

AENC-ARC-ENV-REP-0190

Norwich to Tilbury

Volume 7: Other Documents

**Document: 7.11 Transport Assessment - Appendix E - LRN AM
and PM Peak Construction Traffic Committed Development Impacts
- Clean Version**

Final Issue B

July 2026

Planning Inspectorate Reference: EN020027

**Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5(2)(q)**

nationalgrid

Revision History

Version	Date	Submitted at
A	29 August 2025	DCO Application
B	21 July 2026	Deadline 7 to include latest cross references and to reflect corrections highlighted in 8.1 Errata List [REP1-071]

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Appendix E

Local Road Network AM and PM Peak Construction Traffic Committed Development Impacts

E.1 Introduction

- E.1.1 This document has been produced as an appendix to the Transport Assessment (TA) (document reference 7.11) for Norwich to Tilbury (the ‘Project’), submitted as part of the Development Consent Order (DCO) application.
- E.1.2 Based upon the future baseline traffic flows using TEMPro 7.2 from, and the estimated traffic flows associated with committed development, the net increase (maximum peak day) with the Project has been identified for the AM and PM peak hours on all Primary Access Routes (PARs) within Table E.1 and Table E.2 respectively.

Table E.1 AM peak (various) net increase of construction traffic

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
Norfolk	Link PAR 1	A140 Ipswich Road	2028	2,262	2,929	3,038	110	95	15	4%	1
	Link PAR 2	Mangreen Lane	2028	52	80	144	64	52	12	79%	1
	Link PAR 3	Stansfield Road / Wymondham Road	2027	631	631	672	41	0	41	7%	2

¹ Light Goods Vehicles

² Heavy Goods Vehicles

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 4	B1113	2027	566	566	594	28	0	28	5%	1
	Link PAR 5	Wymondham Road	2027	157	157	171	14	0	14	9%	1
	Link PAR 6	Fundenhall Road	2027	220	220	248	28	0	28	13%	1
	Link PAR 7	B1134 Station Road / B1134 Long Row	2027	357	357	391	34	6	28	10%	1
	Link PAR 8	A1066 / A1066 Victoria Road / A1066 Park Road / A1066 High Road	2028	822	822	853	31	0	31	4%	3
	Link PAR 9	A1066 High Road / A1066 Low Road / A1066 Diss Road / A1066 The Street / A1066 Thetford Road / A1066 Hurth Way / A1066 Mundford Road (alternative to PAR 8)	2028	635	635	666	31	0	31	5%	3

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
Suffolk	Link PAR 10	A143 Old Bury Road	2028	655	655	762	107	80	27	16%	1
	Link PAR 11	Lion Road	2027	346	346	363	17	0	17	5%	4
	Link PAR 12	B1113 Finningham Road / B1113 Walsham Road	2028	290	290	316	26	0	26	9%	2
	Link PAR 13	Wickham Road	2028	217	217	243	26	0	26	12%	2
	Link PAR 14	Eastland Lane	2028	4	4	17	13	0	13	297%	22
	Link PAR 15	Thornham Road	2028	122	122	130	8	0	8	7%	22
	Link PAR 16	A1120 Church Road / A1120 Bell's Lane	2028	1,228	1,349	1,383	34	6	28	2%	1
	Link PAR 17	A1120 south of A14 J50	2028	1,618	1,618	1,645	28	0	28	2%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 18	Mill Lane	2028	139	139	153	14	0	14	10%	2
	Link PAR 19	B1113 Needham Road / B1113 Stowmarket Road	2028	992	997	1,013	16	0	16	2%	9
	Link PAR 20	B1113 Bramford Road / B1113 Loraine Way	2030	628	633	723	90	62	28	14%	1
	Link PAR 21	Bullen Lane	2030	11	16	105	90	62	28	575%	1
	Link PAR 22	A1214 London Road	2028	1,249	1,375	1,400	25	0	25	2%	11
	Link PAR 23	A1071	2028	1,059	1,168	1,193	25	0	25	2%	11
	Link PAR 24	B1070 (A12 access)	2028	559	573	648	74	48	26	13%	1
	Link PAR 25	B1070 Hadleigh Road	2028	704	718	792	74	48	26	10%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
Essex	Link PAR 26	Ipswich Road	2029	207	207	267	60	40	20	29%	1
	Link PAR 27	Birchwood Road	2029	375	375	429	54	28	26	14%	1
	Link PAR 28	Wick Road / Grove Hill	2030	28	28	46	18	6	12	64%	1
	Link PAR 29	Perry Lane	2030	12	12	30	18	6	12	155%	1
	Link PAR 30	Bentley Road	2028	142	405	593	187	162	25	46%	1
	Link PAR 31	Ardleigh Road / Little Bromley Road	2028	22	114	301	187	162	25	164%	1
	Link PAR 32	Wick Lane	2028	138	138	150	13	0	13	9%	4
	Link PAR 33	Old Ipswich Road	2028	246	376	401	25	0	25	7%	4

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 34	Turnpike Close	2028	54	61	73	13	0	13	21%	4
	Link PAR 35	A1341 Via Urbis Romanae	2028	1,411	1,411	1,529	118	74	44	8%	1
	Link PAR 36	A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway	2028	1,231	1,231	1,349	118	74	44	10%	1
	Link PAR 37	A1124 Halsted Road	2027	2,060	2,060	2,102	42	0	42	2%	1
	Link PAR 38	Mill Road	2028	213	213	229	16	0	16	7%	7
	Link PAR 39	Great Tey Road	2027	239	239	259	20	6	14	8%	3
	Link PAR 40	A120 Colchester Road	2030	2,001	2,055	2,158	104	48	56	5%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 41	B1018 Braintree Road / B1018 Witham Road	2028	1,098	1,187	1,203	16	0	16	1%	4
	Link PAR 42	B1389 Hatfield Road	2028	1,267	1,267	1,284	17	0	17	1%	2
	Link PAR 43	Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne Road / Church Hill	2028	741	741	758	17	0	17	2%	2
	Link PAR 44	A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road	2028	1,621	1,871	2,021	150	104	46	8%	1
	Link PAR 45	B1008 Essex Regiment Way	2027	1,249	1,249	1,262	13	0	13	1%	10
	Link PAR 46	B1008 Braintree Road / B1008 Main Road	2028	1,205	1,226	1,252	26	0	26	2%	1
	Link PAR 47	Chatham Hall Lane	2028	75	75	88	13	0	13	17%	22

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 48	Chelmsford Road	2028	497	497	511	13	0	13	3%	1
	Link PAR 49	A414 Three Mile Hill / A1114 London Road	2028	2,093	2,093	2,147	53	0	53	3%	1
	Link PAR 50	A1016 Waterhouse Lane / A1016 Rainsford Lane	2028	1,416	1,416	1,443	27	0	27	2%	1
	Link PAR 51	A1060 Rainsford Road / A1060 Roxwell Road	2028	1,052	1,052	1,079	27	0	27	3%	1
	Link PAR 52	Vicarage road	2028	169	169	182	13	0	13	8%	2
	Link PAR 53	A414 Greenbury Way / A414 Ongar Road	2028	1,334	1,334	1,362	28	0	28	2%	1
	Link PAR 54	B1002 Main Road	2028	549	549	575	26	0	26	5%	5
	Link PAR 55	Wantz Road	2028	518	518	532	14	0	14	3%	2

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 56	Ivy Barns Lane	2028	122	122	136	14	0	14	11%	2
	Link PAR 57	Church Lane	2028	5	5	18	13	0	13	251%	6
	Link PAR 58	A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road	2028	1,397	1,397	1,411	15	0	15	1%	7
	Link PAR 58	A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road (one-way system)	2028	525	525	532	7	0	7	1%	7
	Link 0PAR 59	A129 Sun Street / A129 London Road / A129 Rayleigh Road (one-way system)	2028	1,005	1,005	1,012	7	0	7	1%	7
	Link PAR 59	A129 Sun Street / A129 London Road / A129 Rayleigh Road	2028	1,069	1,069	1,083	15	0	15	1%	7

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
Thurrock	Link PAR 60	Dunton Road / Brentwood Road	2028	1,122	1,122	1,133	12	0	12	1%	15
	Link PAR 61	B148 West Mayne	2028	1,931	1,931	1,947	16	3	13	1%	2
	Link PAR 62	Lower Dunton Road	2028	496	496	511	16	3	13	3%	2
	Link PAR 63	A128 Brentwood Road	2028	1,403	1,409	1,423	13	0	13	1%	9
	Link PAR 64	A1013 Stanford Rd (east of Orsett Cock Roundabout)	2028	735	809	896	88	74	14	11%	1
	Link PAR 65	Buckingham Hill Rd	2028	665	805	893	88	74	14	11%	1
	Link PAR 66	Brentwood Rd	2028	1,126	1,184	1,270	86	74	12	7%	1
	Link PAR 67	A1013 Stanford Rd (west of Orsett Cock Roundabout)	2028	1,421	1,438	1,515	78	36	42	5%	2

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Dev	Future Baseline + Dev + Project	Net increase (Total)	Net increase (LGV) ¹	Net increase (HGV) ²	% Increase	Duration Peak [weeks]
	Link PAR 68	Heath Rd	2028	288	288	356	67	30	37	23%	2
	Link PAR 69	Chadwell Hill	2028	569	575	604	29	29	0	5%	1
	Link PAR 70	Linford Rd	2028	712	775	804	29	29	0	4%	1
	Link PAR 71	Muckingford Rd	2028	290	351	380	29	29	0	8%	1

Table E.2 PM peak (various) net increase of construction traffic

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
Norfolk	Link PAR 1	A140 Ipswich Road	2028	2,289	3,002	3,112	110	95	15	4%	1
	Link PAR 2	Mangreen Lane	2028	66	94	158	64	52	12	68%	1
	Link PAR 3	Stansfield Road /	2027	589	589	630	41	0	41	7%	2

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
		Wymondham Road									
	Link PAR 4	B1113	2027	434	434	463	28	0	28	7%	1
	Link PAR 5	Wymondham Road	2027	157	157	171	14	0	14	9%	1
	Link PAR 6	Fundenhall Road	2027	214	214	243	28	0	28	13%	1
	Link PAR 7	B1134 Station Road / B1134 Long Row	2027	348	348	382	34	6	28	10%	1
	Link PAR 8	A1066 / A1066 Victoria Road / A1066 Park Road / A1066 High Road	2028	889	889	920	31	0	31	4%	3
	Link PAR 9	A1066 High Road / A1066 Low Road / A1066 Diss Road / A1066 The Street / A1066 Thetford Road / A1066 Hurth	2028	694	694	725	31	0	31	5%	3

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
		Way / A1066 Mundford Road (alternative to PAR 8)									
	Link PAR 10	A143 Old Bury Road	2028	658	658	765	107	80	27	16%	1
	Link PAR 11	Lion Road	2027	318	318	335	17	0	17	5%	4
	Link PAR 12	B1113 Finningham Road / B1113 Walsham Road	2028	287	287	313	26	0	26	9%	2
	Link PAR 13	Wickham Road	2028	210	210	236	26	0	26	13%	2
	Link PAR 14	Eastland Lane	2028	3	3	16	13	0	13	372%	22
	Link PAR 15	Thornham Road	2028	113	113	121	8	0	8	7%	22

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 16	A1120 Church Road / A1120 Bell's Lane	2028	1,155	1,268	1,302	34	6	28	3%	1
	Link PAR 17	A1120 south of A14 J50	2028	1,603	1,603	1,631	28	0	28	2%	1
	Link PAR 18	Mill Lane	2028	91	91	105	14	0	14	15%	2
	Link PAR 19	B1113 Needham Road / B1113 Stowmarket Road	2028	1,130	1,135	1,151	16	0	16	1%	9
	Link PAR 20	B1113 Bramford Road / B1113 Loraine Way	2030	642	647	737	90	62	28	14%	1
	Link PAR 21	Bullen Lane	2030	11	16	105	90	62	28	574%	1
	Link PAR 22	A1214 London Road	2028	1,519	1,639	1,664	25	0	25	2%	11

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 23	A1071	2028	1,223	1,330	1,355	25	0	25	2%	11
	Link PAR 24	B1070 (A12 access)	2028	527	542	616	74	48	26	14%	1
	Link PAR 25	B1070 Hadleigh Road	2028	705	720	794	74	48	26	10%	1
Essex	Link PAR 26	Ipswich Road	2029	183	183	242	60	40	20	33%	1
	Link PAR 27	Birchwood Road	2029	352	352	406	54	28	26	15%	1
	Link PAR 28	Wick Road / Grove Hill	2030	28	28	46	18	6	12	64%	1
	Link PAR 29	Perry Lane	2030	16	16	34	18	6	12	114%	1
	Link PAR 30	Bentley Road	2028	93	357	544	187	162	25	53%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 31	Ardleigh Road / Little Bromley Road	2028	17	109	296	187	162	25	172%	1
	Link PAR 32	Wick Lane	2028	154	154	166	13	0	13	8%	4
	Link PAR 33	Old Ipswich Road	2028	214	349	375	25	0	25	7%	4
	Link PAR 34	Turnpike Close	2028	81	107	120	13	0	13	12%	4
	Link PAR 35	A1341 Via Urbis Romanae	2028	1,514	1,514	1,632	118	74	44	8%	1
	Link PAR 36	A134 Northern Approach Road / A134 Wildeve Avenue / A134 Nayland Road / A134 The Causeway	2028	1,206	1,206	1,324	118	74	44	10%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 37	A1124 Halsted Road	2027	2,037	2,037	2,079	42	0	42	2%	1
	Link PAR 38	Mill Road	2028	214	214	229	16	0	16	7%	7
	Link PAR 39	Great Tey Road	2027	240	240	260	20	6	14	8%	3
	Link PAR 40	A120 Colchester Road	2030	1,959	2,015	2,119	104	48	56	5%	1
	Link PAR 41	B1018 Braintree Road / B1018 Witham Road	2028	1,352	1,423	1,439	16	0	16	1%	4
	Link PAR 42	B1389 Hatfield Road	2028	1,491	1,491	1,508	17	0	17	1%	2
	Link PAR 43	Spinks Lane / Highfields Road / Spa Road / Flora Road / Faulkbourne	2028	938	938	955	17	0	17	2%	2

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
		Road / Church Hill									
	Link PAR 44	A131 Great Notley Bypass / A131 Great Leighs Bypass / A131 Braintree Road	2028	1,904	2,172	2,322	150	104	46	7%	1
	Link PAR 45	B1008 Essex Regiment Way	2027	833	833	846	13	0	13	2%	10
	Link PAR 46	B1008 Braintree Road / B1008 Main Road	2028	1,163	1,184	1,210	26	0	26	2%	1
	Link PAR 47	Chatham Hall Lane	2028	93	93	106	13	0	13	13%	22
	Link PAR 48	Chelmsford Road	2028	491	491	504	13	0	13	3%	1
	Link PAR 49	A414 Three Mile Hill /	2028	2,424	2,424	2,477	53	0	53	2%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
		A1114 London Road									
	Link PAR 50	A1016 Waterhouse Lane / A1016 Rainsford Lane	2028	1,536	1,536	1,563	27	0	27	2%	1
	Link PAR 51	A1060 Rainsford Road / A1060 Roxwell Road	2028	963	963	990	27	0	27	3%	1
	Link PAR 52	Vicarage road	2028	169	169	183	13	0	13	8%	2
	Link PAR 53	A414 Greenbury Way / A414 Ongar Road	2028	1,330	1,330	1,358	28	0	28	2%	1
	Link PAR 54	B1002 Main Road	2028	470	470	496	26	0	26	5%	5
	Link PAR 55	Wantz Road	2028	320	320	334	14	0	14	4%	2

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 56	Ivy Barns Lane	2028	105	105	119	14	0	14	13%	2
	Link PAR 57	Church Lane	2028	4	4	17	13	0	13	329%	6
	Link PAR 58	A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road	2028	1,380	1,380	1,394	15	0	15	1%	7
	Link PAR 58	A176 Noak Hill Road / A176 Laindon Road / A129 Southend Road (one-way system)	2028	678	678	685	7	0	7	1%	7
	Link PAR 59	A129 Sun Street / A129 London Road / A129 Rayleigh Road (one-way system)	2028	822	822	829	7	0	7	1%	7

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
Thurrock	Link PAR 59	A129 Sun Street / A129 London Road / A129 Rayleigh Road	2028	1,164	1,164	1,178	15	0	15	1%	7
	Link PAR 60	Dunton Road / Brentwood Road	2028	893	893	905	12	0	12	1%	15
	Link PAR 61	B148 West Mayne	2028	2,109	2,109	2,124	16	3	13	1%	2
	Link PAR 62	Lower Dunton Road	2028	461	461	477	16	3	13	3%	2
	Link PAR 63	A128 Brentwood Road	2028	1,381	1,387	1,400	13	0	13	1%	9
	Link PAR 64	A1013 Stanford Rd (east of Orsett Cock Roundabout)	2028	923	997	1,084	88	74	14	9%	1

Region	Link ID	Road link	Peak Year	Future Baseline	Future Baseline + Cum Dev	Future Baseline + Cum Dev + Project	Net increase (Total)	Net increase (LGV)	Net increase (HGV)	% Increase	Duration Peak [weeks]
	Link PAR 65	Buckingham Hill Rd	2028	749	889	977	88	74	14	10%	1
	Link PAR 66	Brentwood Rd	2028	1,141	1,199	1,285	86	74	12	7%	1
	Link PAR 67	A1013 Stanford Rd (west of Orsett Cock Roundabout)	2028	1,204	1,220	1,297	78	36	42	6%	2
	Link PAR 68	Heath Rd	2028	356	356	424	67	30	37	19%	2
	Link PAR 69	Chadwell Hill	2028	766	772	801	29	29	0	4%	1
	Link PAR 70	Linford Rd	2028	851	914	943	29	29	0	3%	1
	Link PAR 71	Muckingford Rd	2028	382	443	472	29	29	0	7%	1

