks						
Point of entry to study area	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
1	31.0%	2.9	31.9%	6	9	9			9							9			
2	8.3%	0.8	13.0%	2	3		3		3							3			
3	42.4%	3.9	28.7%	5	9			9			9			9		9		9	9
4	10.9%	1.0	0.1%	0	1				1							1			
8 or 10	1.6%	0.2	17.2%	3	3								3		3	3		3	
4 or 9	5.8%	0.5	9.0%	2	2											2		2	2

Total LCVs (one-way)	9	3	9	13	0	9	0	3	9	3	27	0	15	11
Total LCVs (two-way)	17	6	18	26	0	18	0	7	18	7	55	0	29	23

	Resid	lents	In-mi	grant	Combined							Lir	ıks						
Point of entry to study area	Percentage split	Total worker vehicles (one-way)	Percentage split	Total worker vehicles (one-way)	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
1	31.0%	2.5	31.9%	5	8	8			8					8				8	8
2	8.3%	0.7	13.0%	2	3		3			3		3		3					
3	42.4%	3.5	28.7%	5	8			8			8			8					
4	10.9%	0.9	0.1%	0	1				1					1				1	1
8 or 10	1.6%	0.1	17.2%	3	3								3	3	3				
4 or 9	5.8%	0.5	9.0%	1	2									2				2	2

Total LCVs (one-way)	8	3	8	8	3	8	3	3	24	3	0	0	10	10
Total LCVs (two-way)	15	5	16	17	5	16	5	6	48	6	0	0	21	21

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

	Total employees	57
	Car-share ratio	1.5
Section 4	Total LCVs	38
(Link 9	Percentage resident workers	0.34
B1069)	Percentage in-migrant workers	0.66
	Total resident LCVs	13
	Total in-migrant LCVs	25

	Total employees	91
	Car-share ratio	1.5
Substation	Total LCVs	61
(Link 9	Percentage resident workers	0.34
B1069)	Percentage in-migrant workers	0.66
	Total resident LCVs	21
	Total in-migrant LCVs	40

	Total LCVs	19
NG	Car-share ratio	1.0
Substation	Total LCVs	19
(Link 5	Percentage resident workers	0.34
B1121)	Percentage in-migrant workers	0.66
61121)	Total resident LCVs	7
	Total in-migrant LCVs	13

Ī	Combined							Lir	ıks						
	Total worker vehicles (one-way)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15
	5								5	5	5				
•	•														
To	tal LCVs (one-way)	0	0	0	0	0	0	0	5	5	5	0	0	0	0
To	tal LCVs (two-way)	0	0	0	0	0	0	0	10	10	10	0	0	0	0

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

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

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

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

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

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

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

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

### **HGV Traffic Distribution**

Section 3

B1069 (Link 9)

	[				Links													
		Peak delivieries																
	Access	(two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15		
		movements)																
Landfall	Sizewell Gap (link 12)	30	30	30	30	30							30					
r																		
		1	Links															
		Peak delivieries																
	Access	(two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15		
		movements)																
Section 1	Sizewell Gap (link 12)	46	46	46	46	46							46					
				Links														
		Peak delivieries																
	Access	Peak delivieries (two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15		
	Access		1	2	3	4	5	6	7	8	9	10	11/12	13	14	15		
Section 2	Access Sizewell Gap (Link 12)	(two-way	<b>1</b> 39	<b>2</b> 39	<b>3</b>	<b>4</b> 39	5	6	7	8	9	10	<b>11/12</b>	13	14	15		
Section 2		(two-way movements)					5	6	•		9	10		13	14	15		
Section 2		(two-way movements) 39					5	6	7 Lir		9	10		13	14	15		
Section 2		(two-way movements)					5	6	•		9	10		13	14	15		
Section 2		(two-way movements) 39					5	6	•		9	10		13	14	15		

36

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36 36 36

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			Links																
	<b>A</b>	Peak delivieries	4						_			40	44/40	40	44	45			
	Access	(two-way movements)	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15			
Section 3A	B1122 (Link 10)	7.2								7.2	7.2	7.2							
			Links																
									Lir	ıks									
		Peak delivieries					_		_			4.0	4440	40					
	Access	(two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15			
Section 4	B1069 (Link 9)	movements) 52	52	52	52			52			52								
Codadii i	<u> </u>	02	U U L			02		I.	U.				<u> </u>						
						Links													
		Peak delivieries																	
	Access	(two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15			
	D 4000 (1 : 1 0)	movements)		70				70			70								
Substaion	B1069 (Link 9)	72	72	72	72			72			72					ш			
			Links																
		Peak delivieries			<u> </u>				LII	INS									
	Access	(two-way	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15			
	7.0000	movements)		_		·			•						''				
NG Substaion	B1121 (Link 9)	45	45	45	45			45			45								
						Links													
	1	2	3	4	5	6	7	8	9	10	11/12	13	14	15					
	320 210	320 210	320 210	115	0	205	0	7	213	7	115	0	0	0					
	Total two-way HGV movements (capped)					115	0	205	0	/	213	/	115	0	0	0			
		24HR AADT	165	165	165	90	0	161	0	6	167	6	90	0	0	0			
		18Hr AAWT	210	210	210	115	0	205	0	7	213	7	115	0	0	0			
		-							1										