Image E.1 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 1

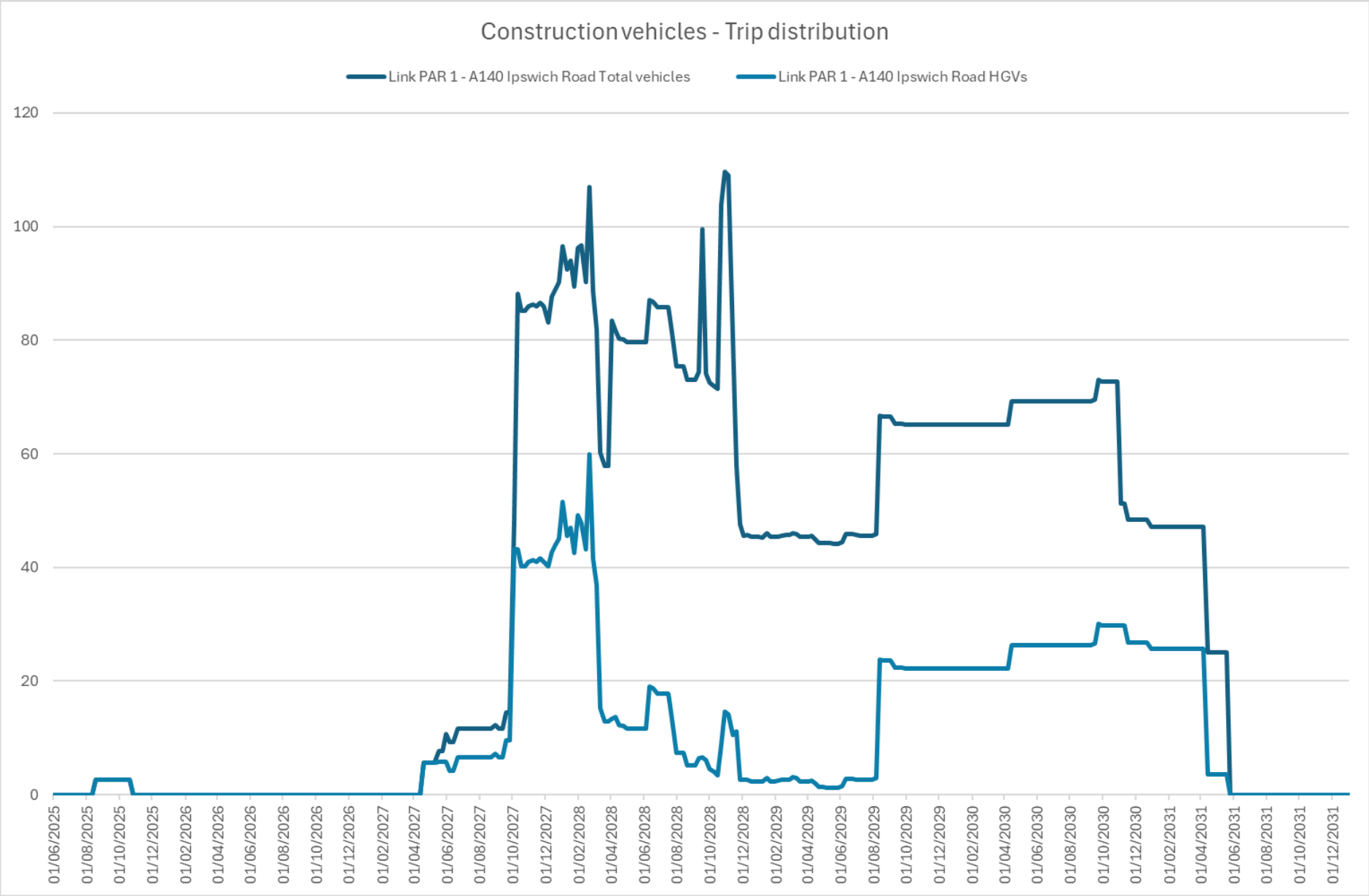


Image E.2 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 2

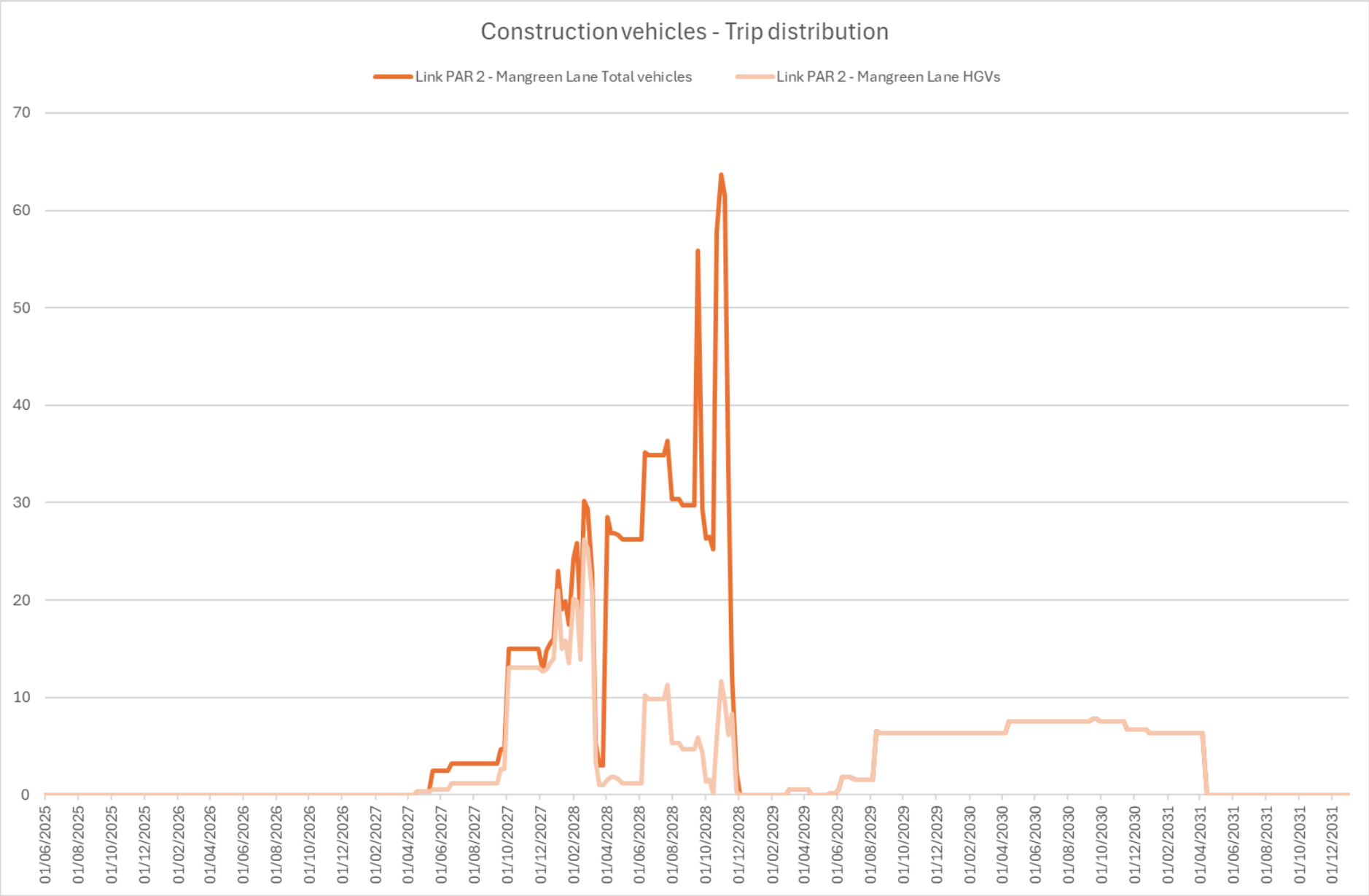


Image E.3 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 3

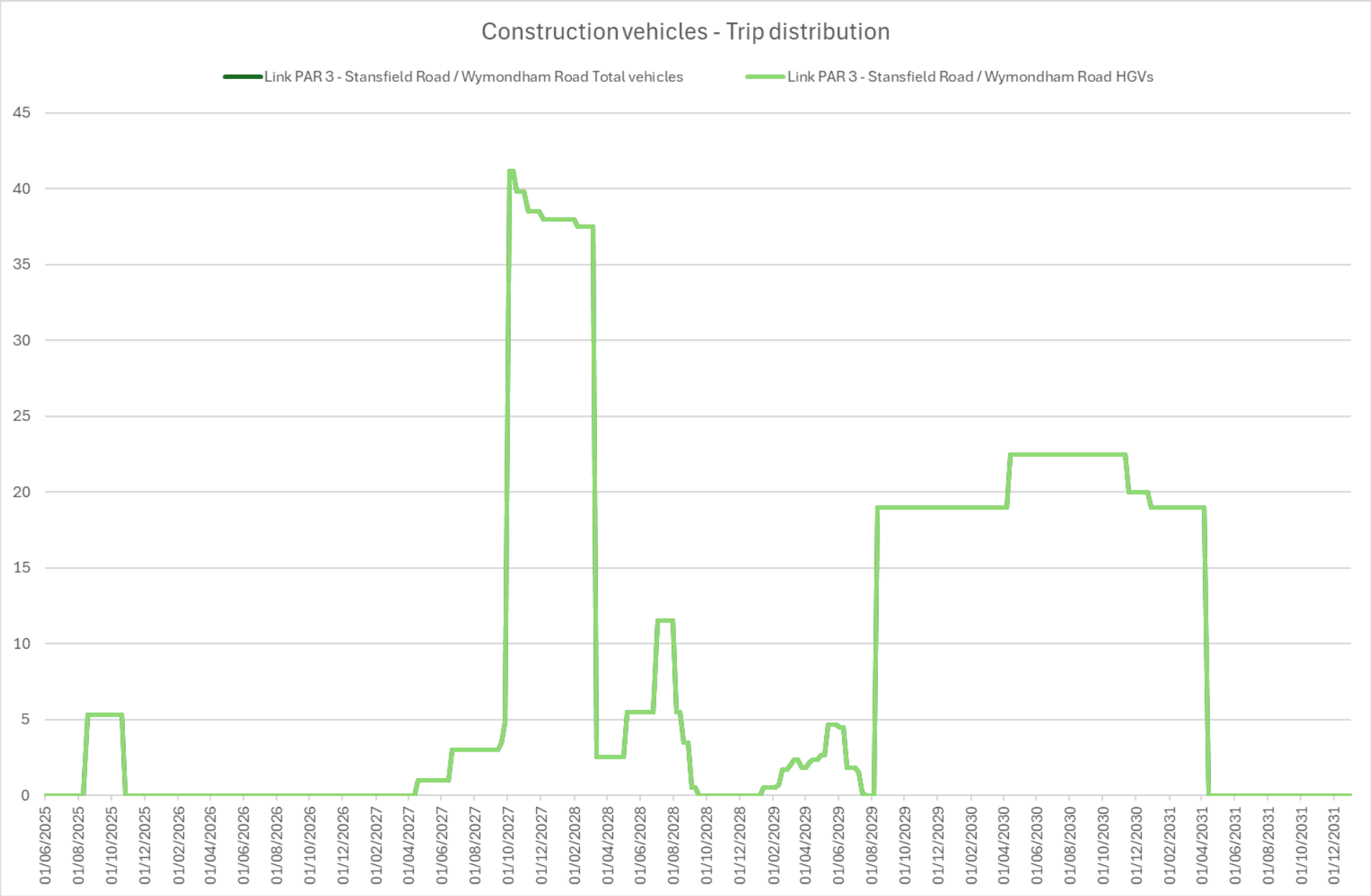


Image E.4 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 4

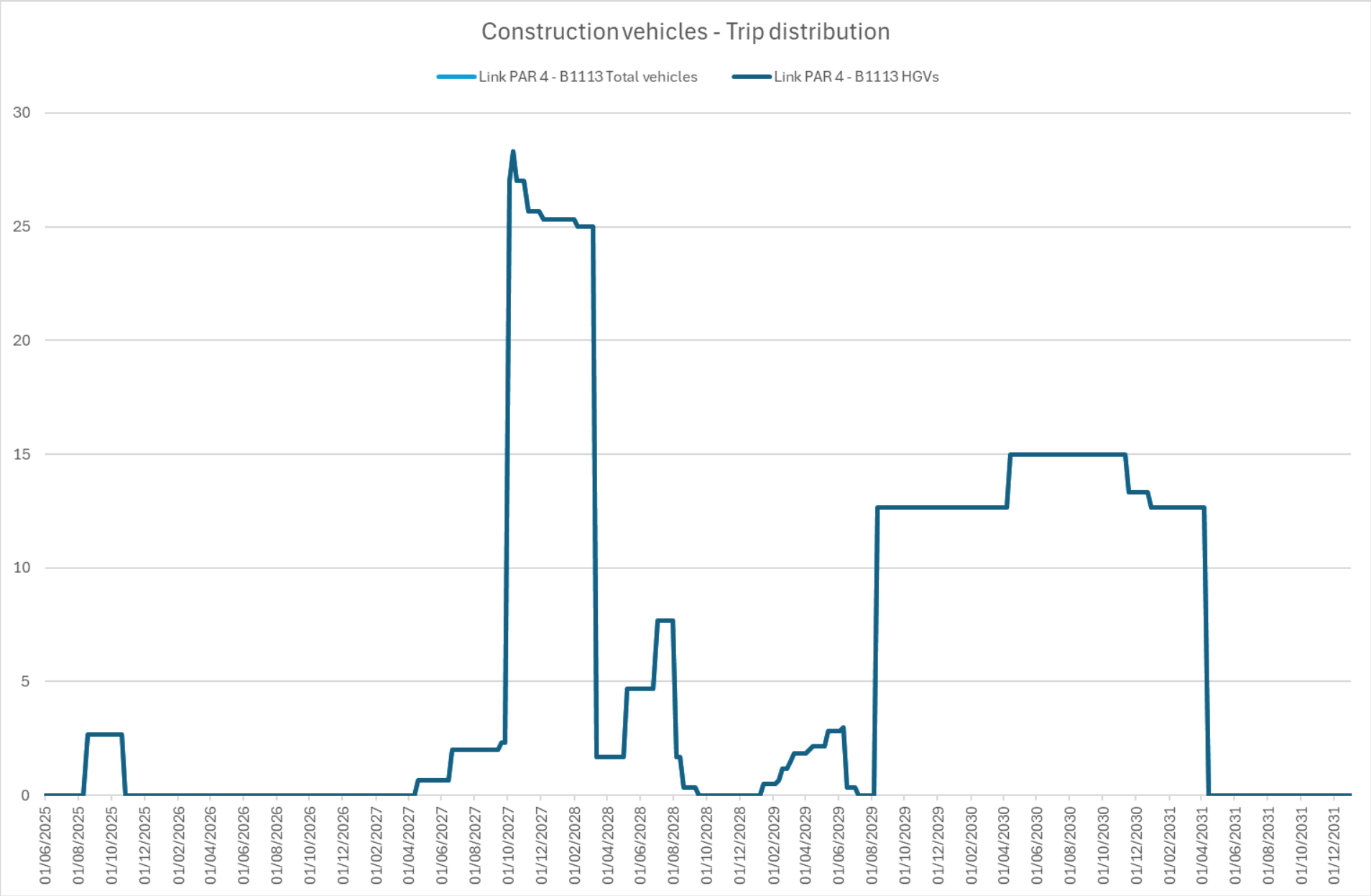


Image E.5 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 5

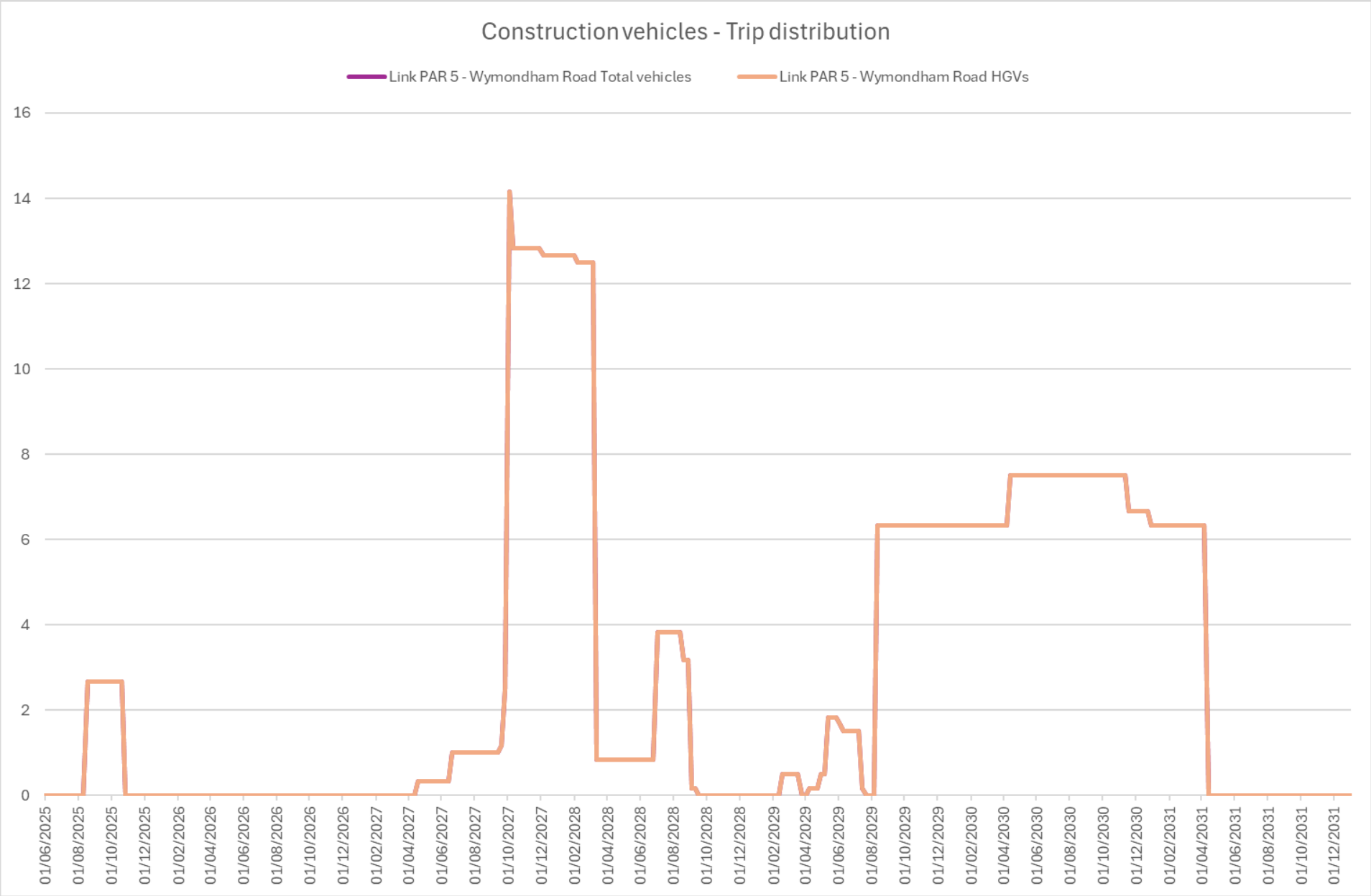


Image E.6 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 6

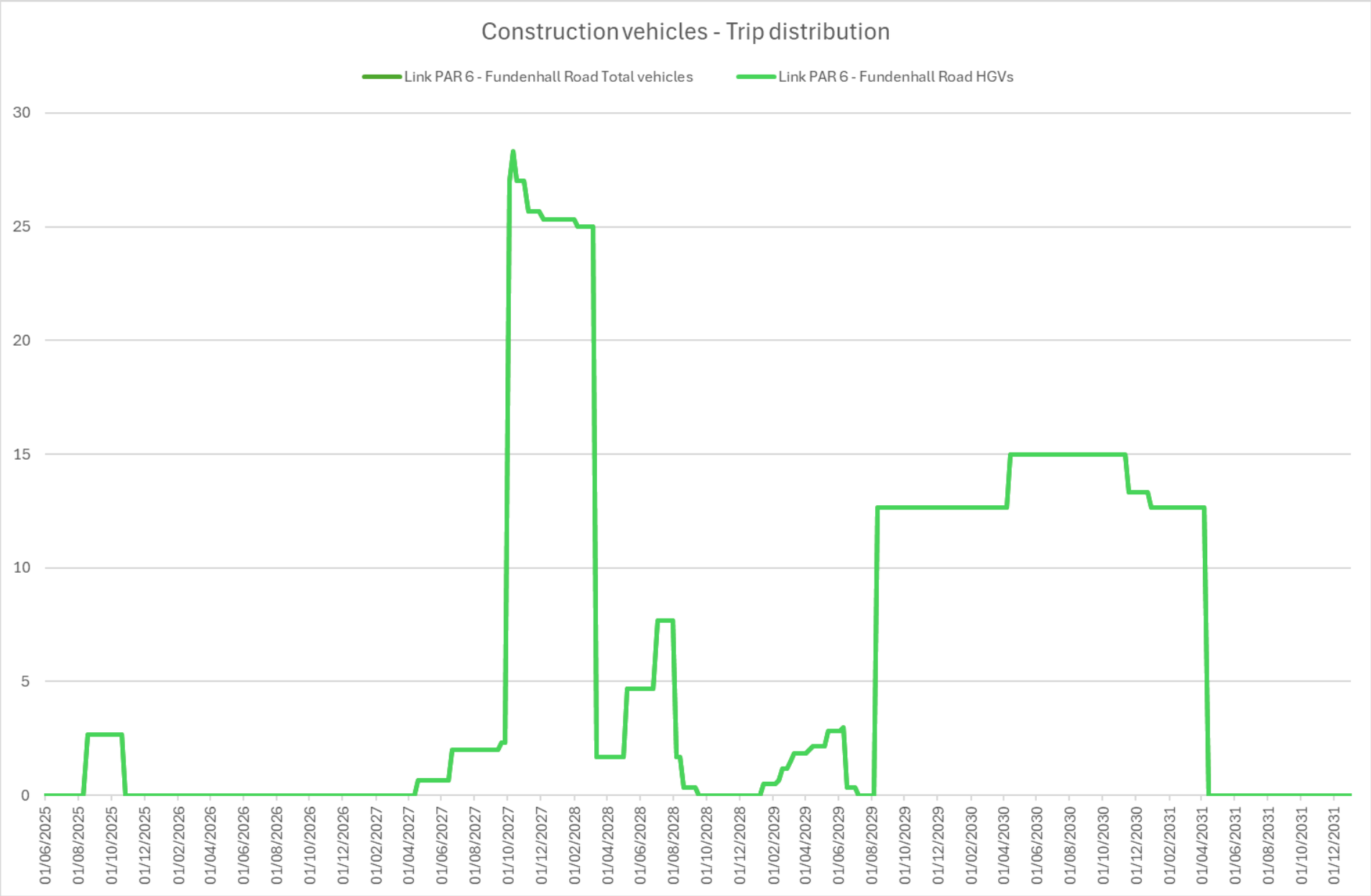


Image E.7 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 7

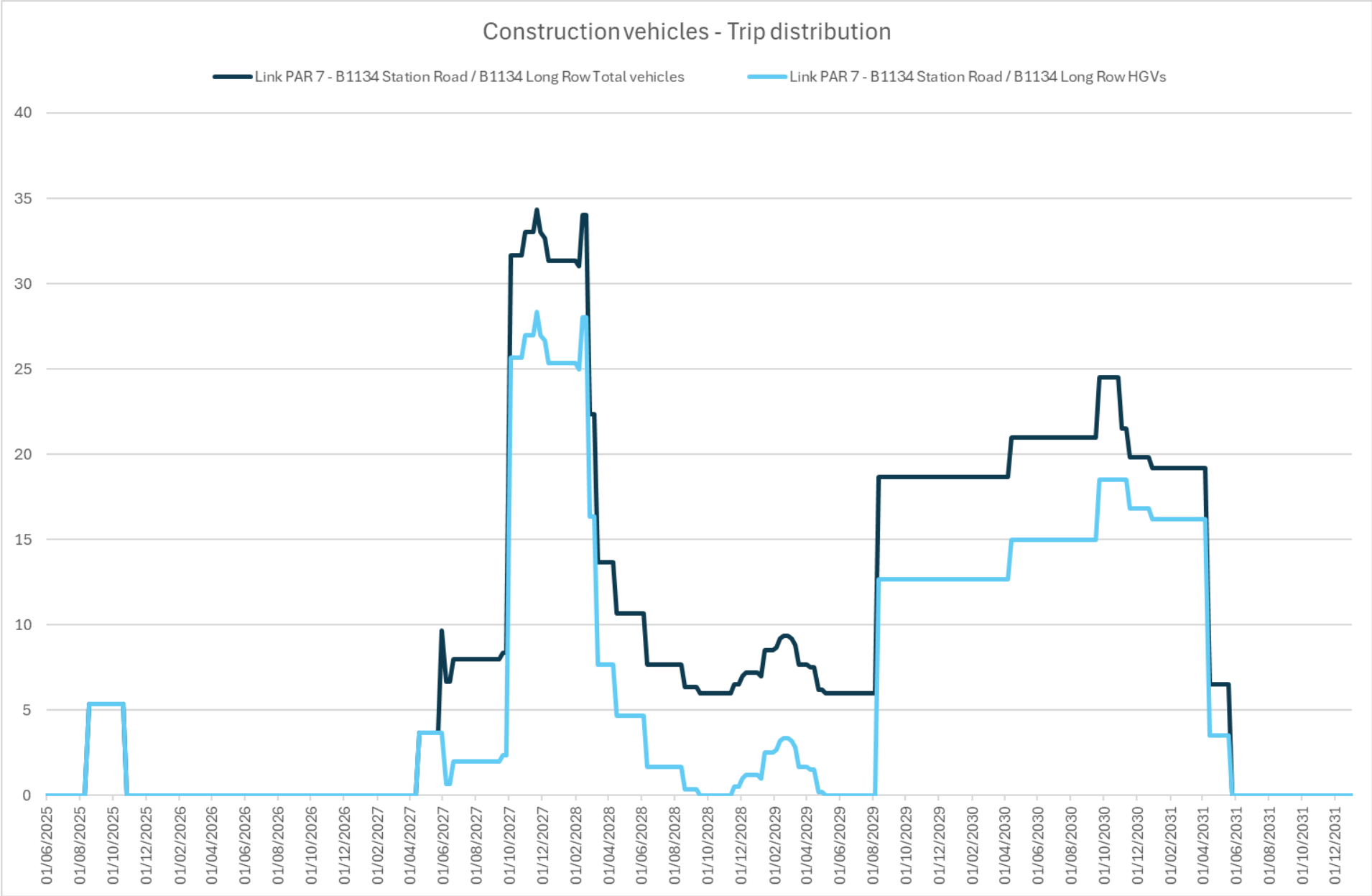


Image E.8 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 8

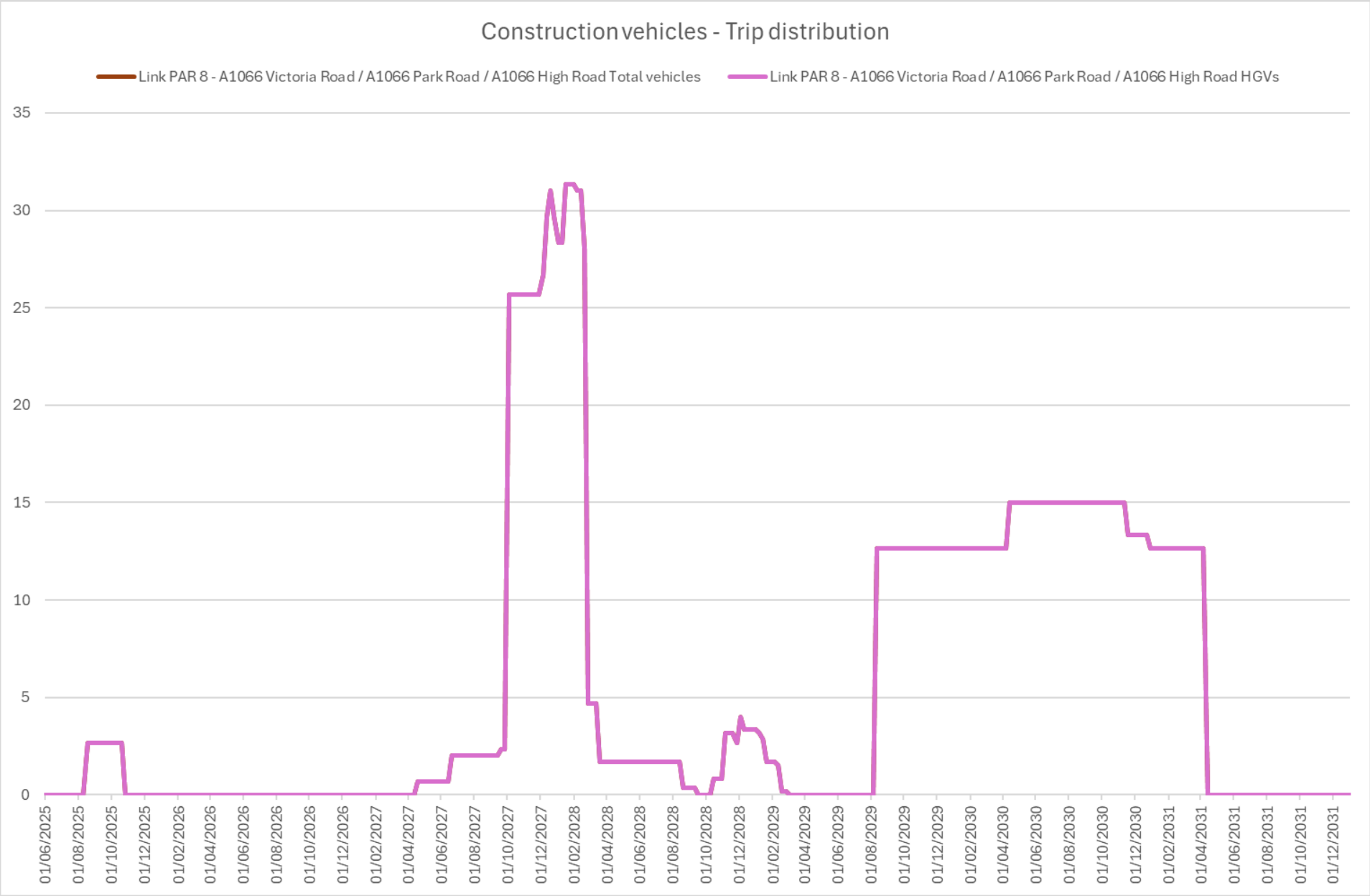


Image E.9 Total vehicle distribution in PARs - Norfolk (worst case peak hour) – PAR 9



Image E.10 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR10

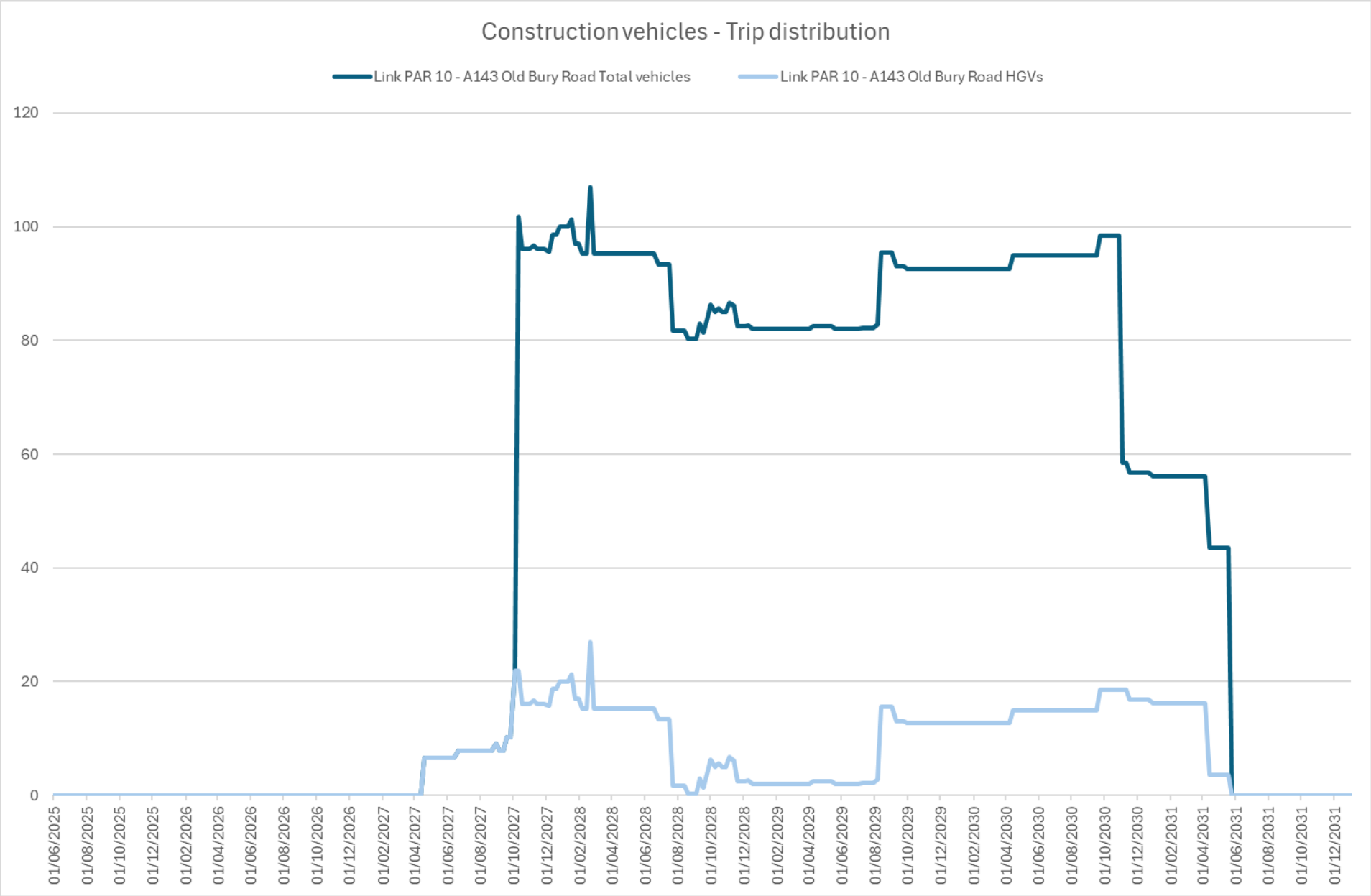


Image E.11 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR11

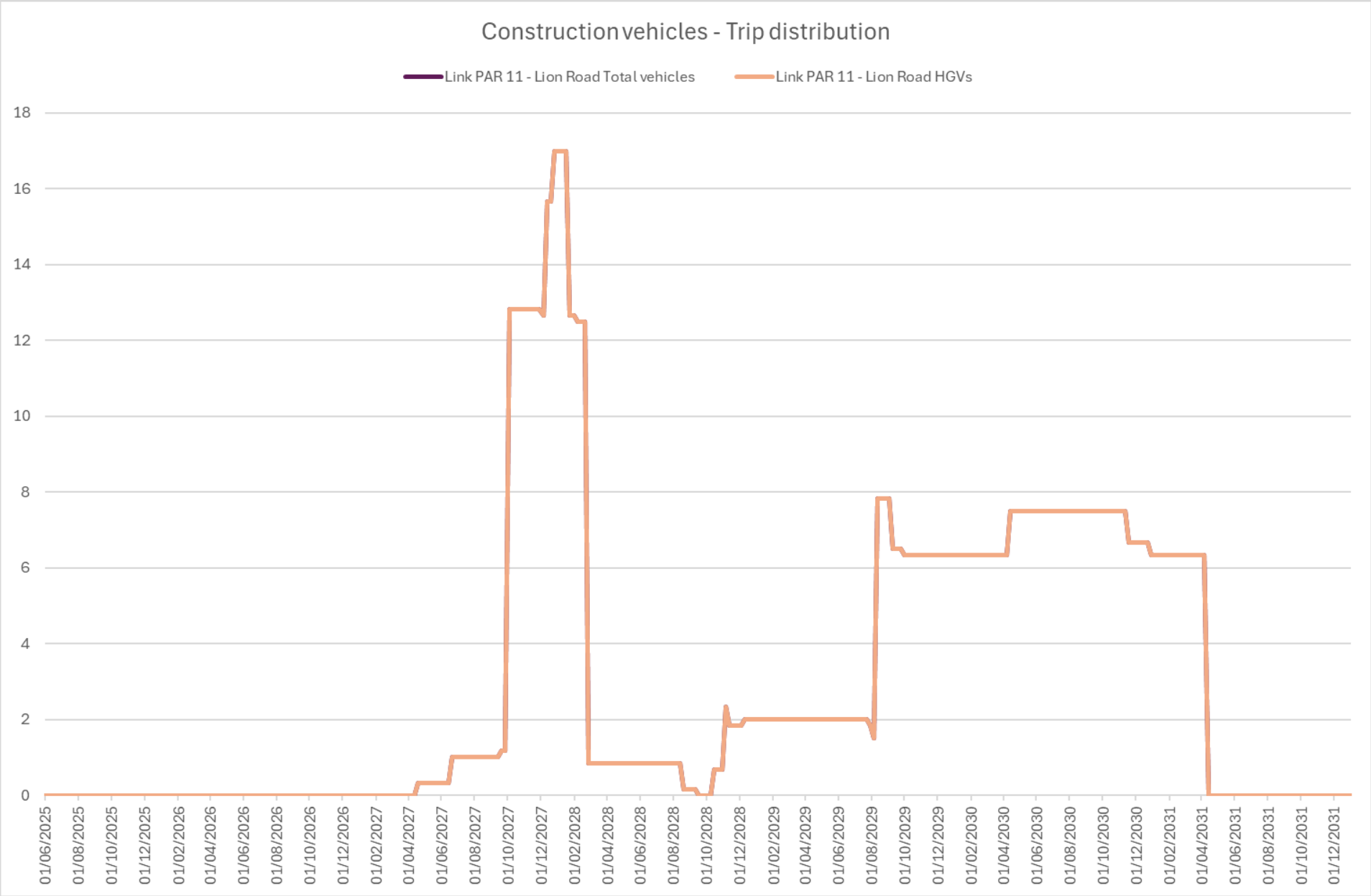


Image E.12 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR12

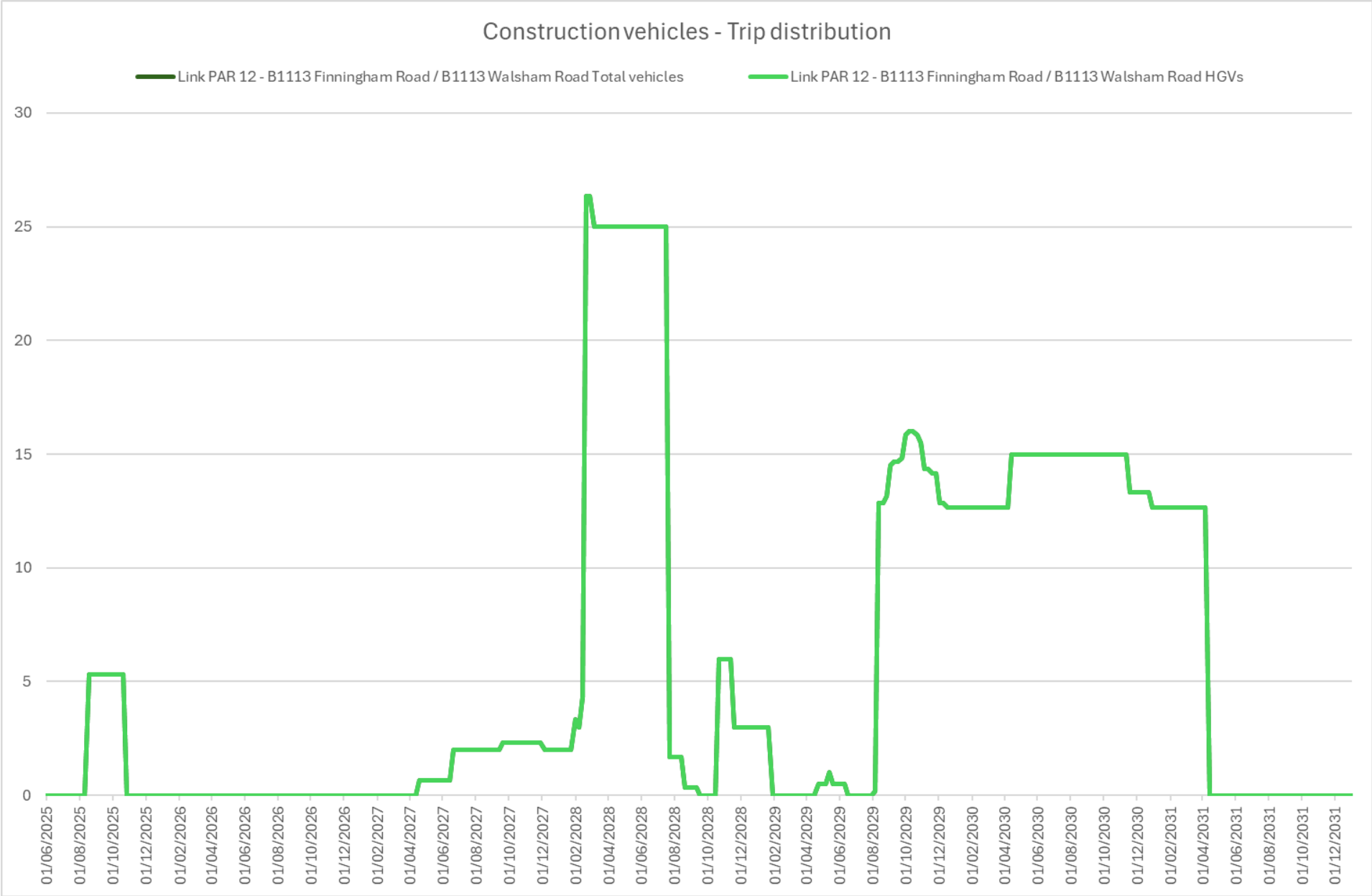


Image E.13 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR13

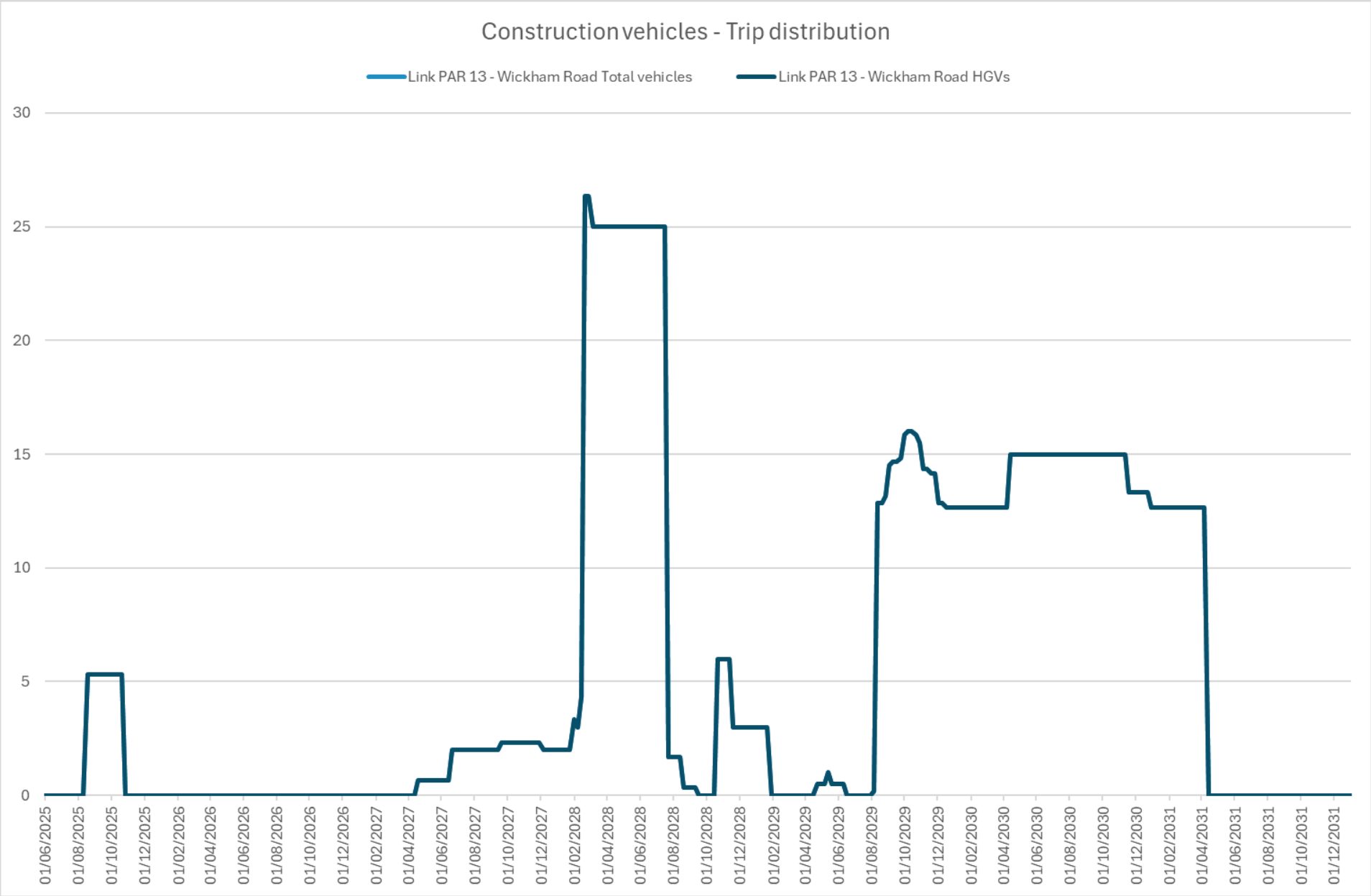


Image E.14 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR14

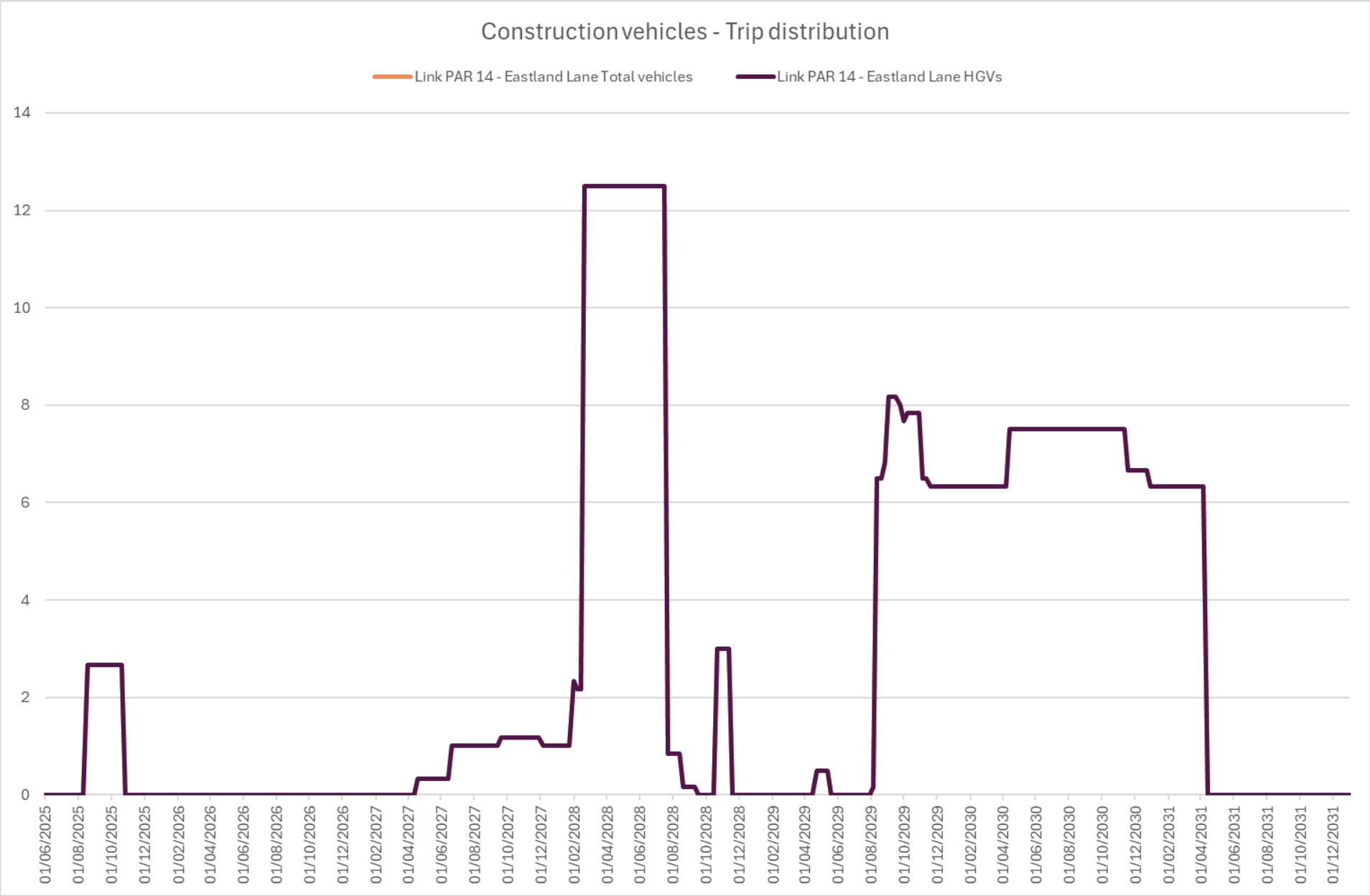


Image E.15 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR15

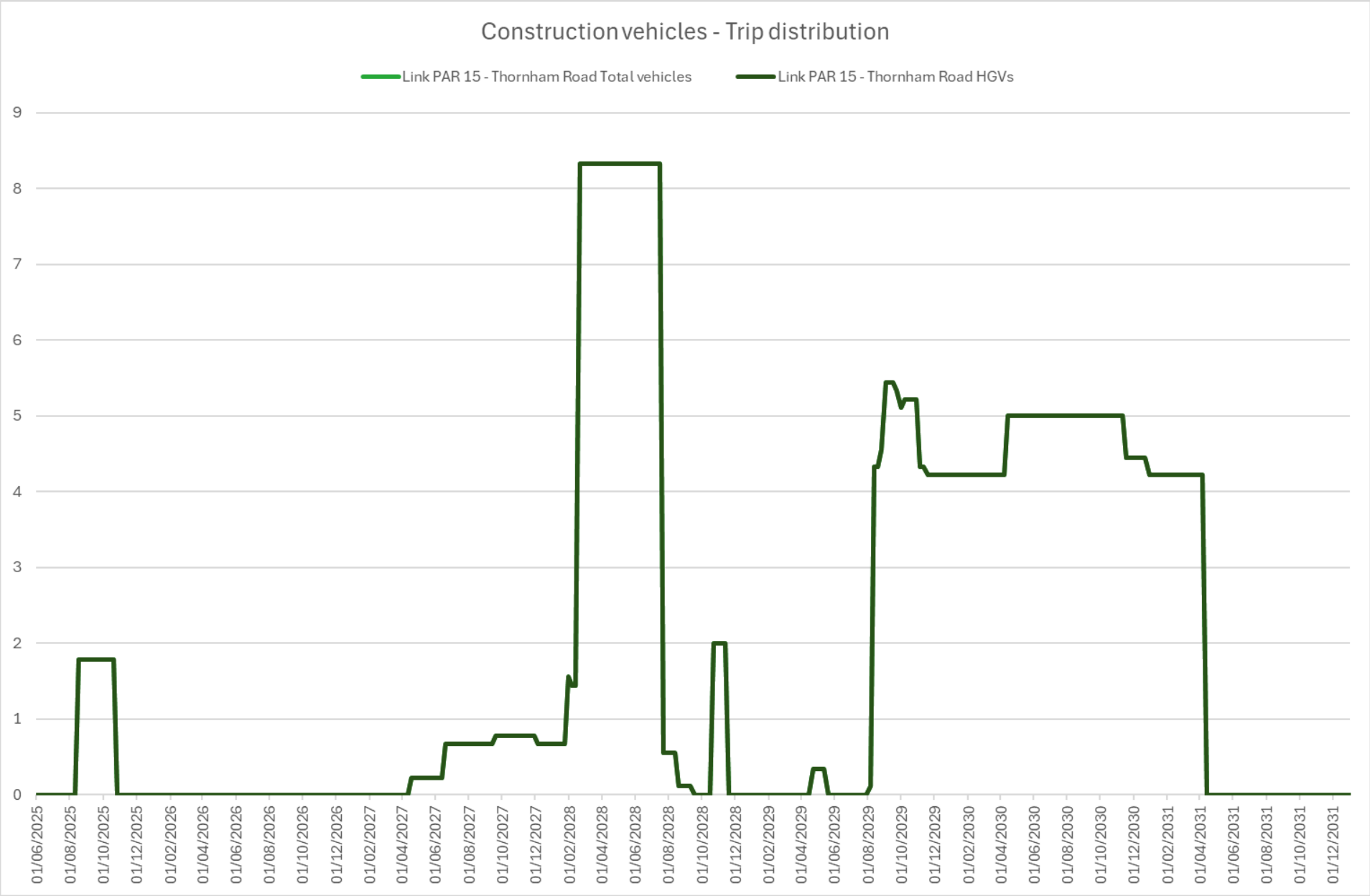


Image E.16 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR16

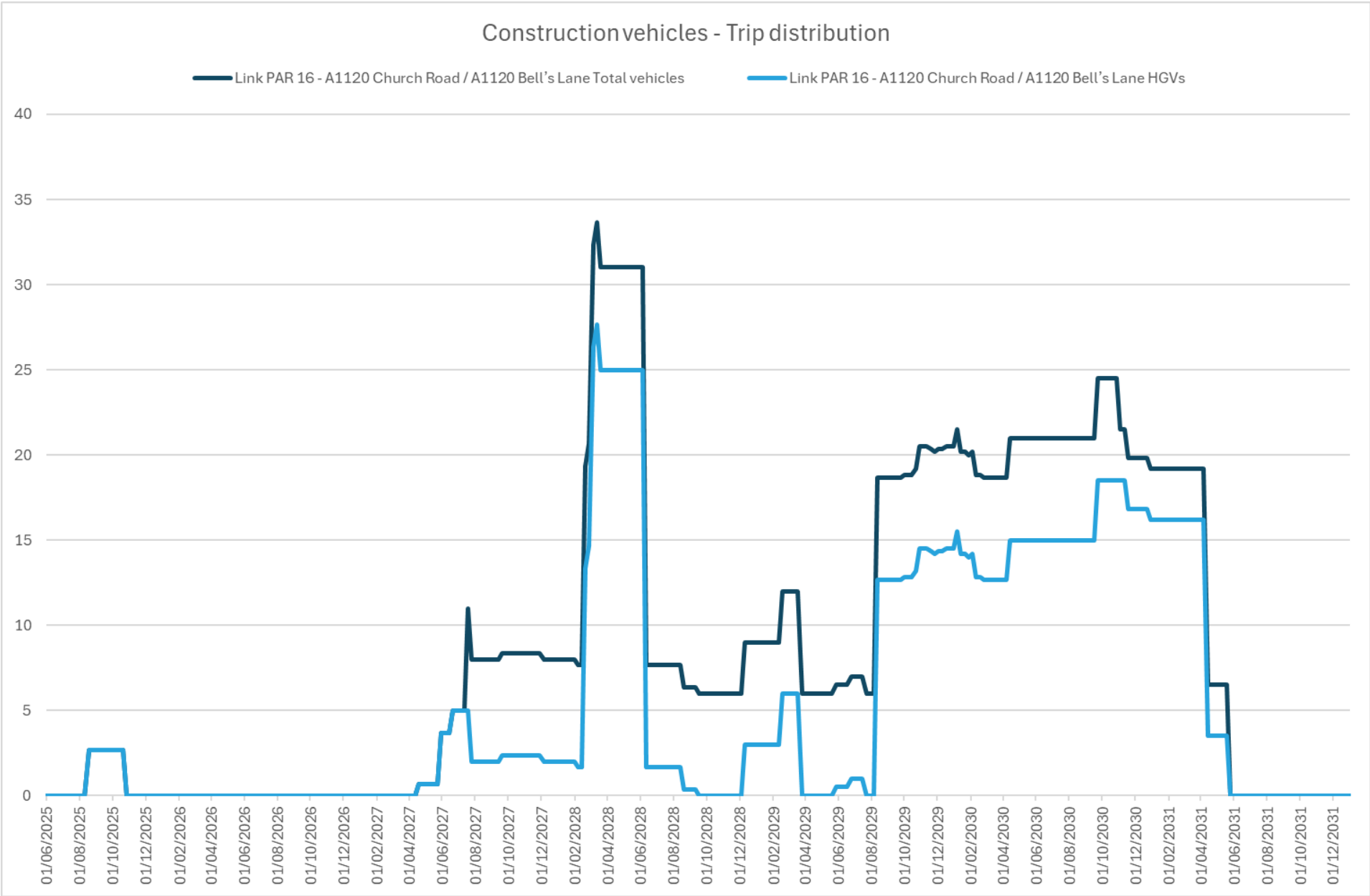


Image E.17 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR17

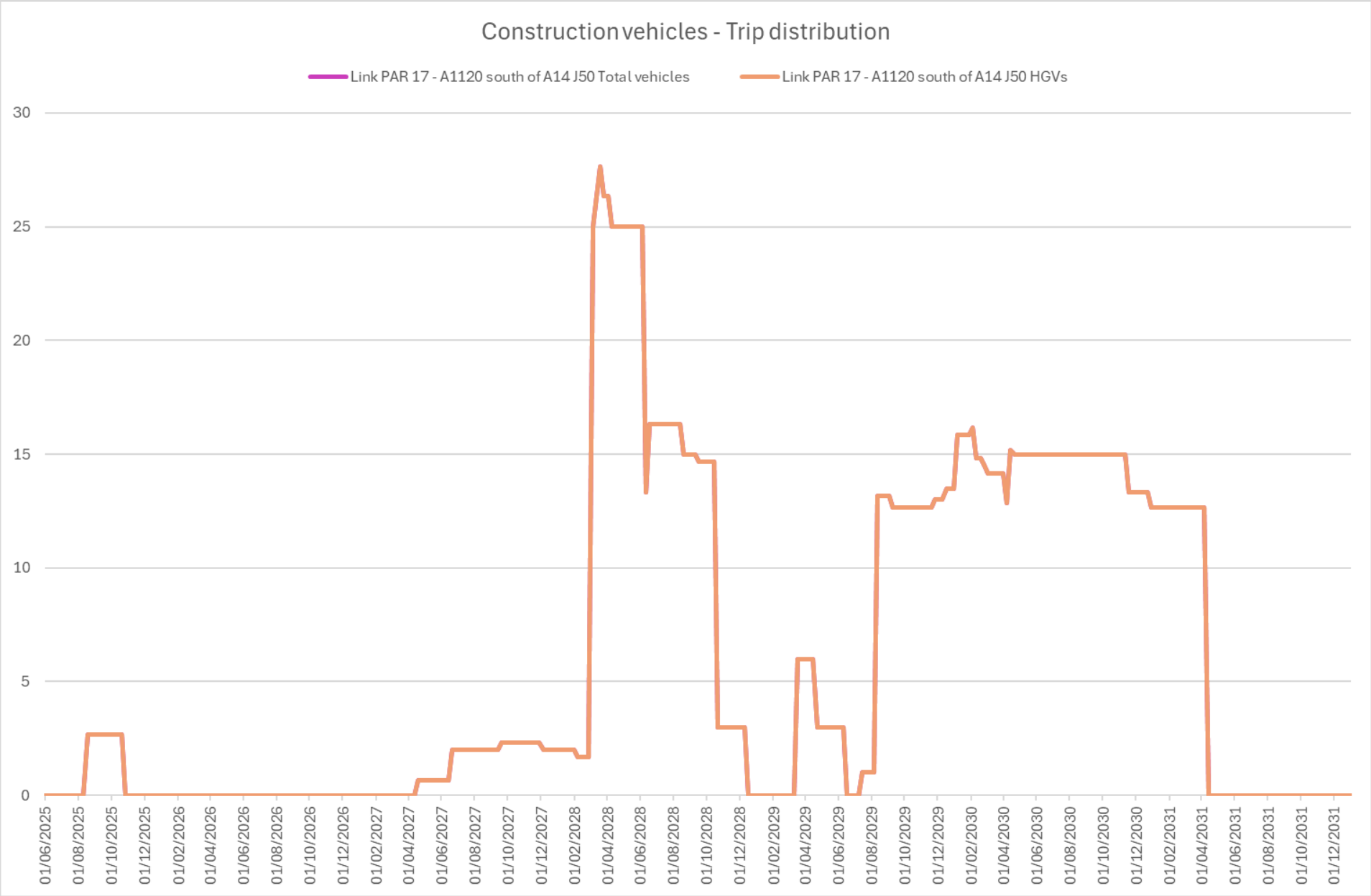


Image E.18 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR18



Image E.19 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR19

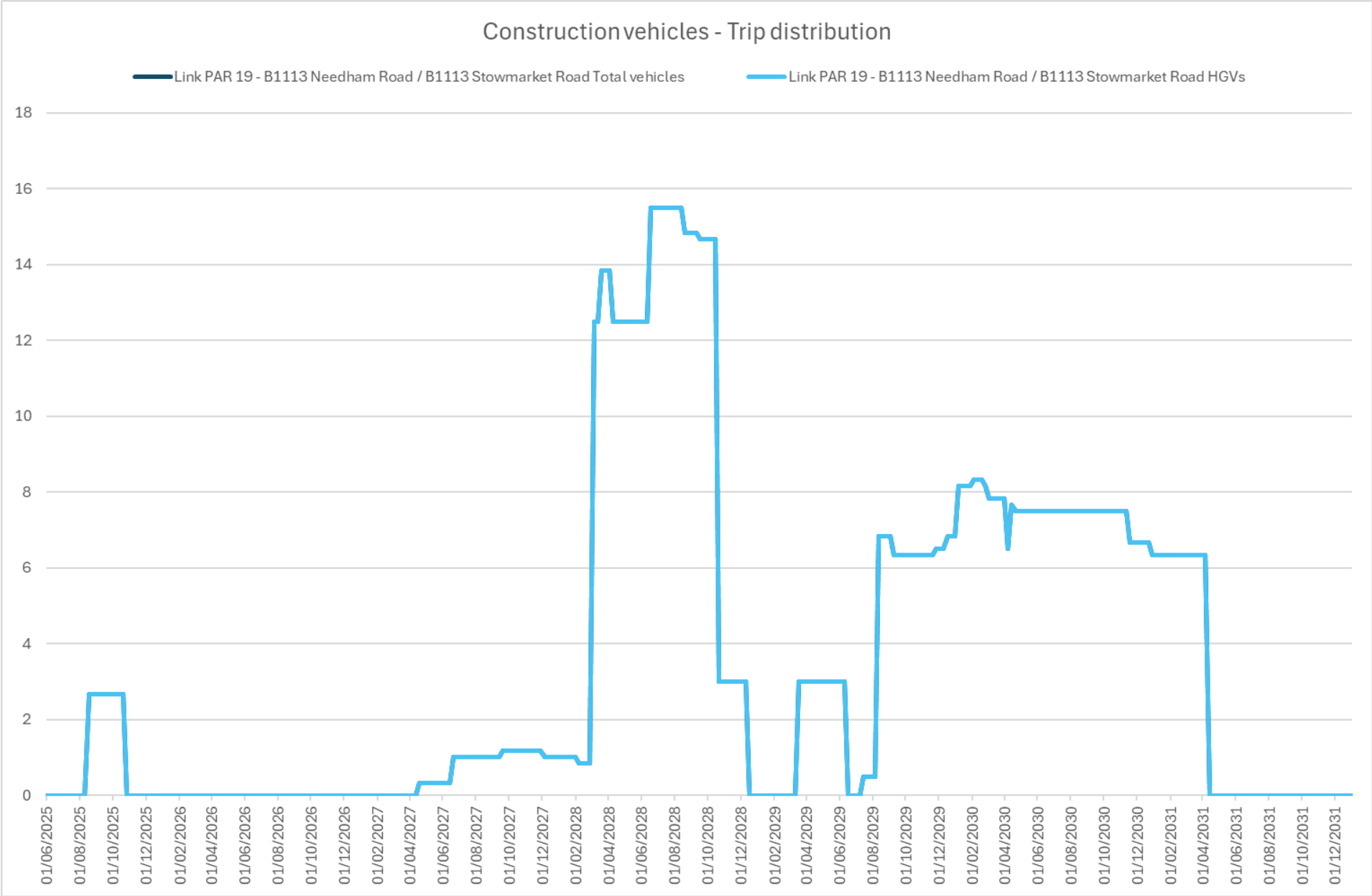


Image E.20 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR20

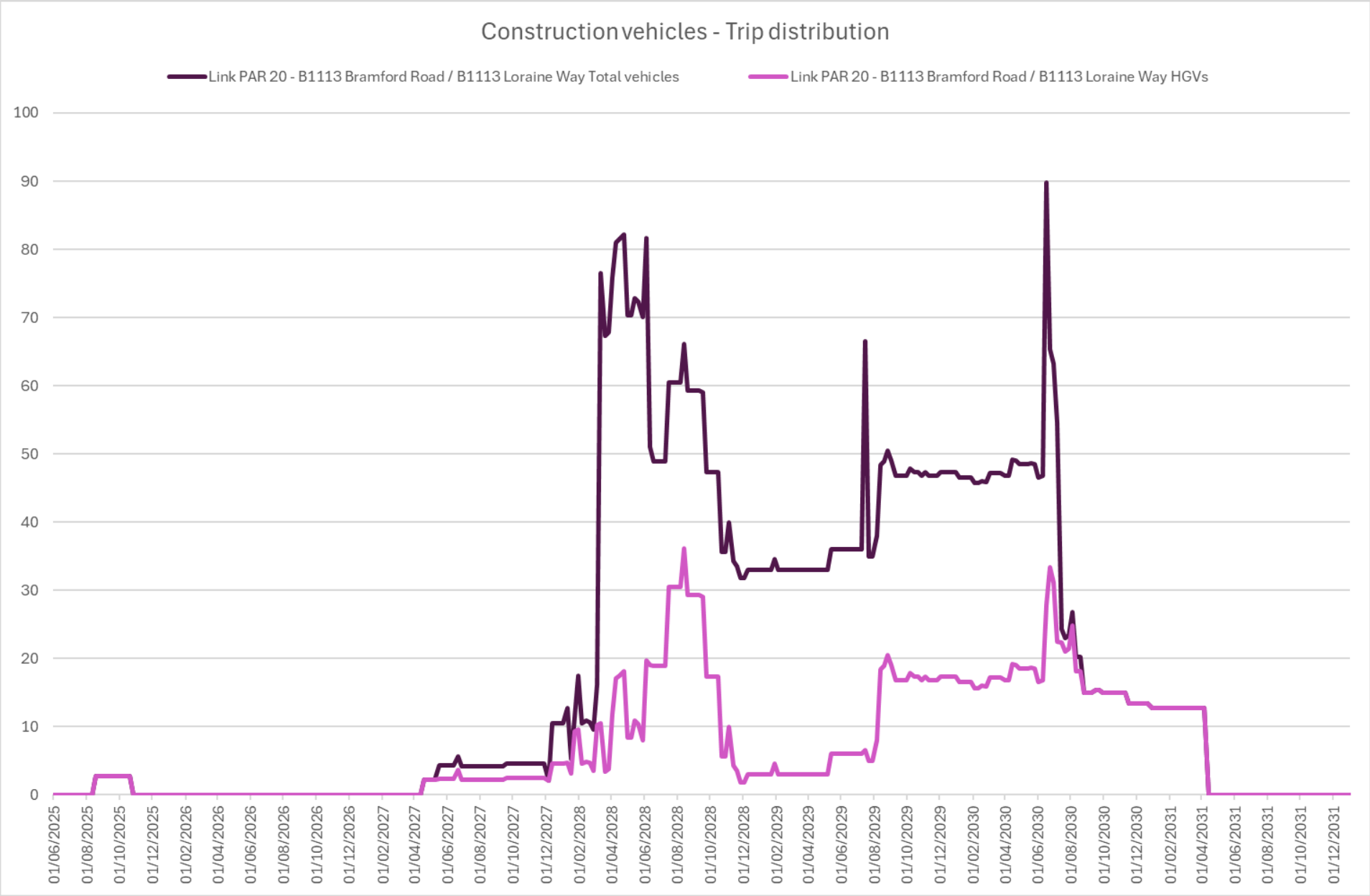


Image E.21 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR21

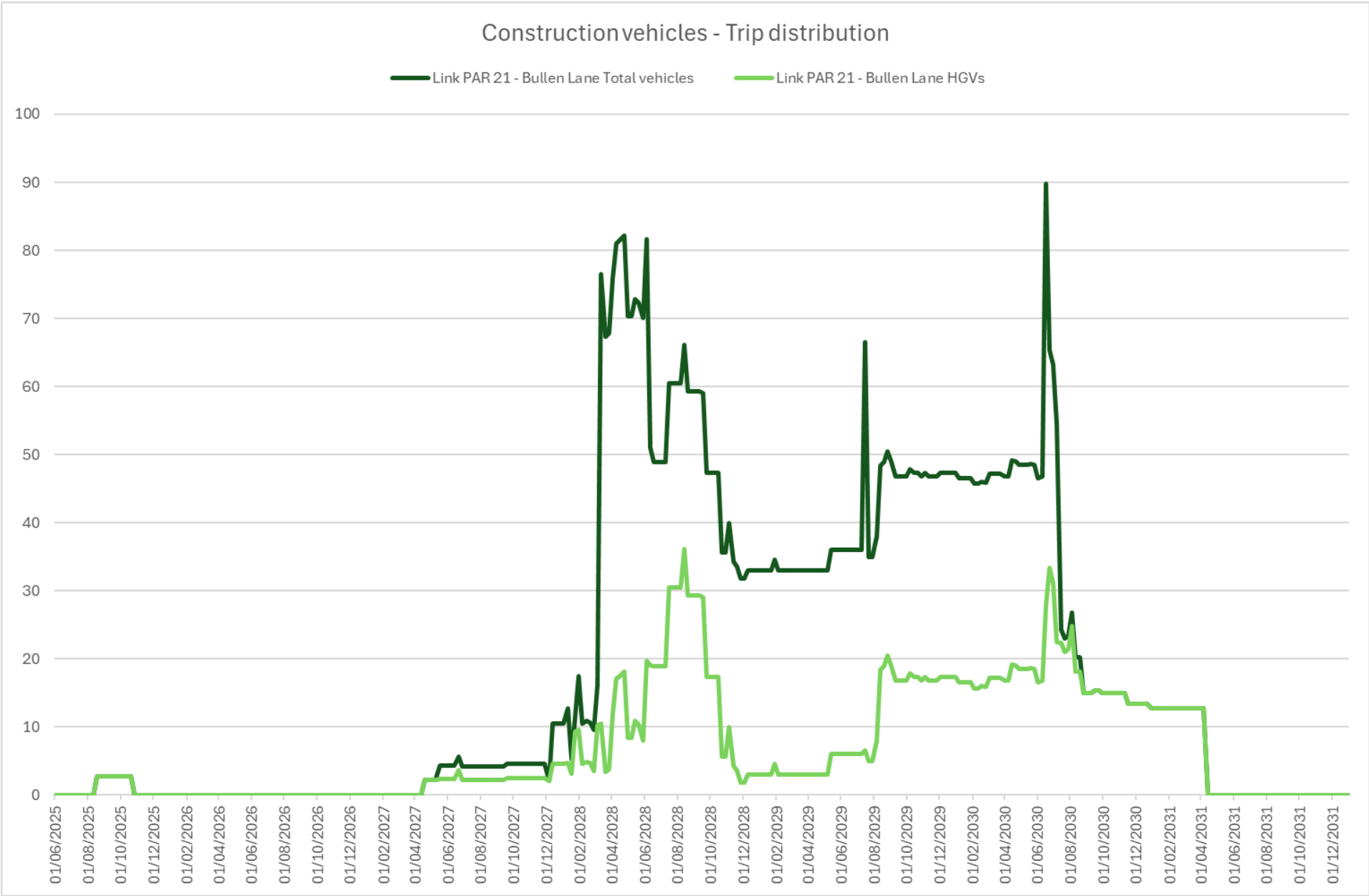


Image E.22 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR22

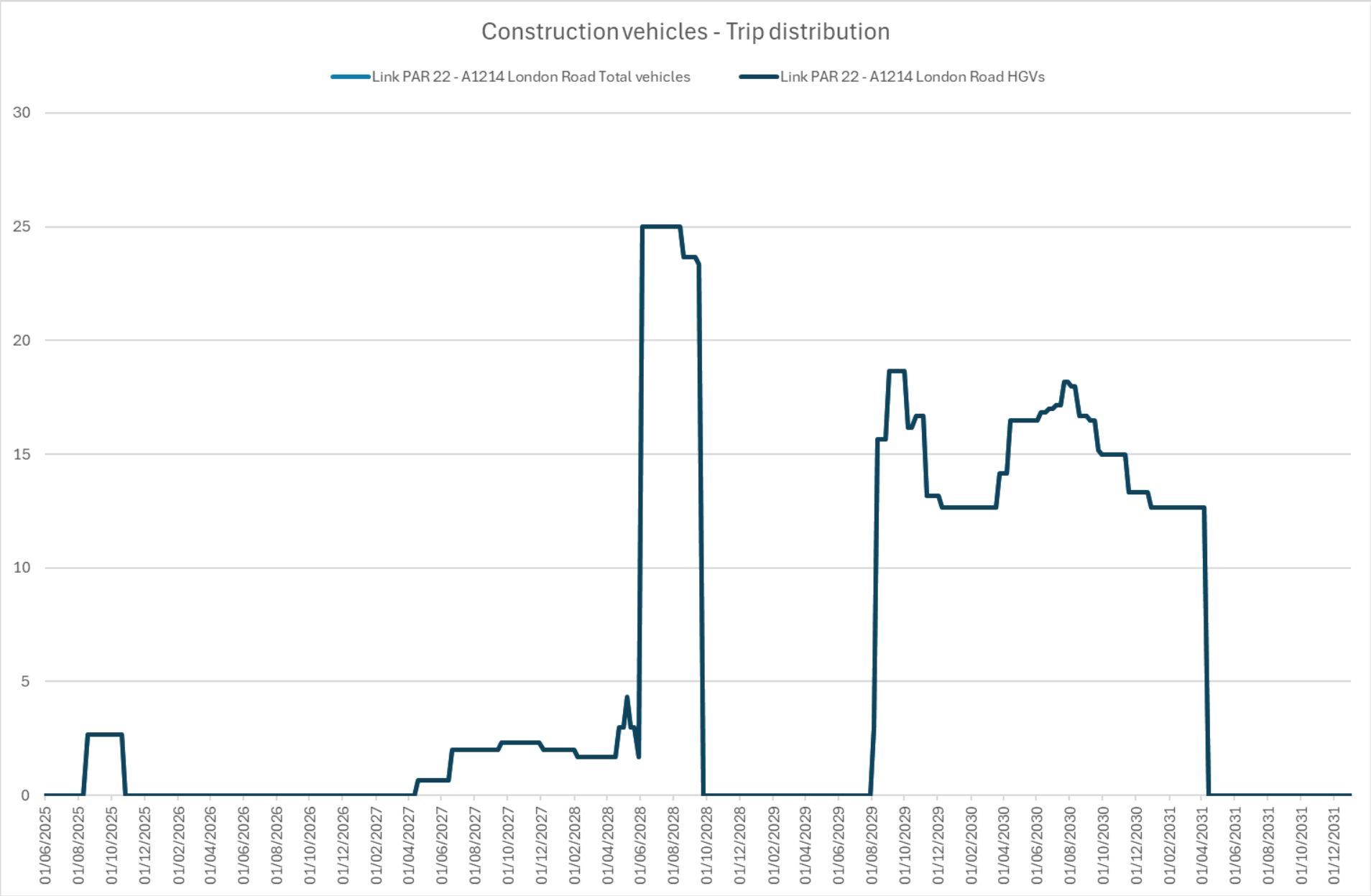


Image E.23 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR23

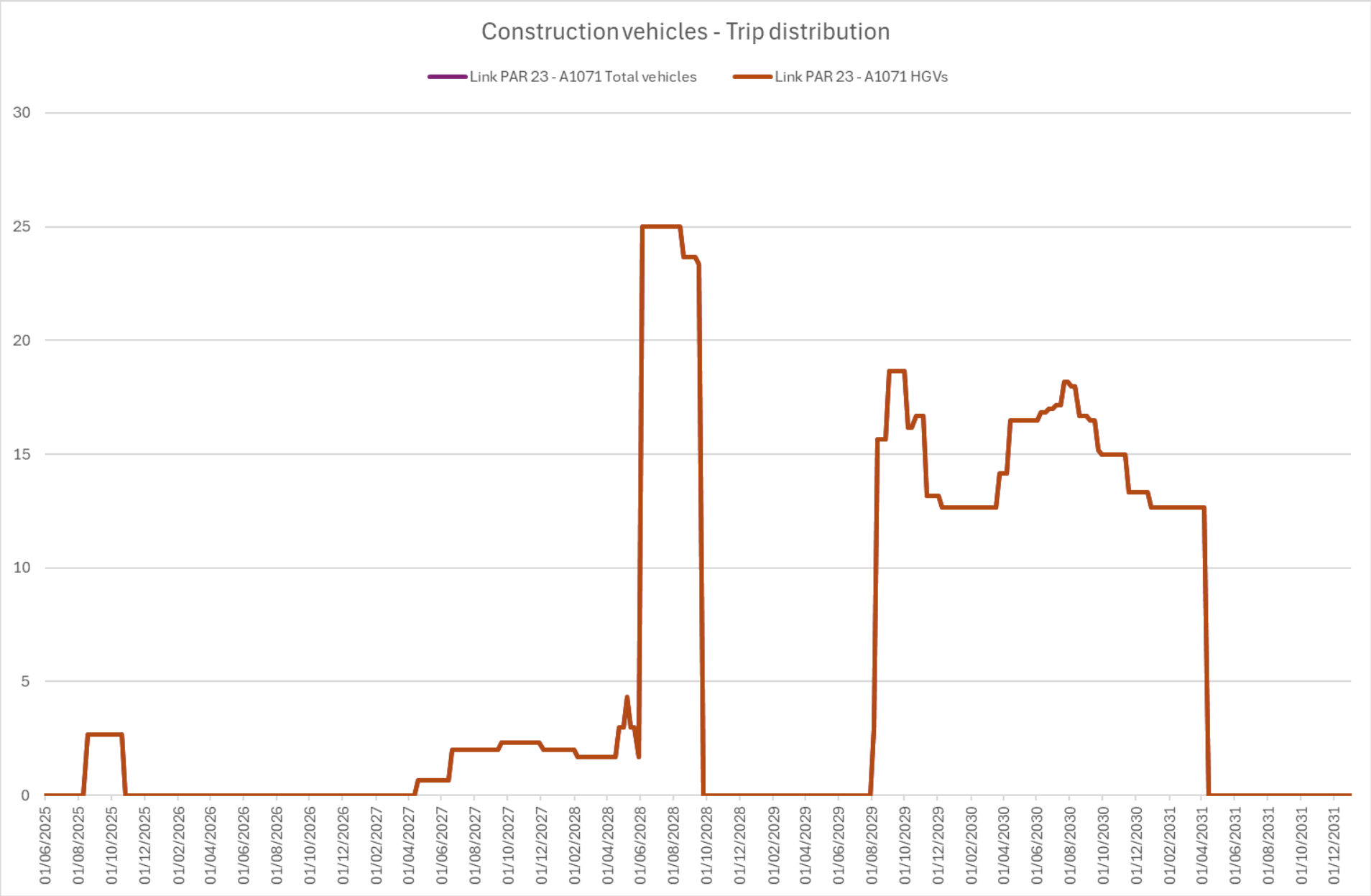


Image E.24 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR24



Image E.25 Total vehicle distribution in PARs – Suffolk (worst case peak hour) – PAR25

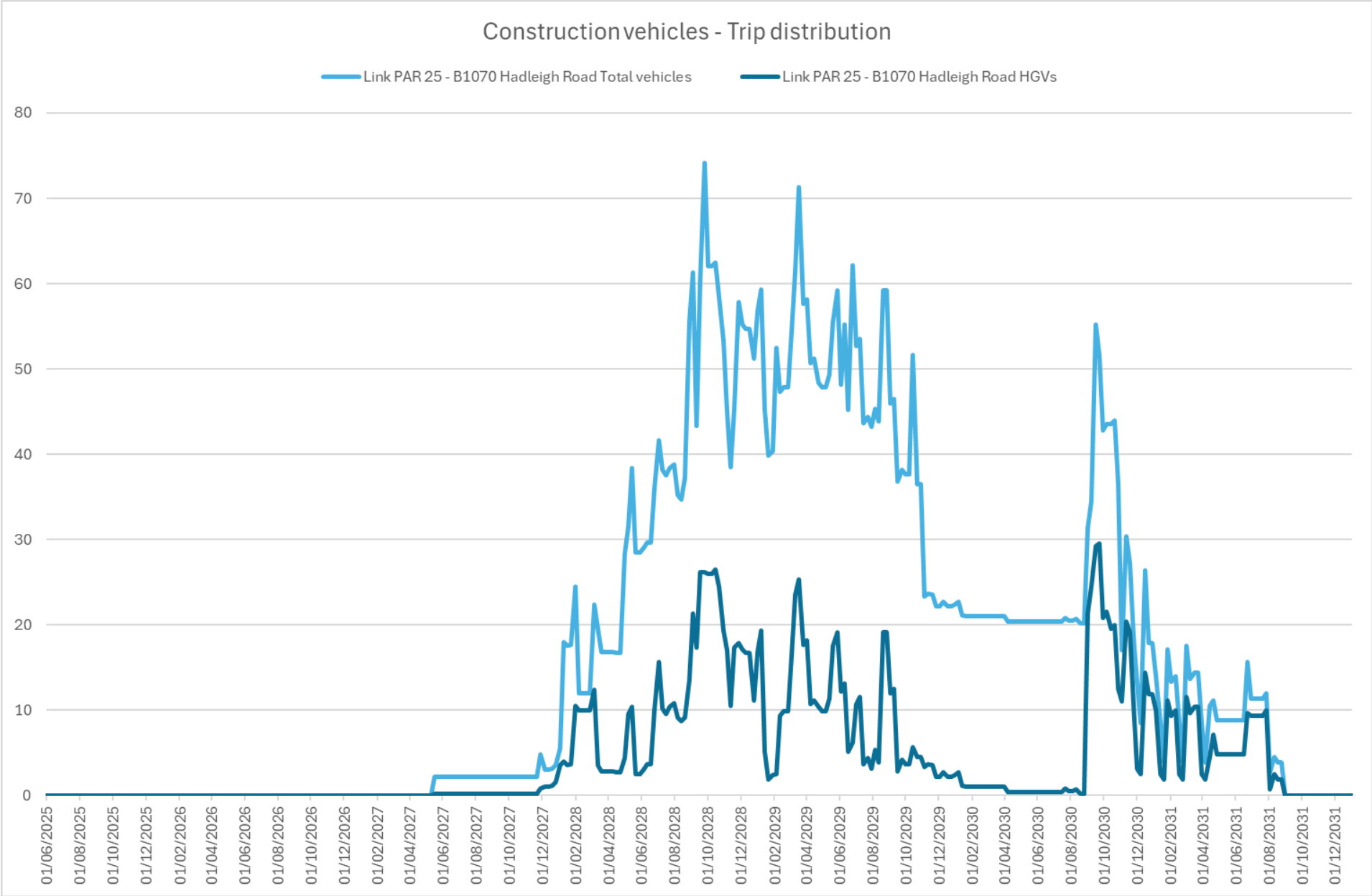


Image E.26 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR26

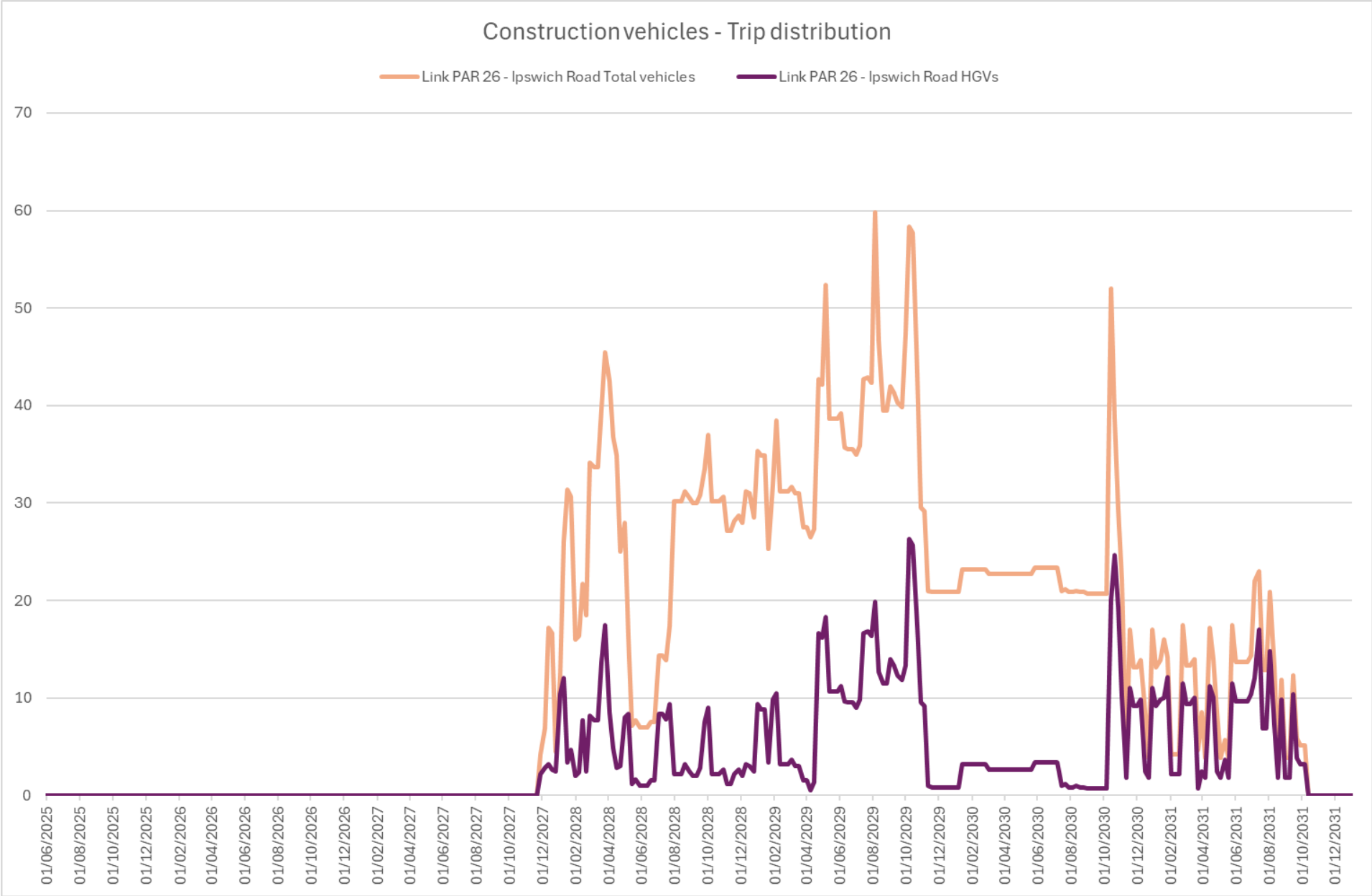


Image E.27 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR27

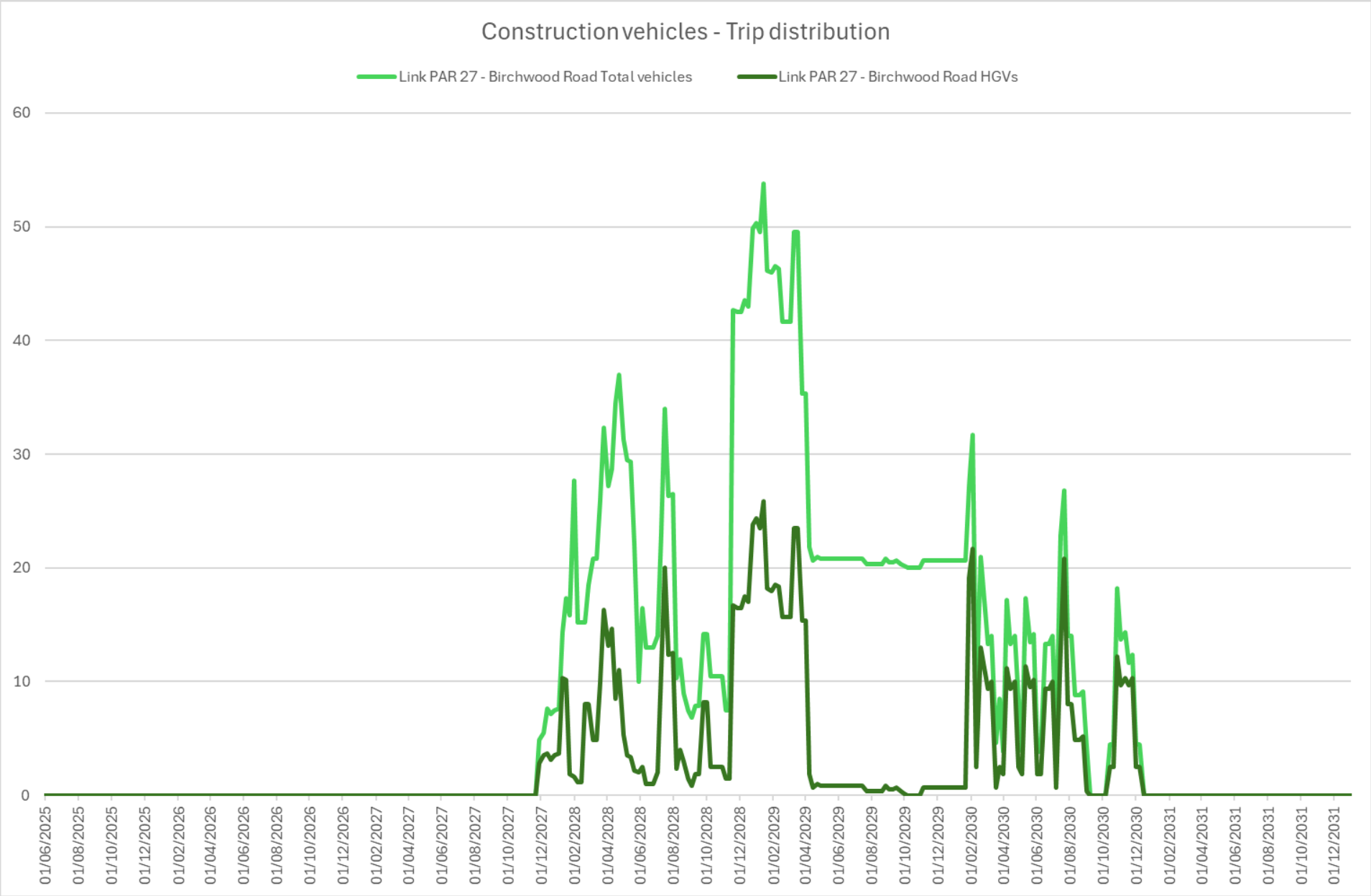


Image E.28 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR28

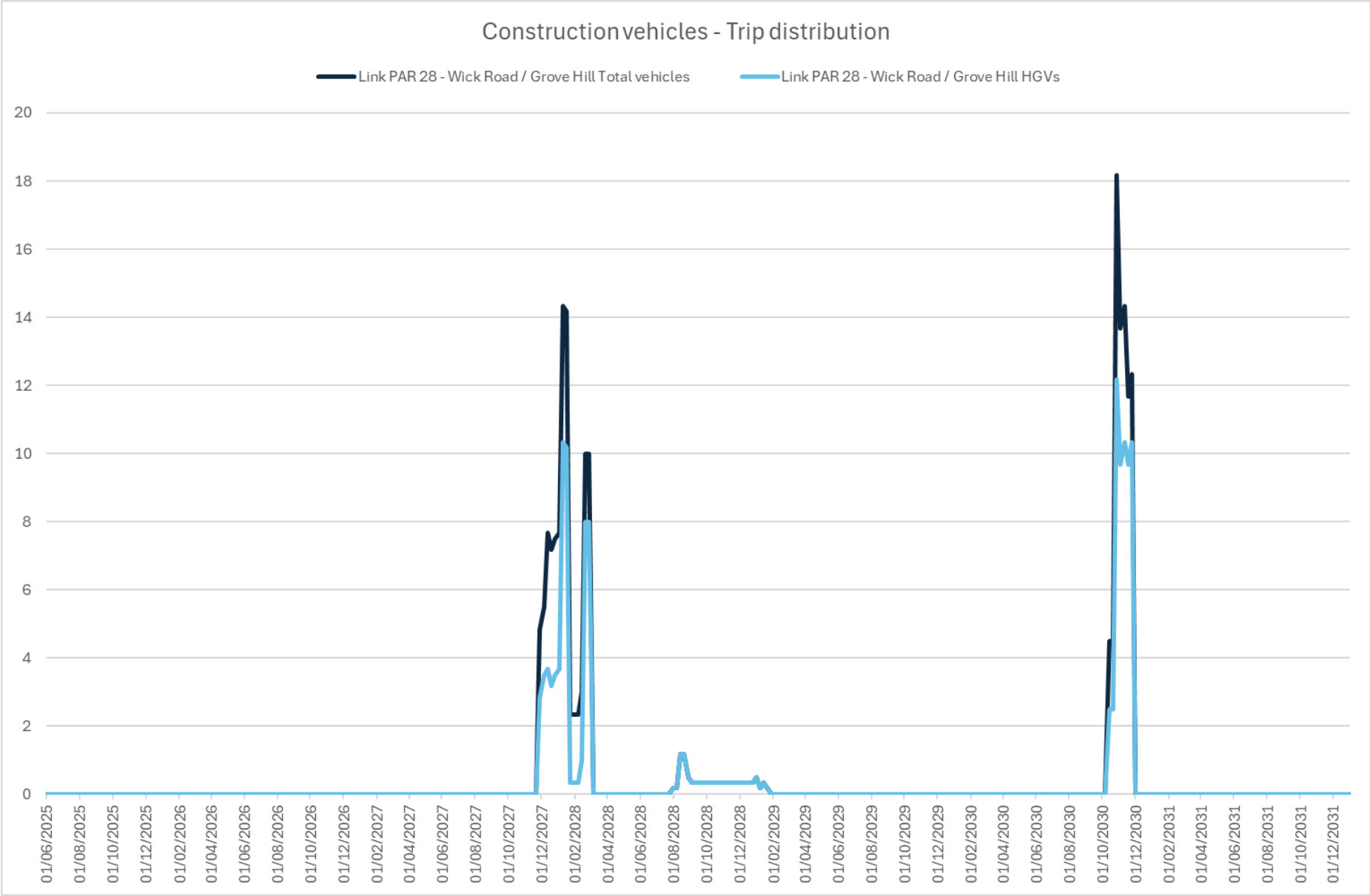


Image E.29 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR29



Image E.30 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR30

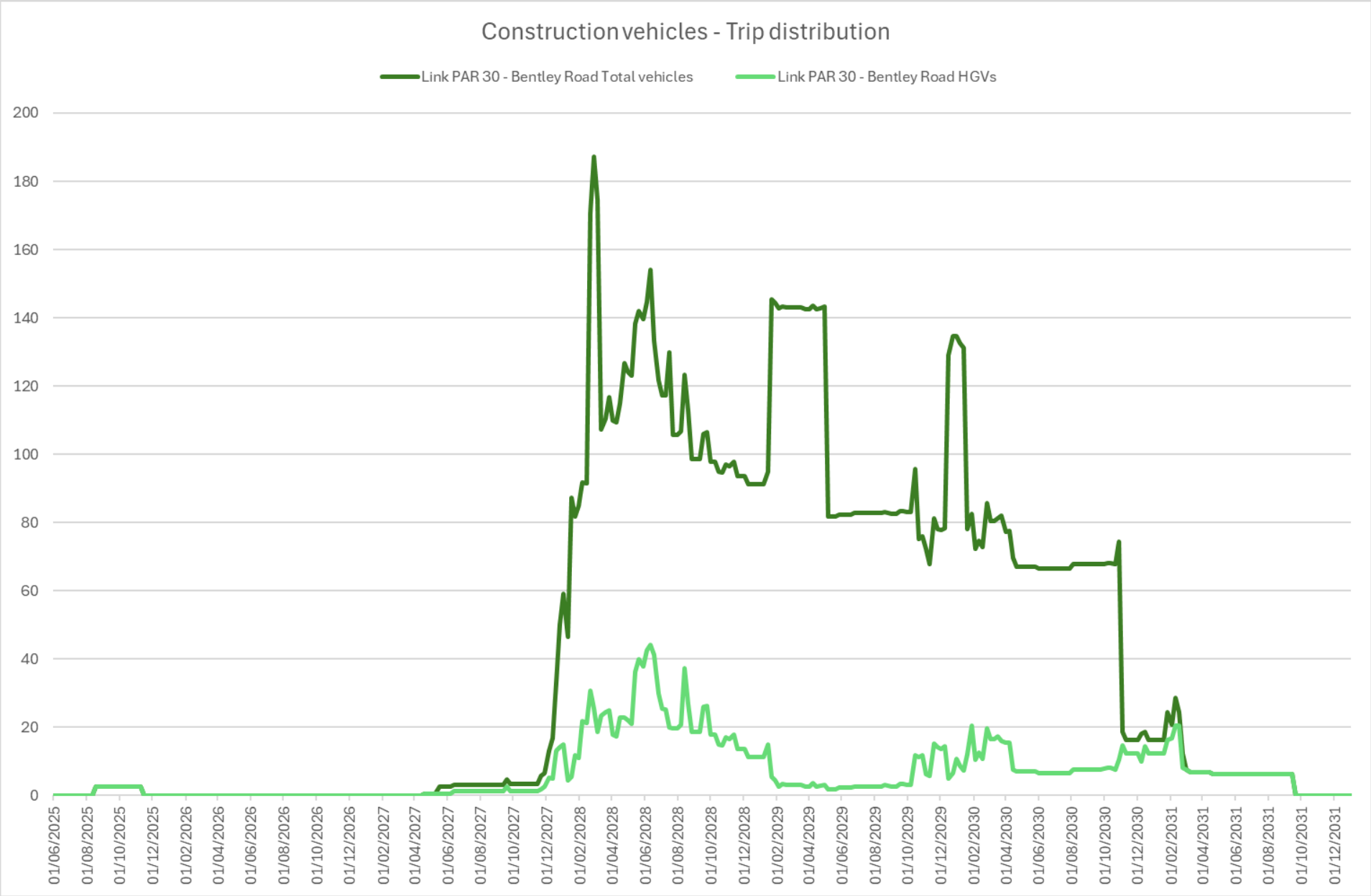


Image E.31 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR31

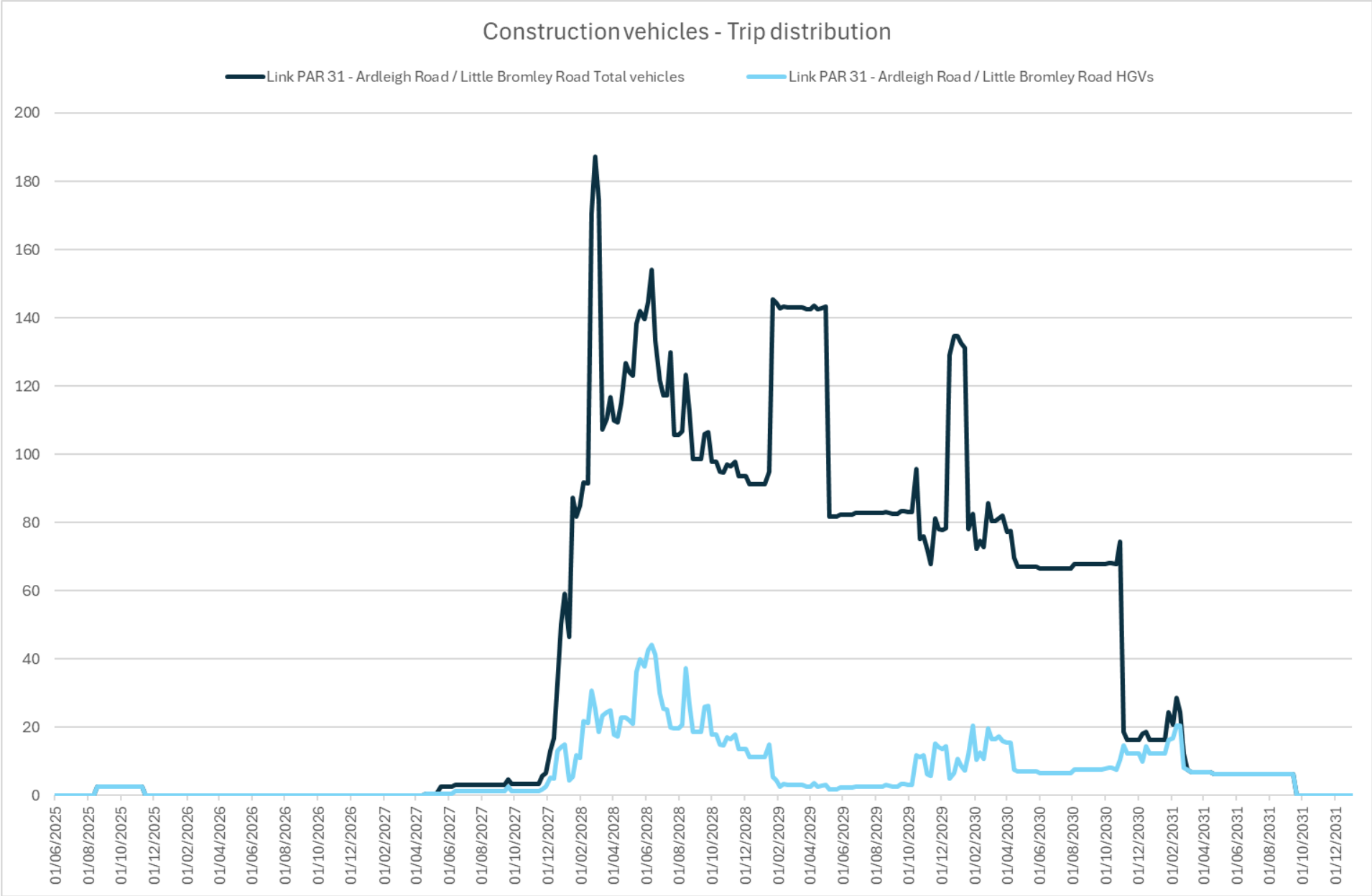


Image E.32 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR32



Image E.33 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR33

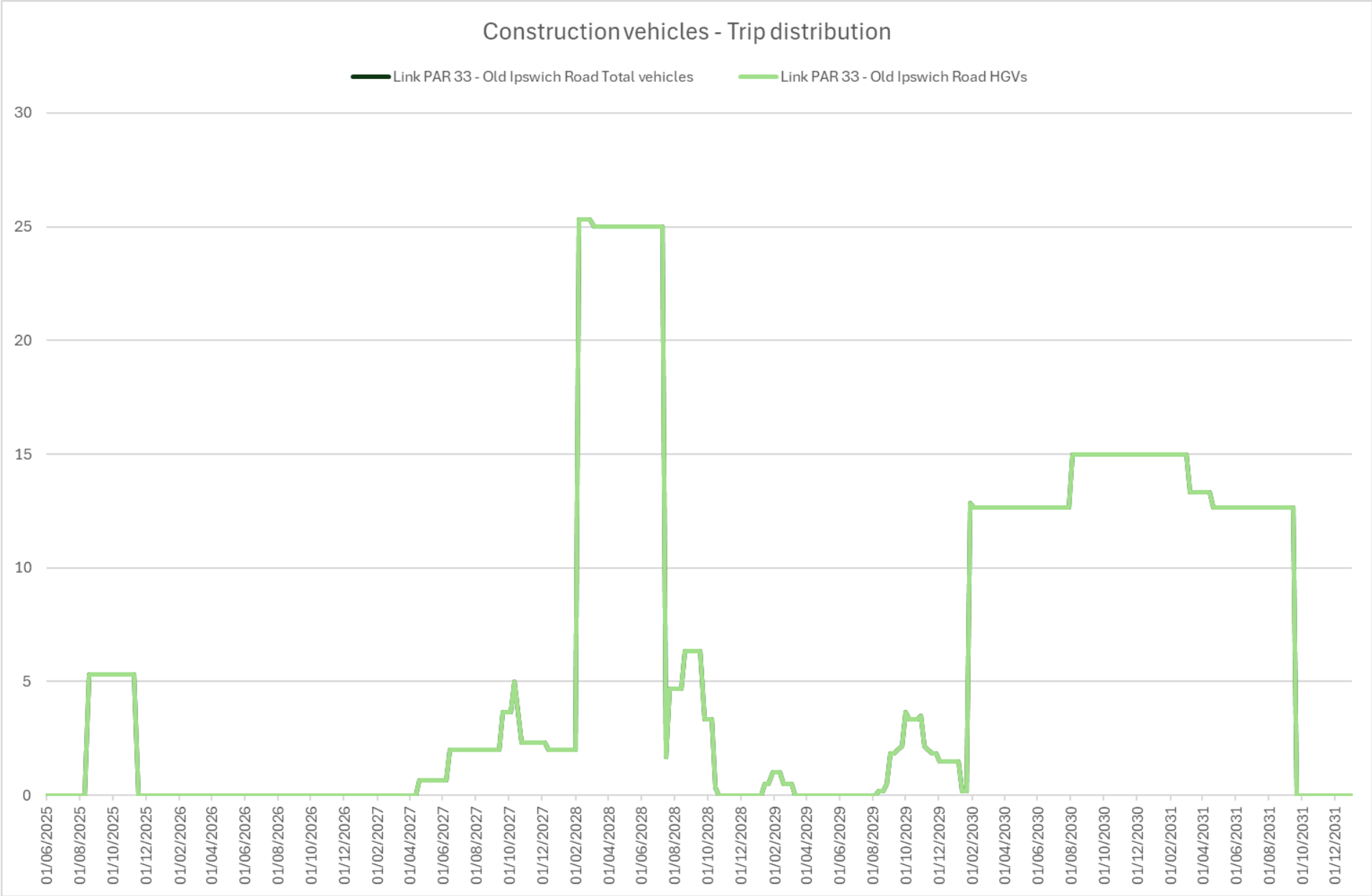


Image E.34 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR34

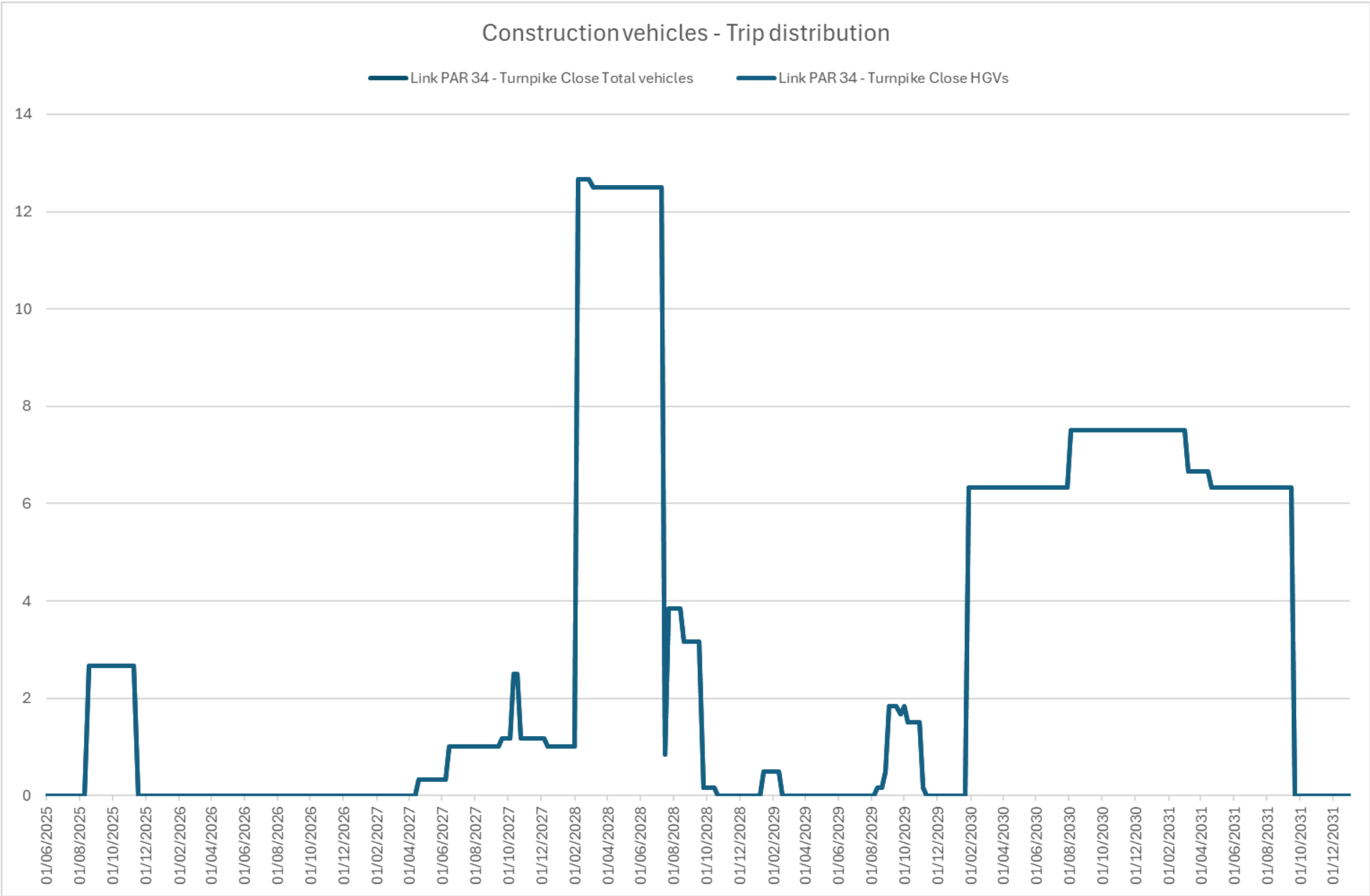


Image E.35 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR35

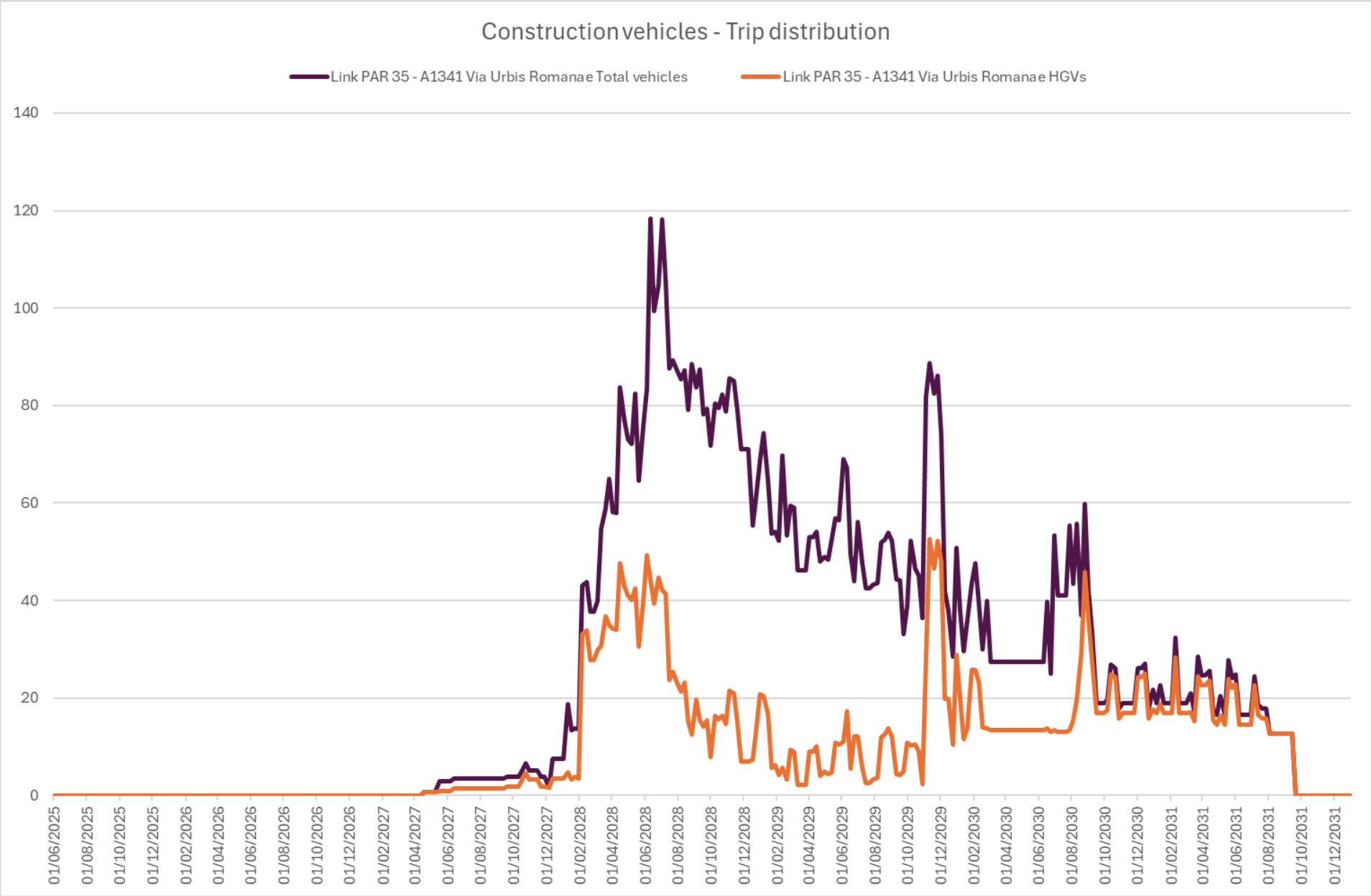


Image E.36 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR36

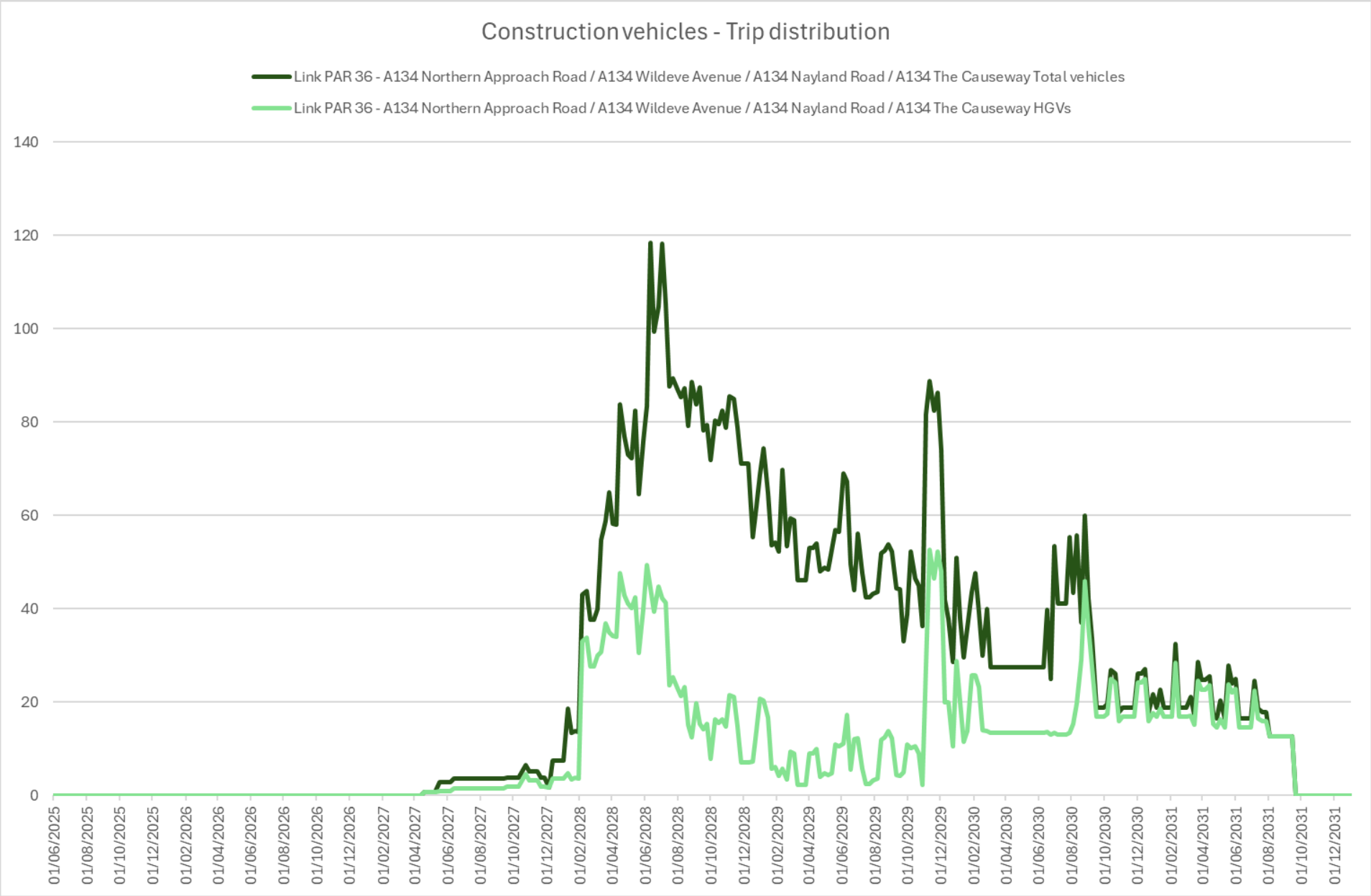


Image E.37 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR37

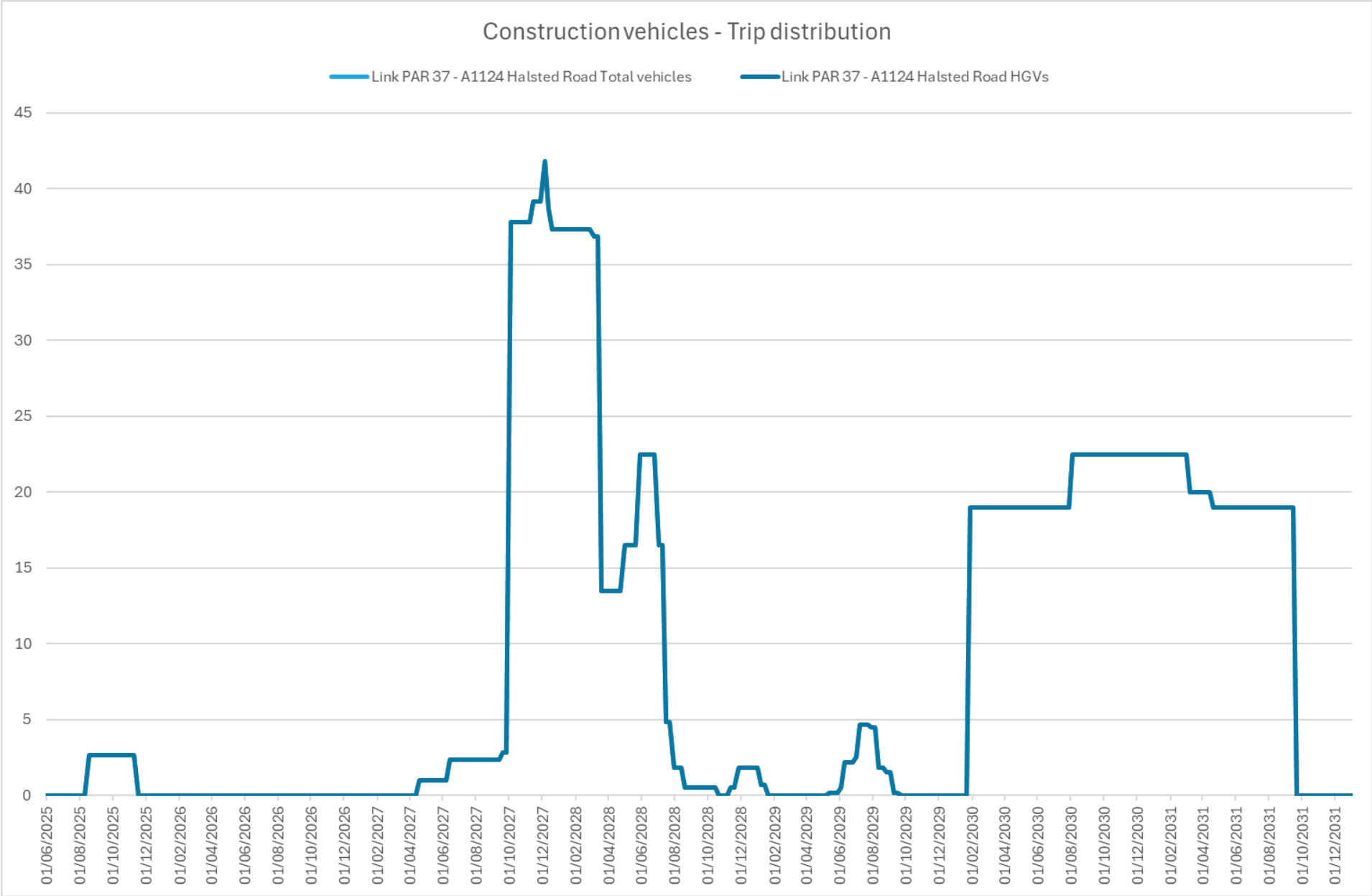


Image E.38 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR38

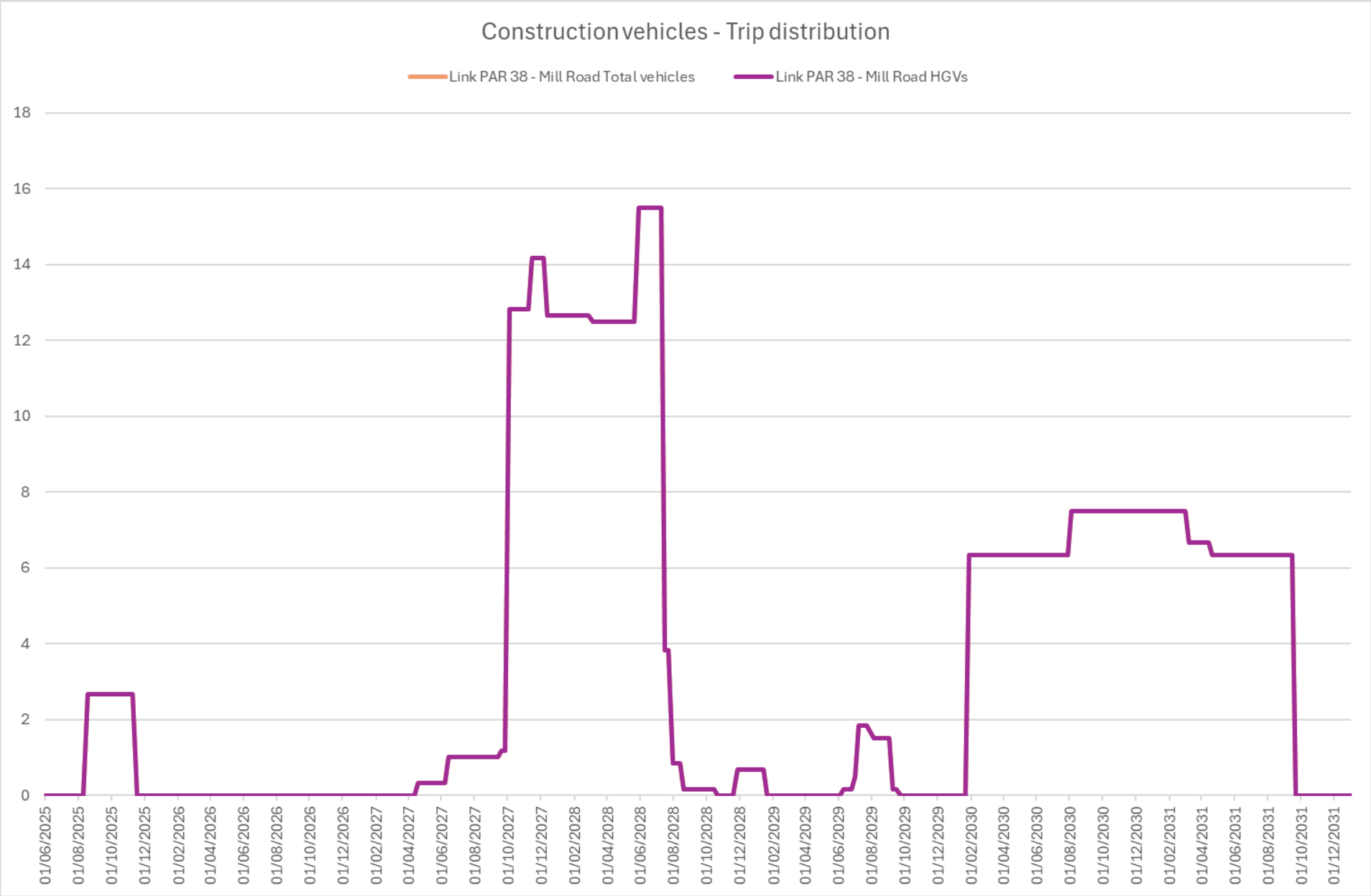


Image E.39 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR39

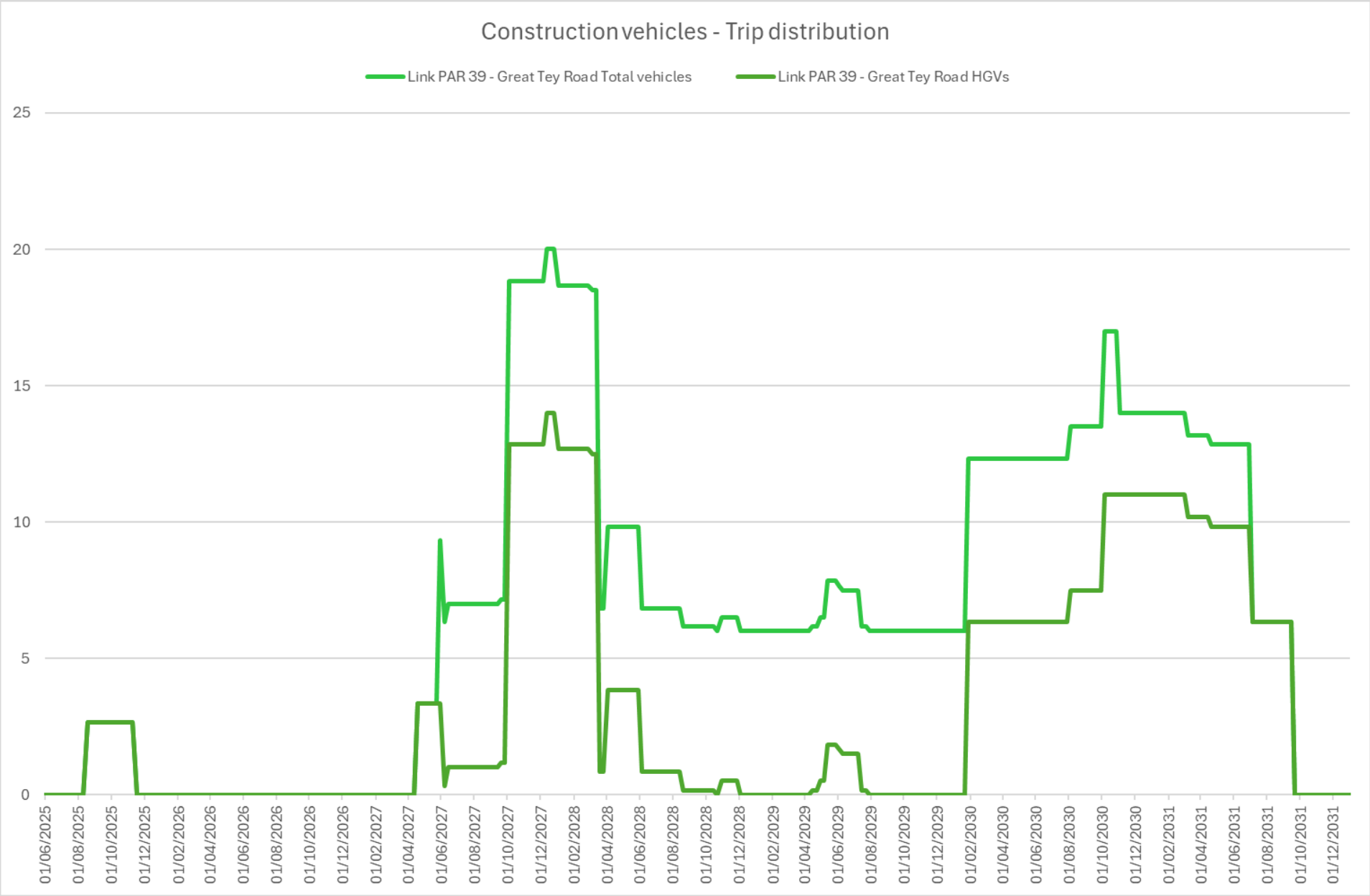


Image E.40 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR40

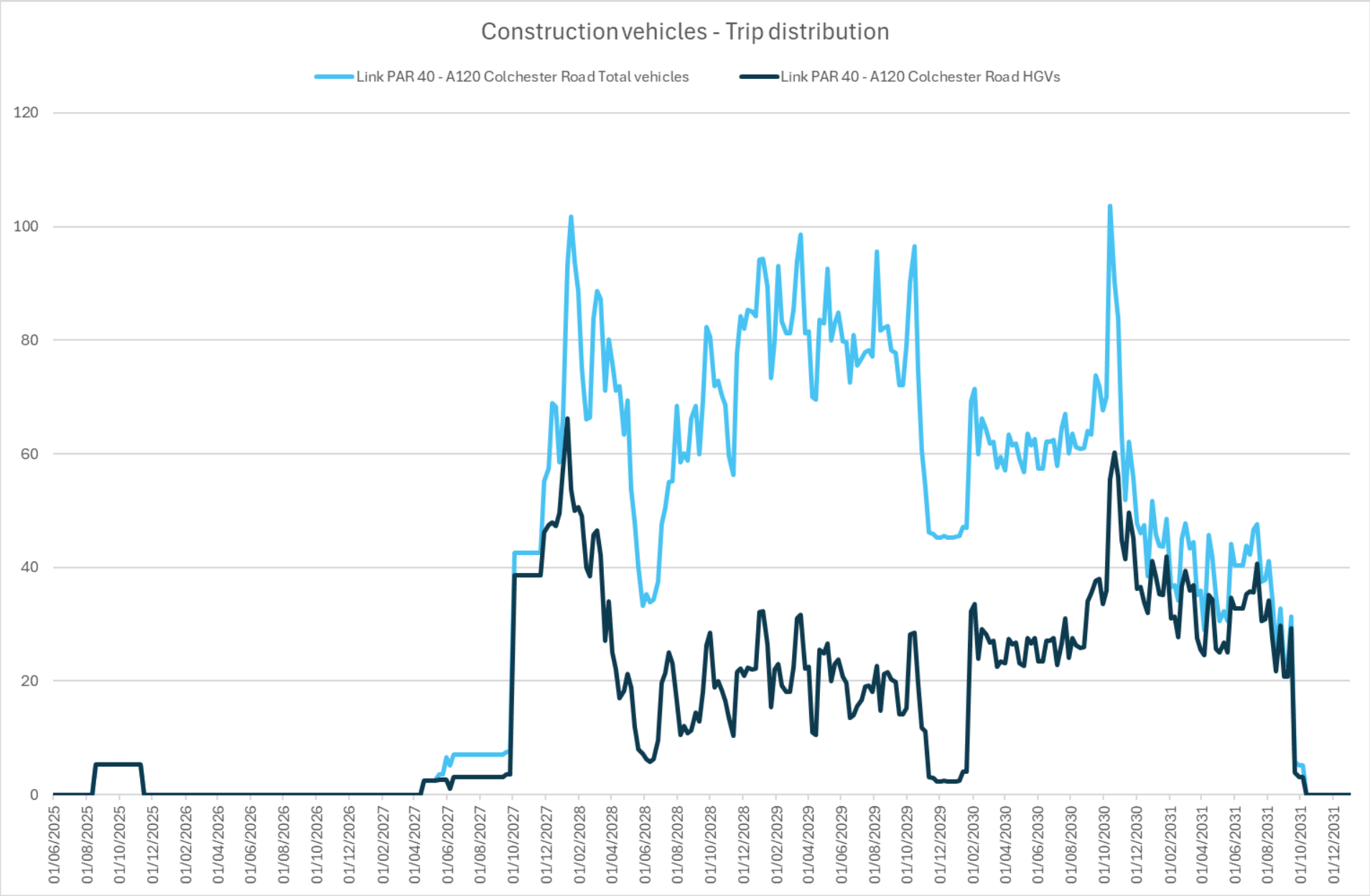


Image E.41 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR41

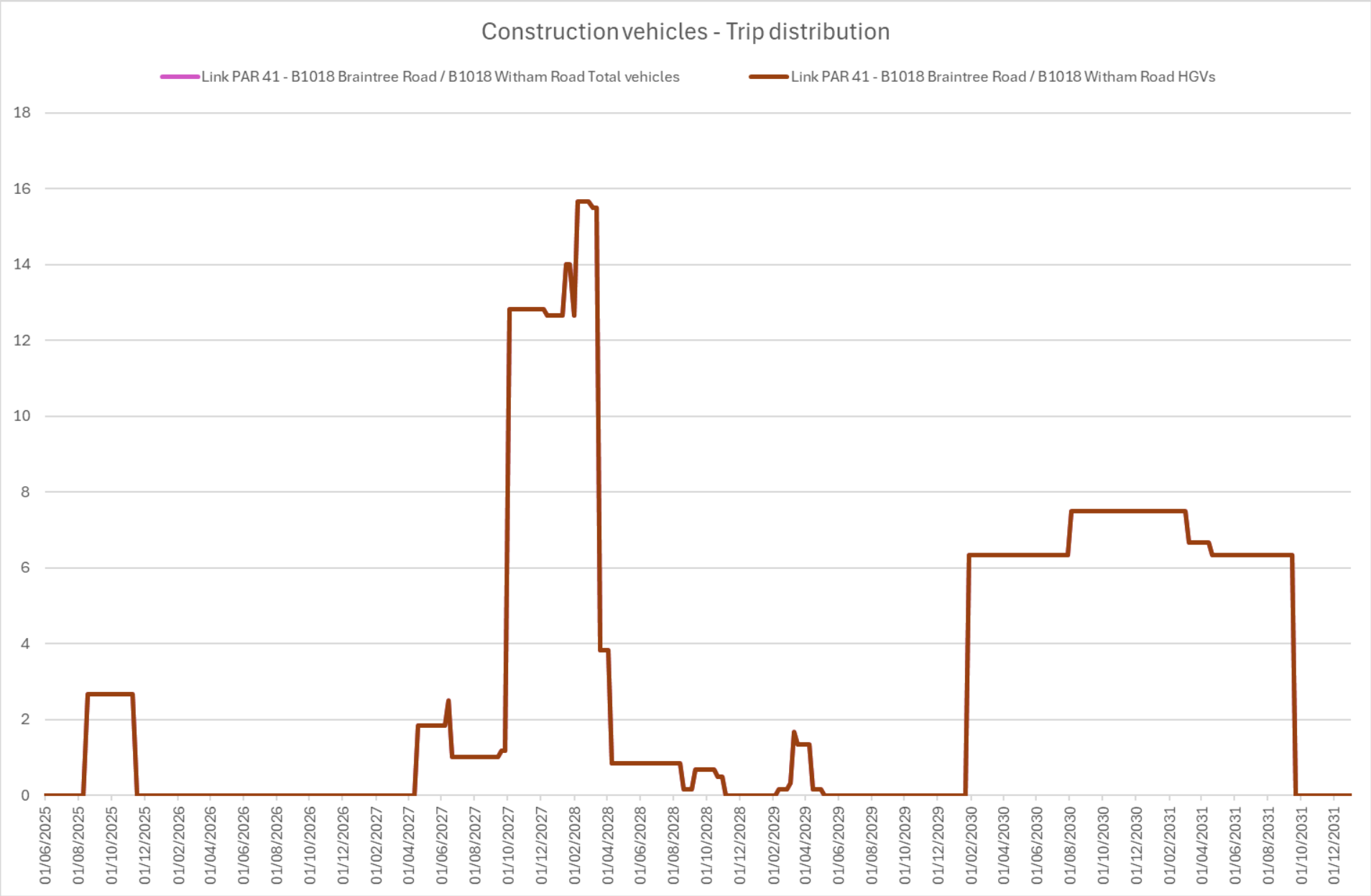


Image E.42 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR42

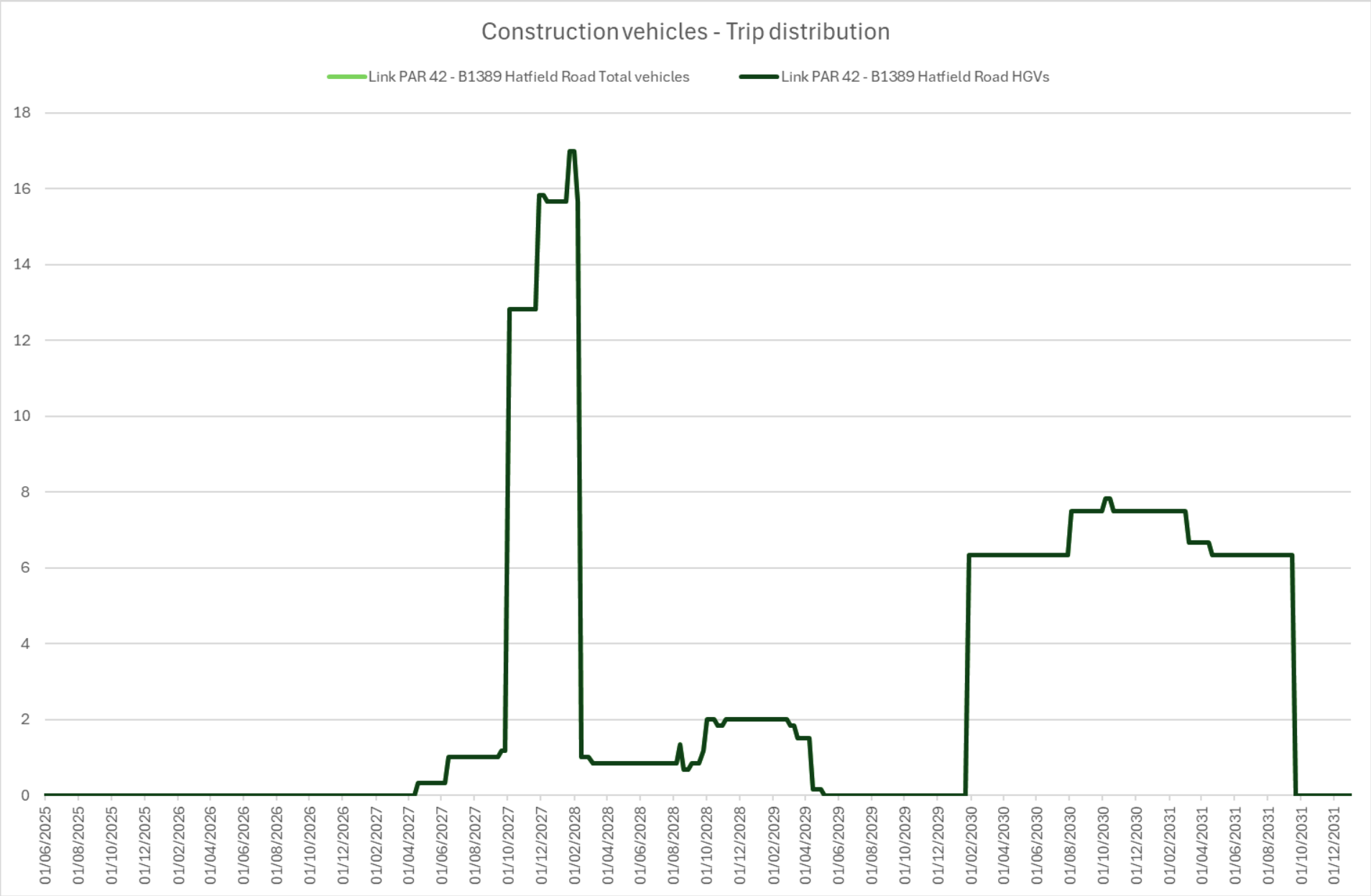


Image E.43 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR43

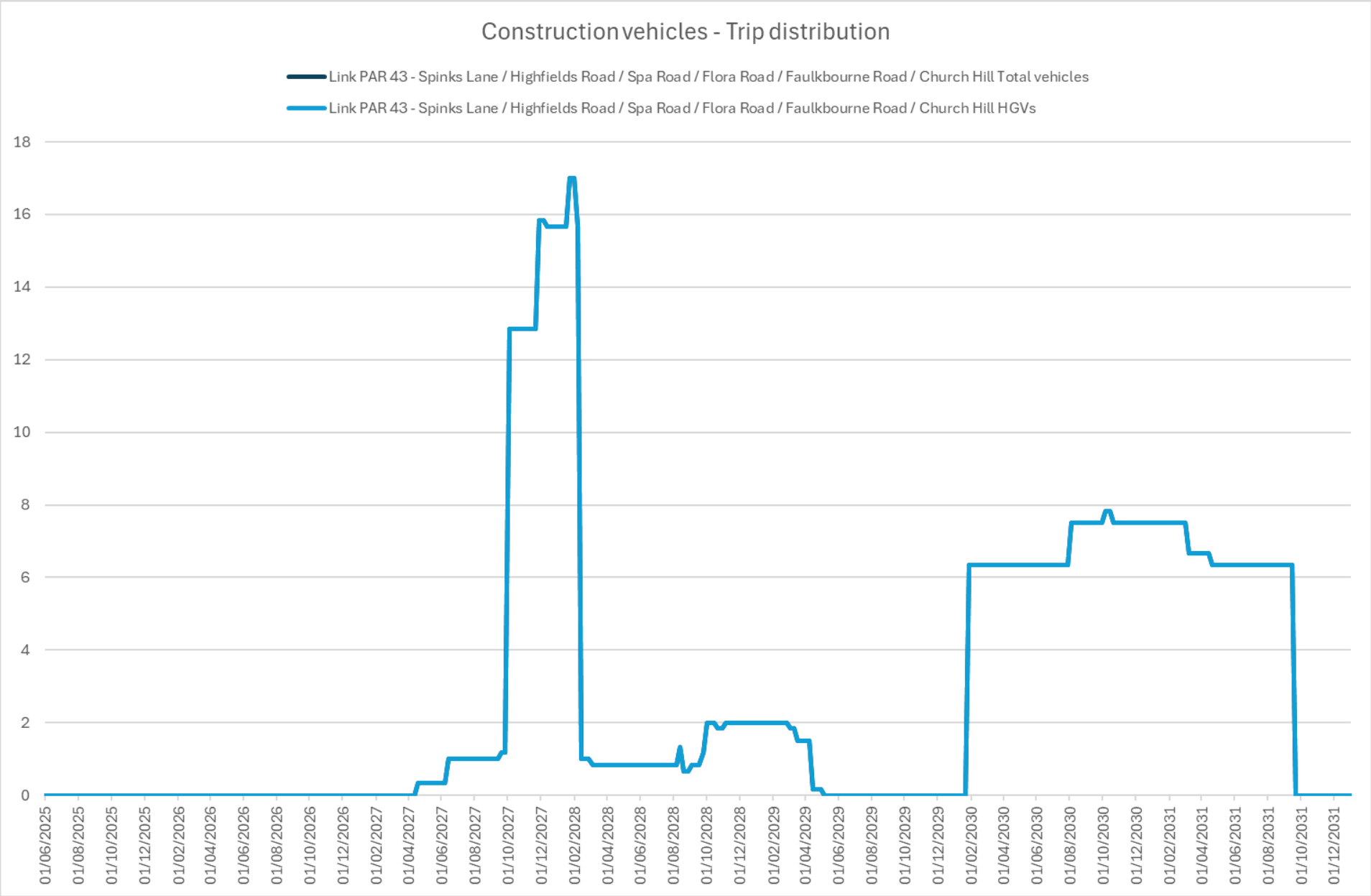


Image E.44 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR44

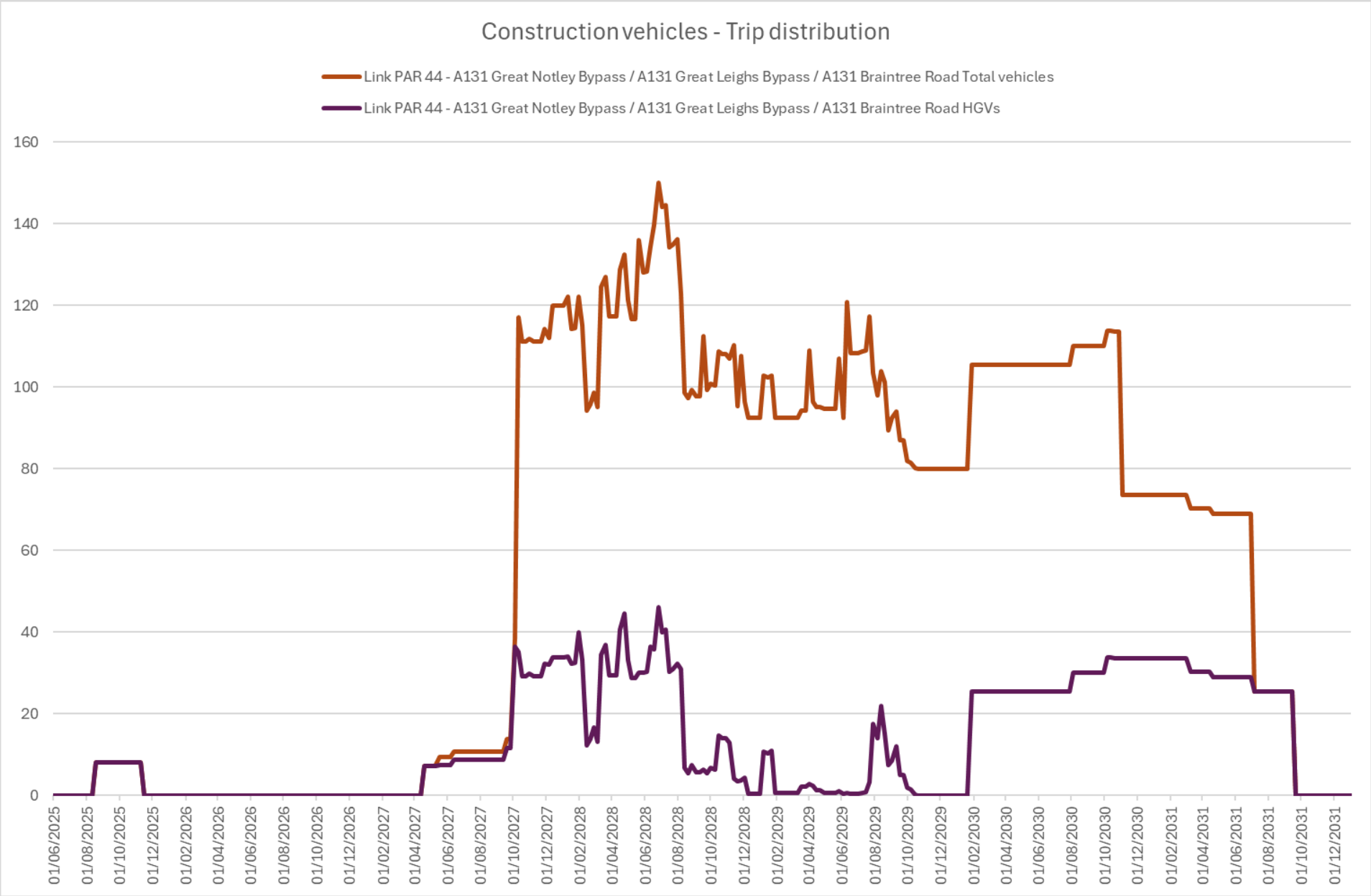


Image E.45 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR45

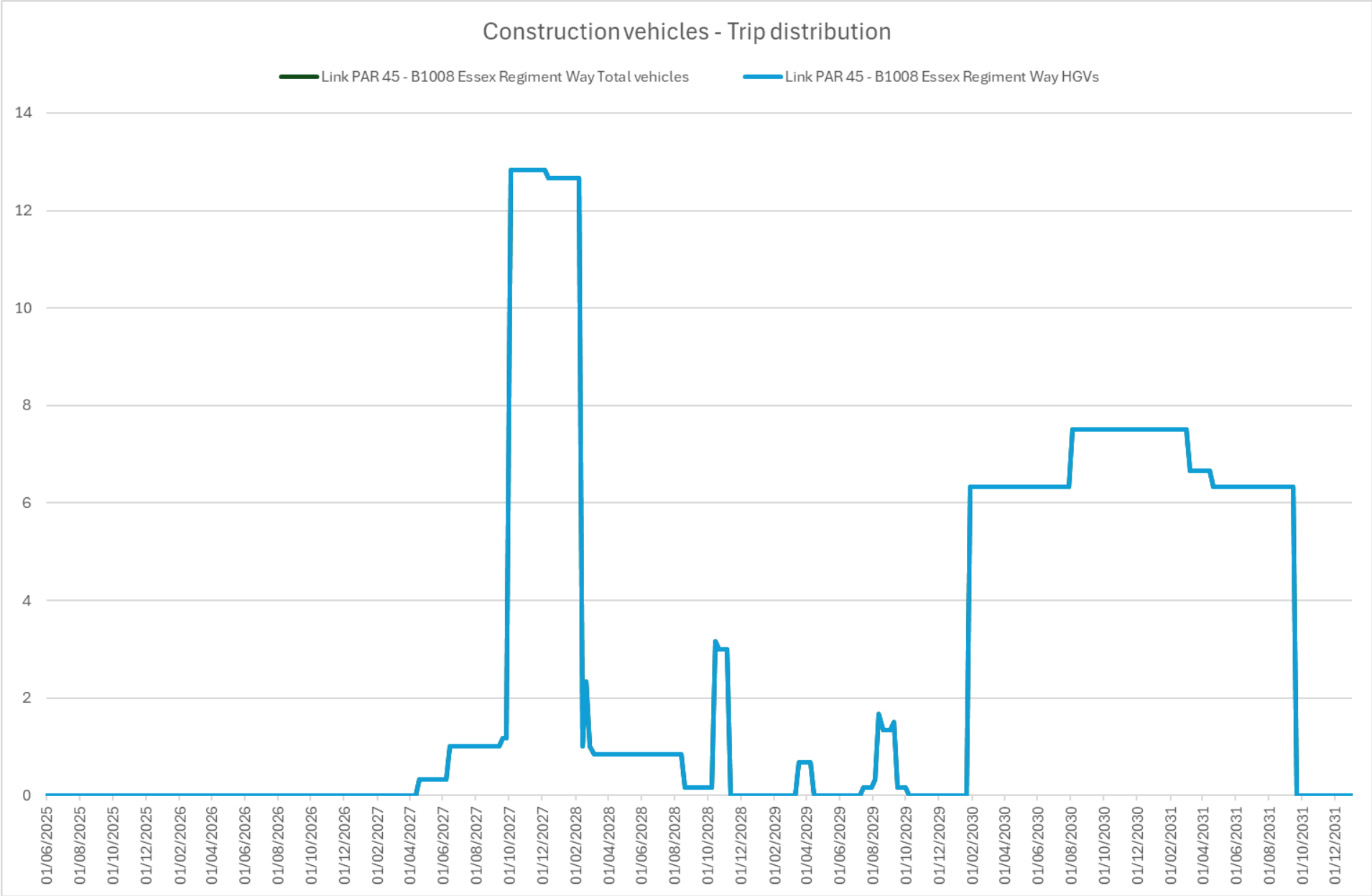


Image E.46 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR46

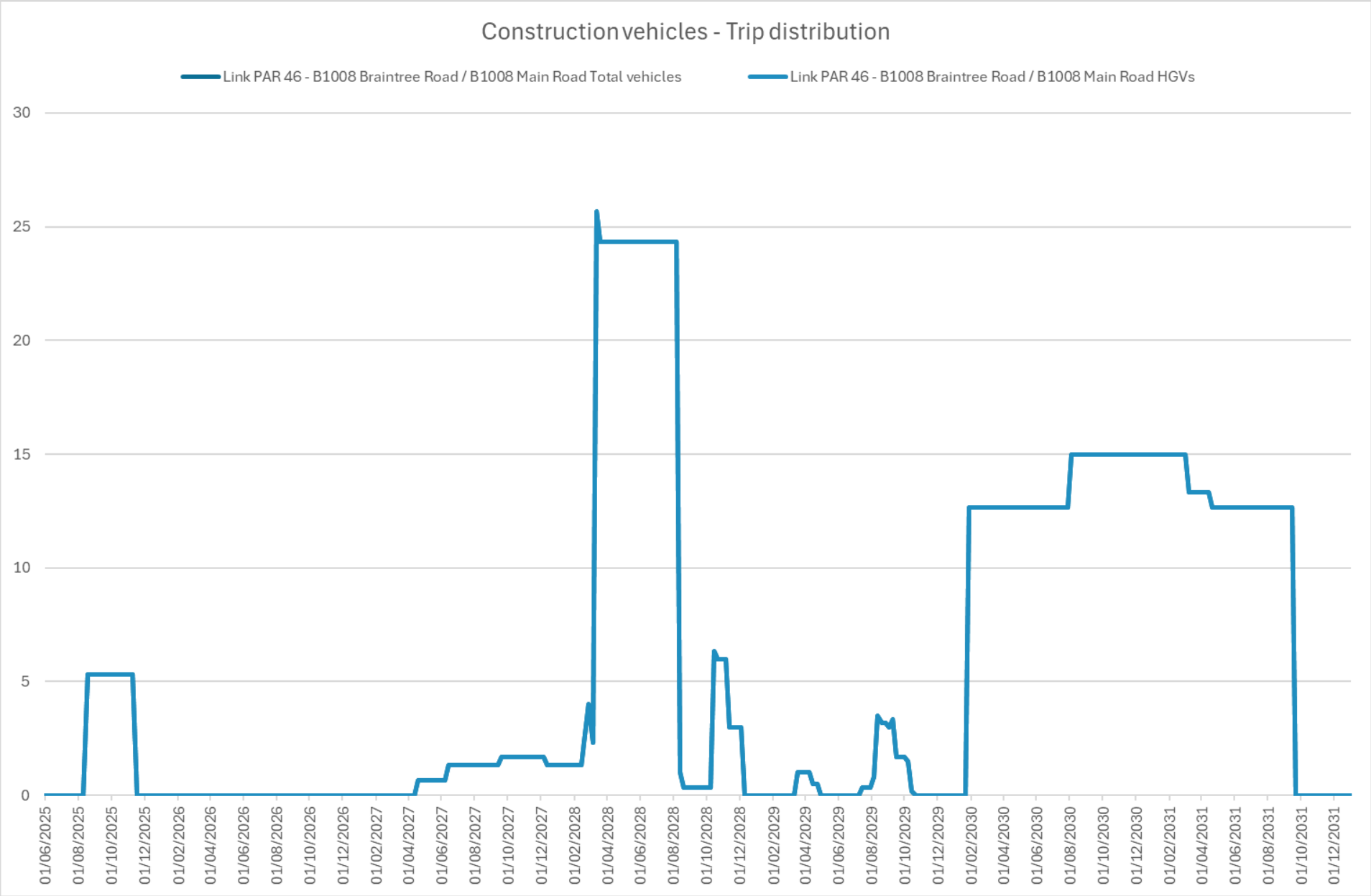


Image E.47 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR47

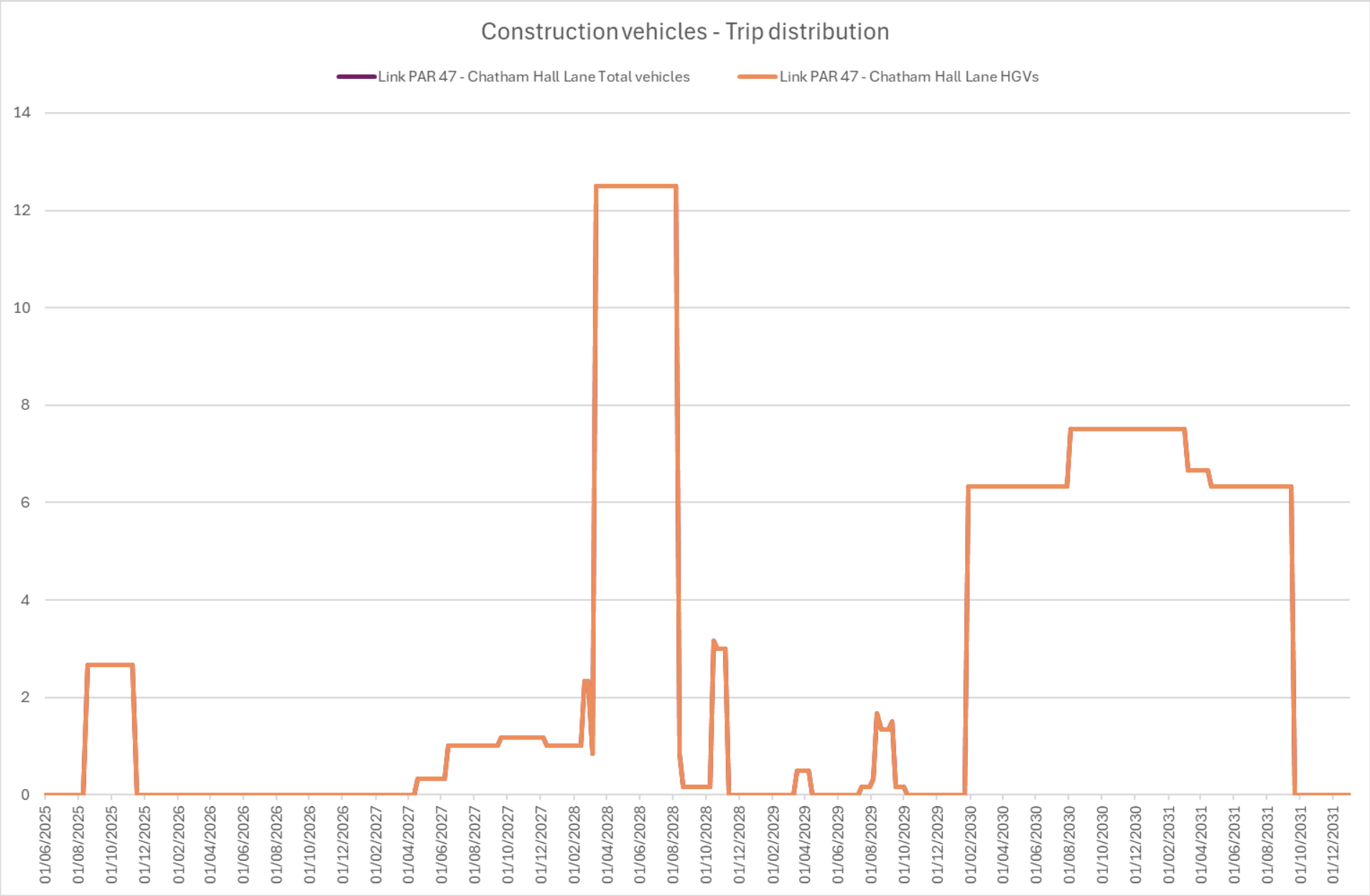


Image E.48 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR48

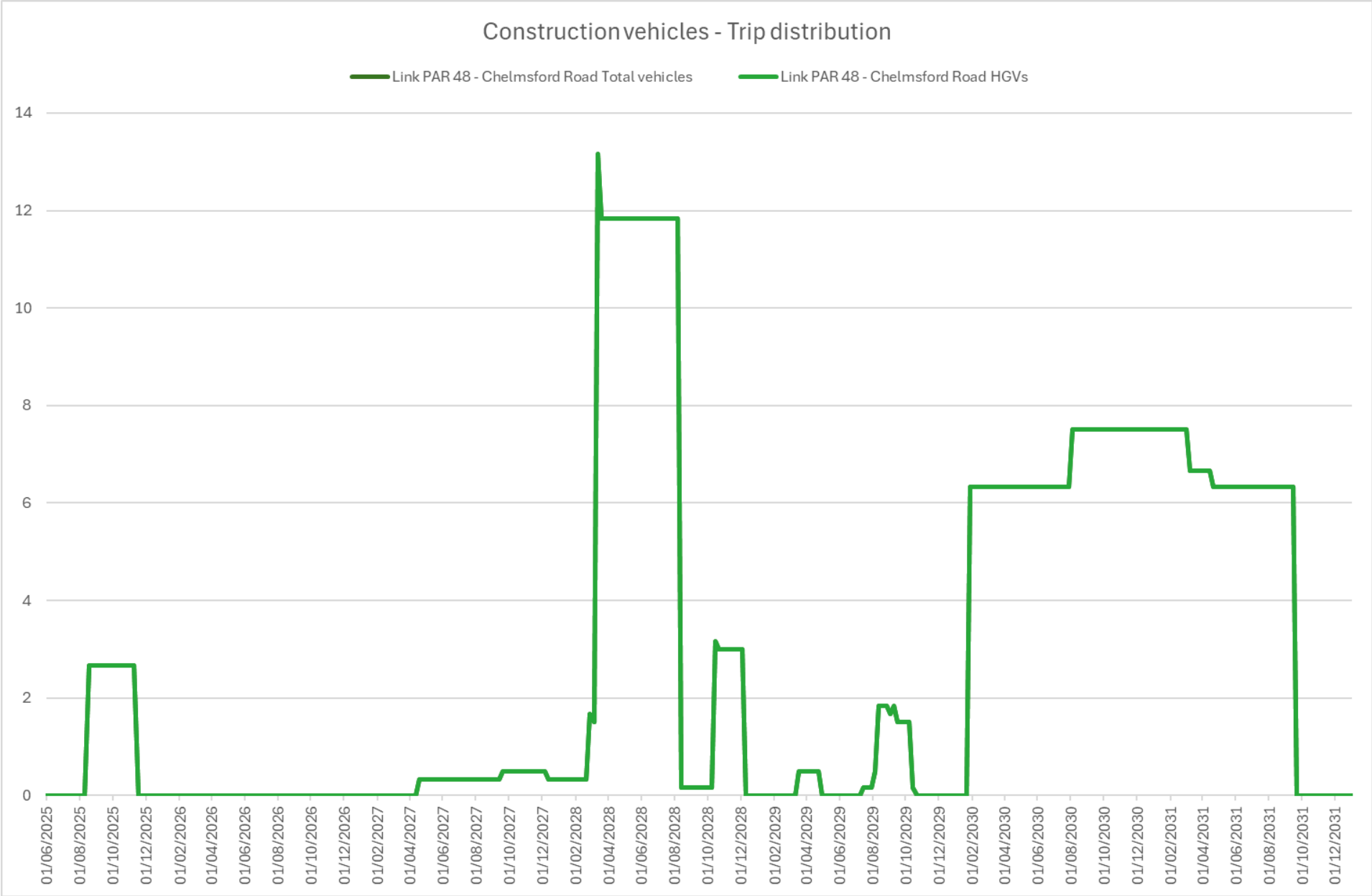


Image E.49 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR49

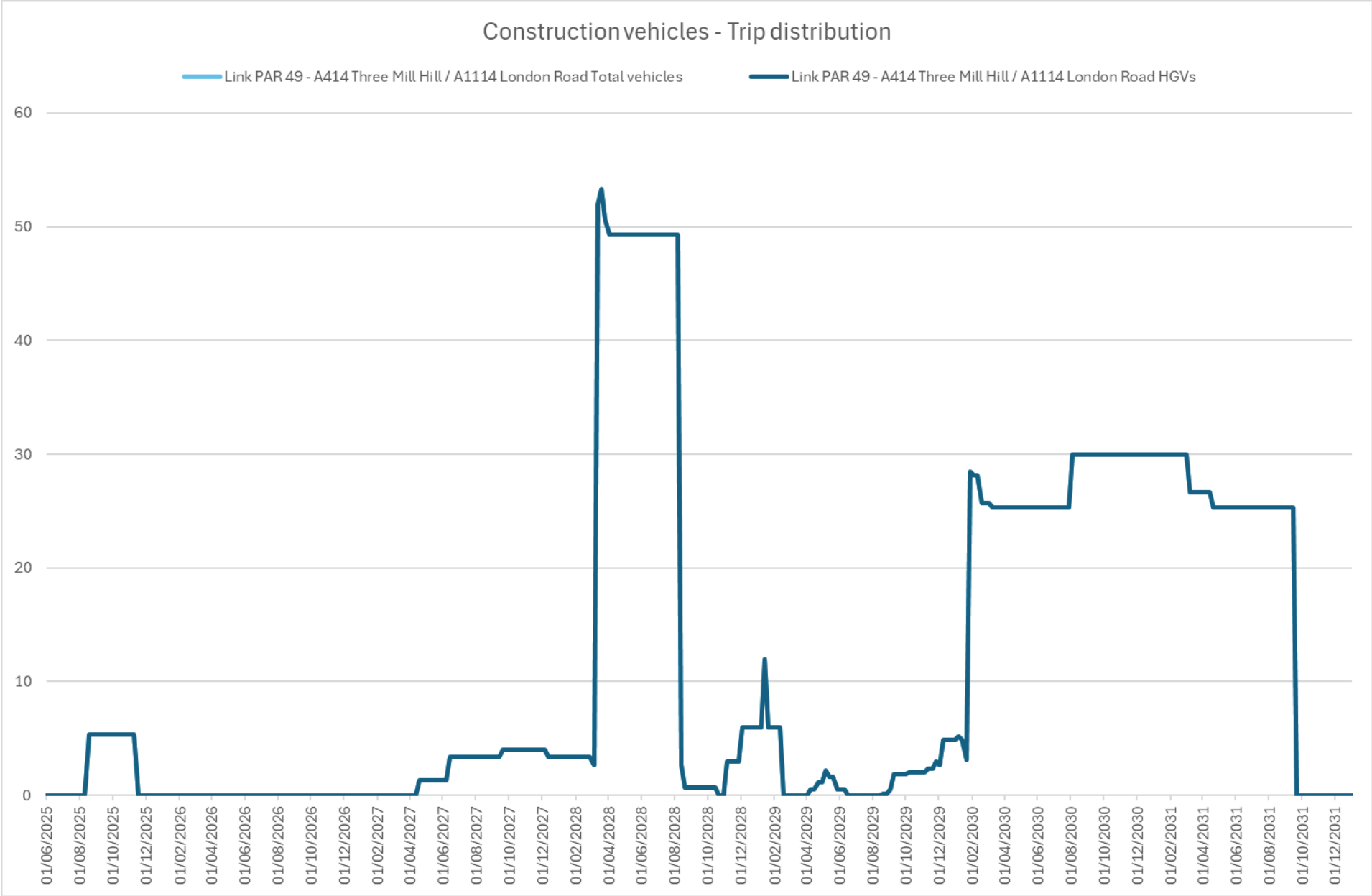


Image E.50 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR50

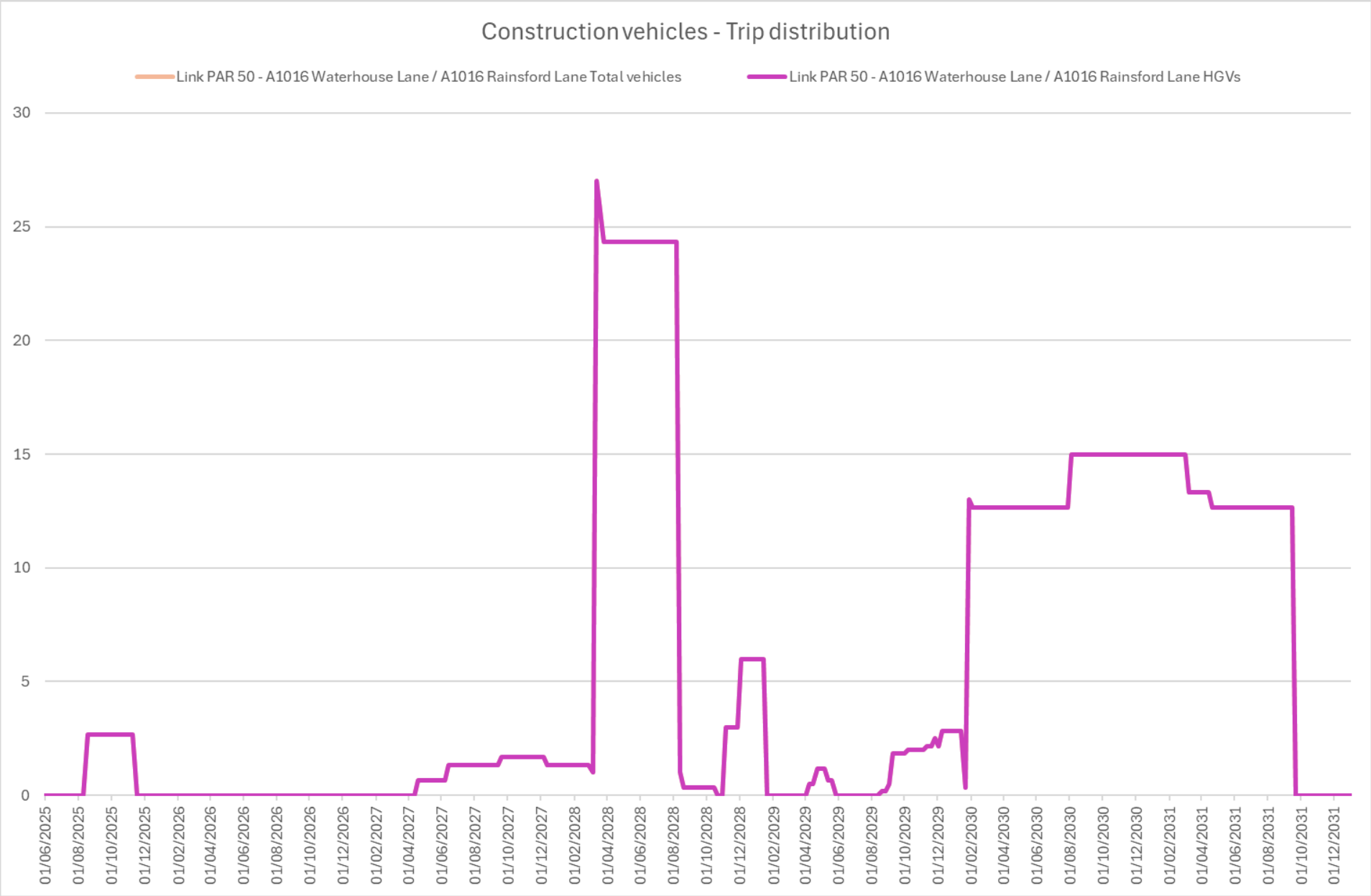


Image E.51 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR51

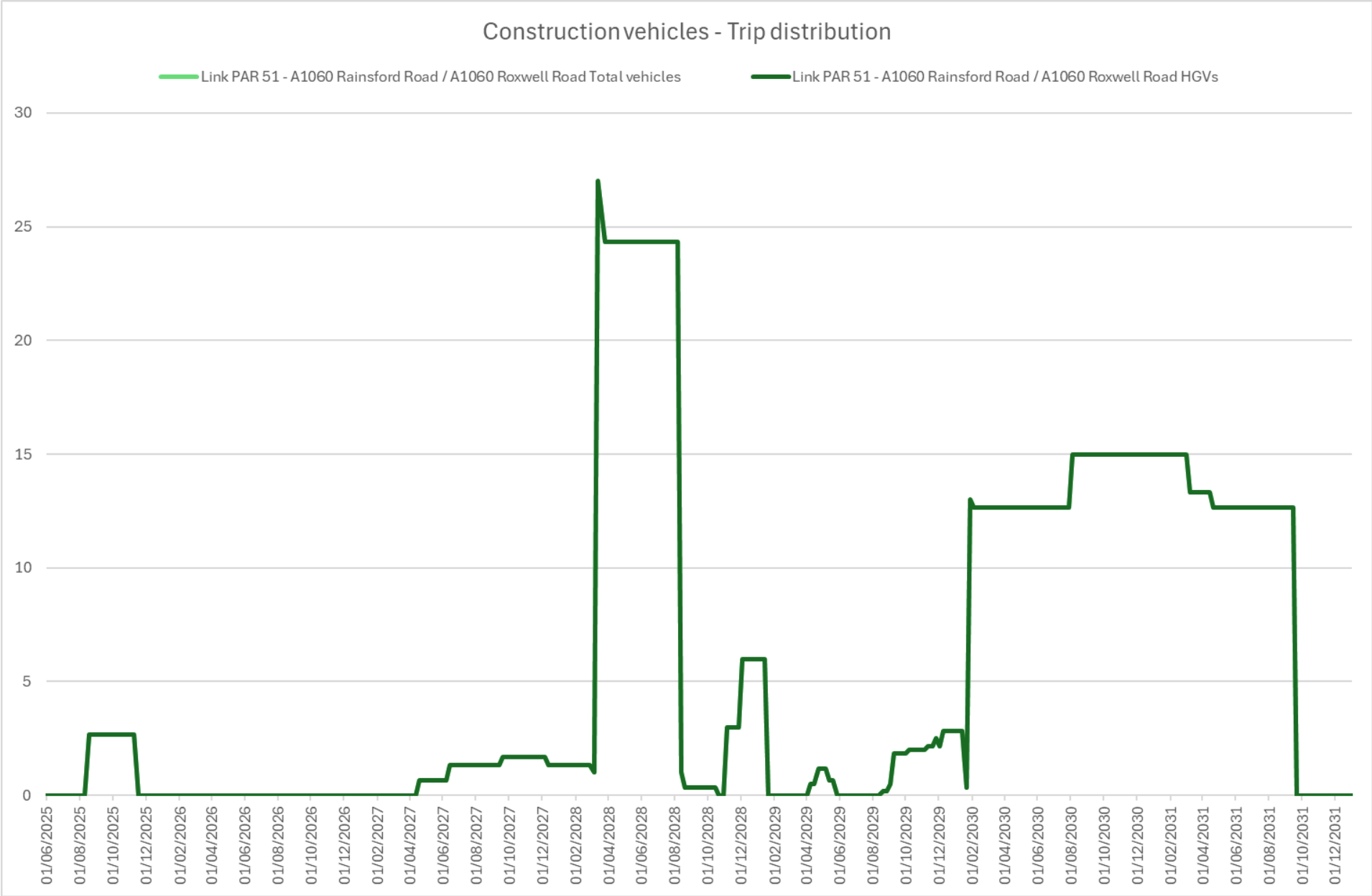


Image E.52 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR52

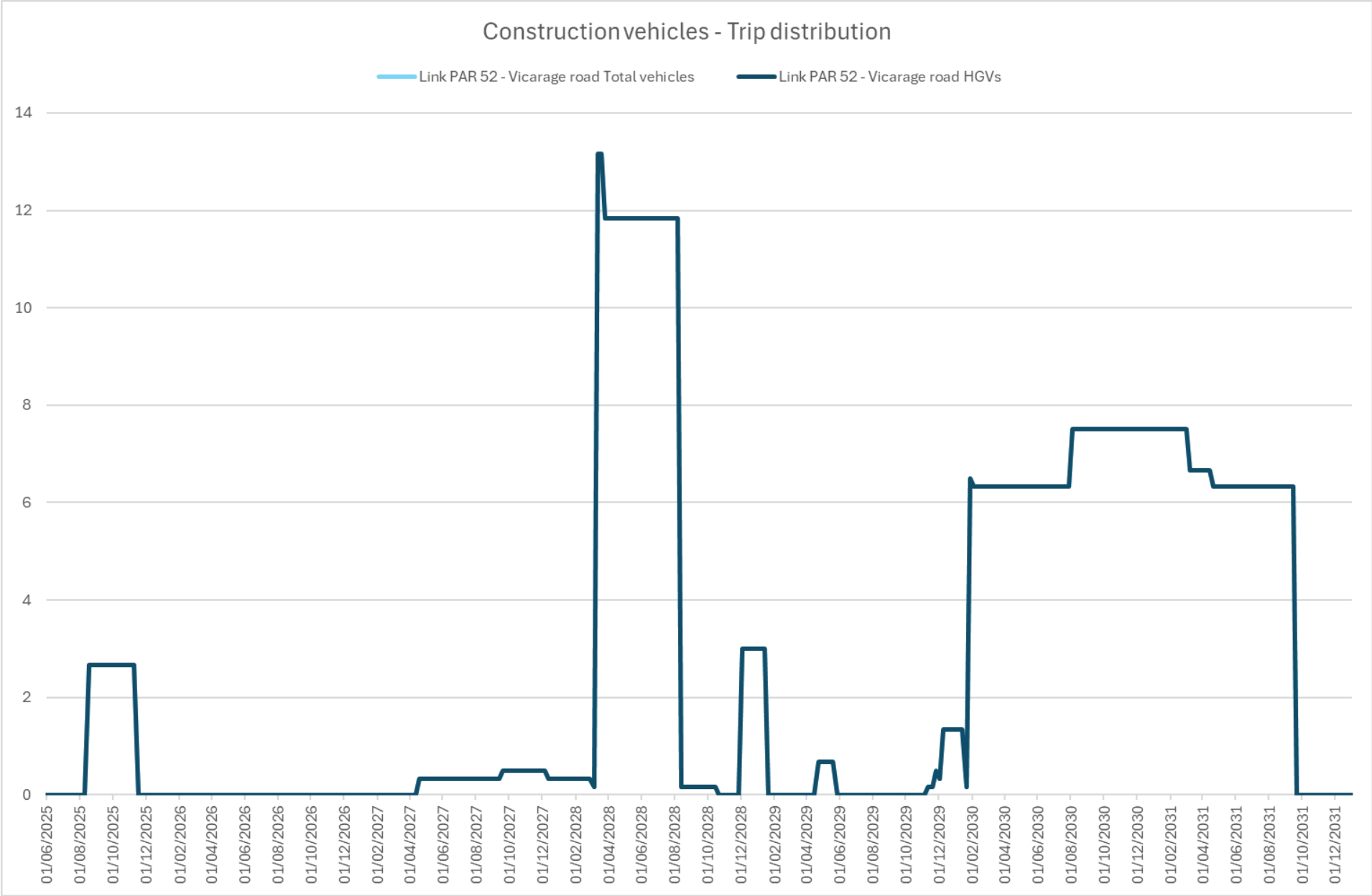


Image E.53 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR53

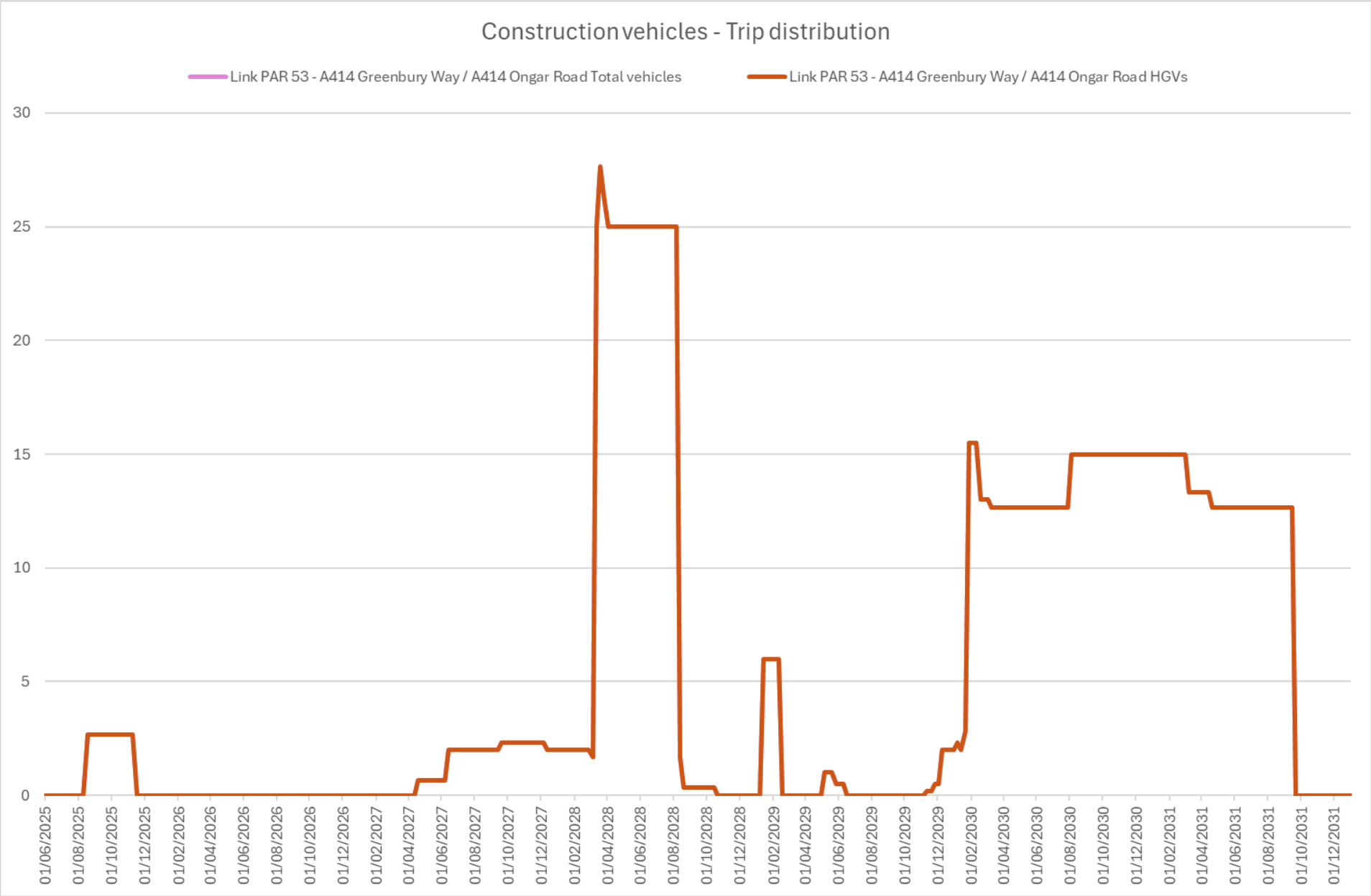


Image E.54 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR54



Image E.55 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR55

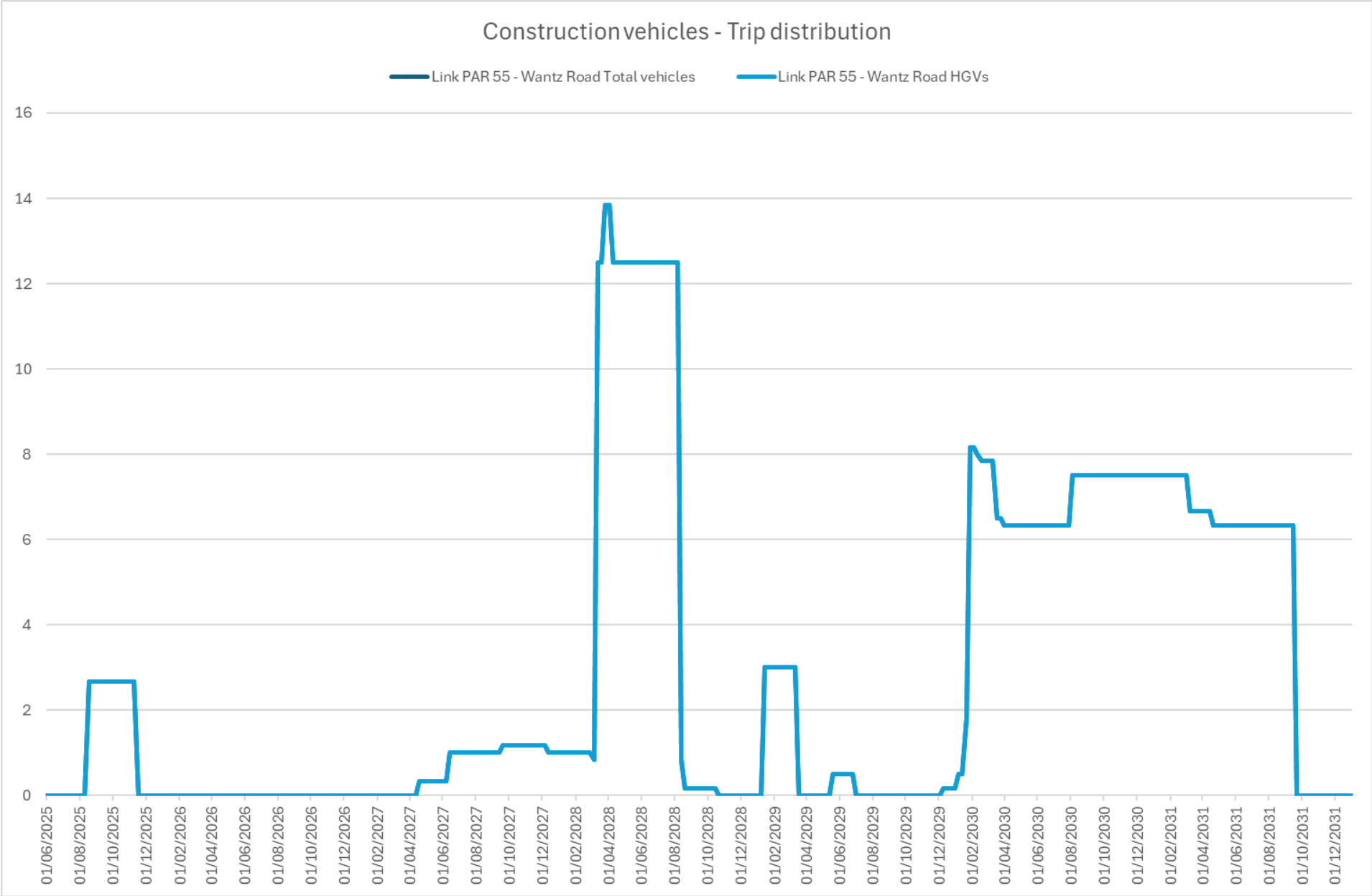


Image E.56 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR56

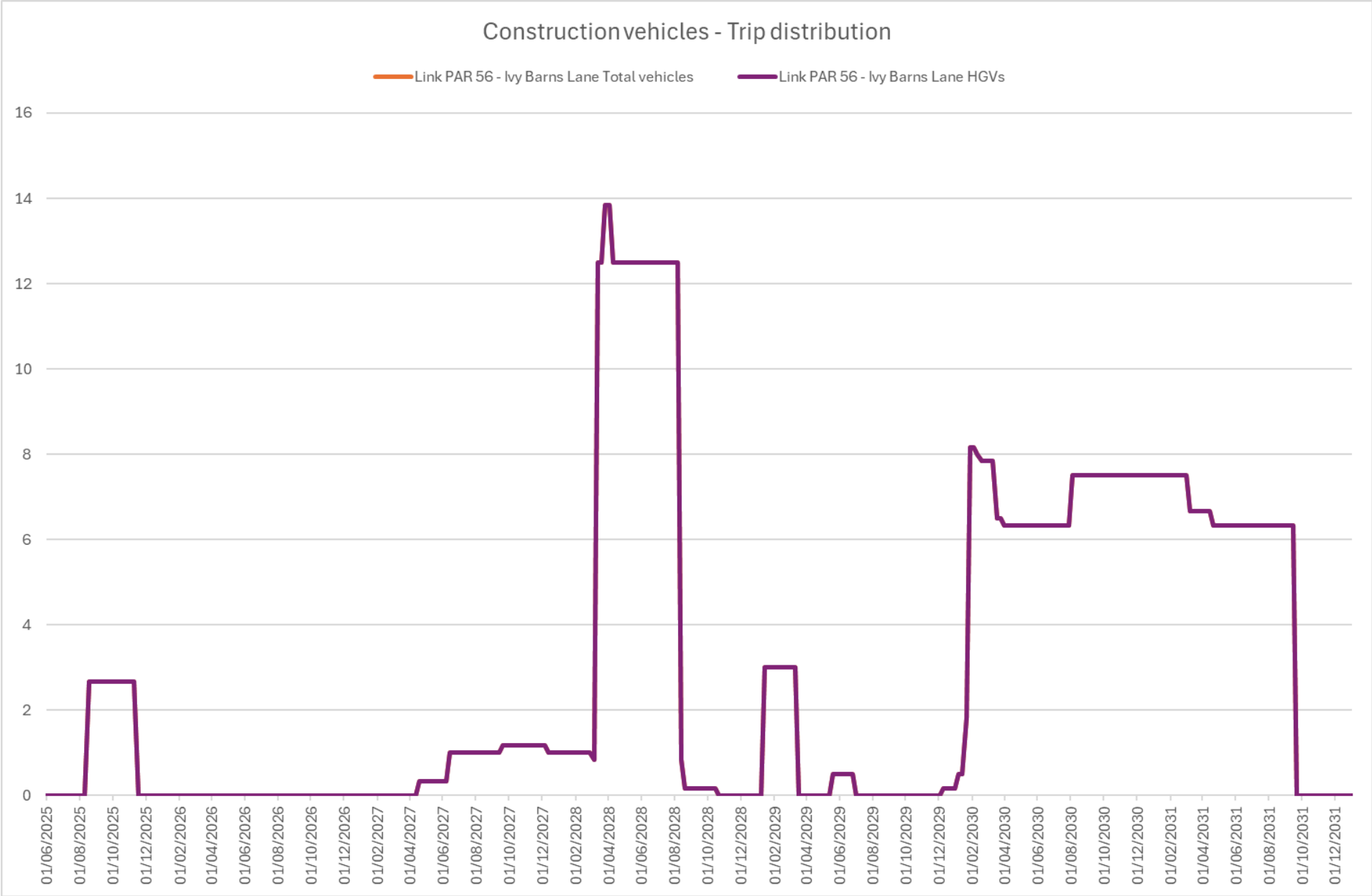


Image E.57 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR57



Image E.58 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR58

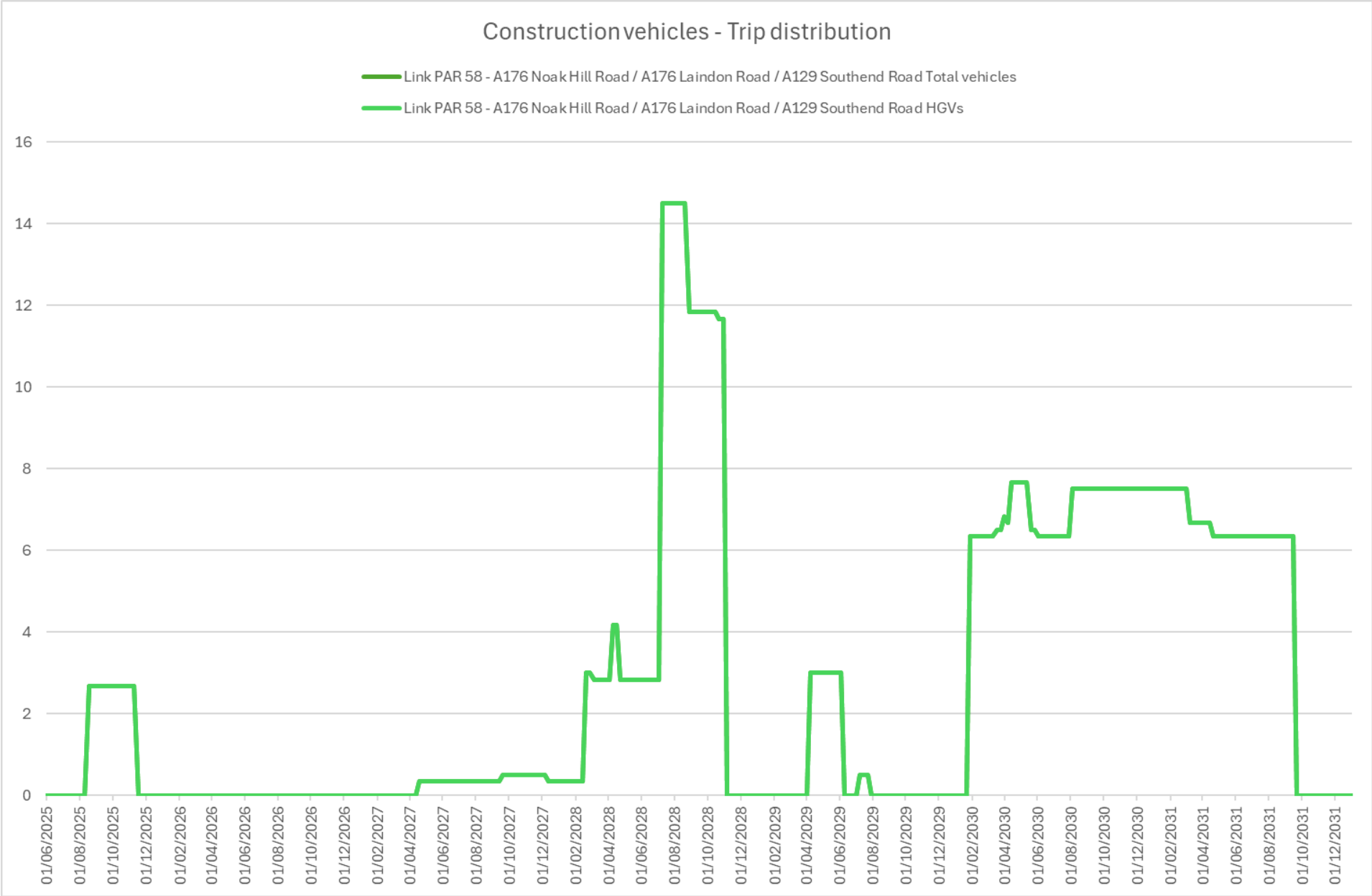


Image E.59 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR59



Image E.60 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR60

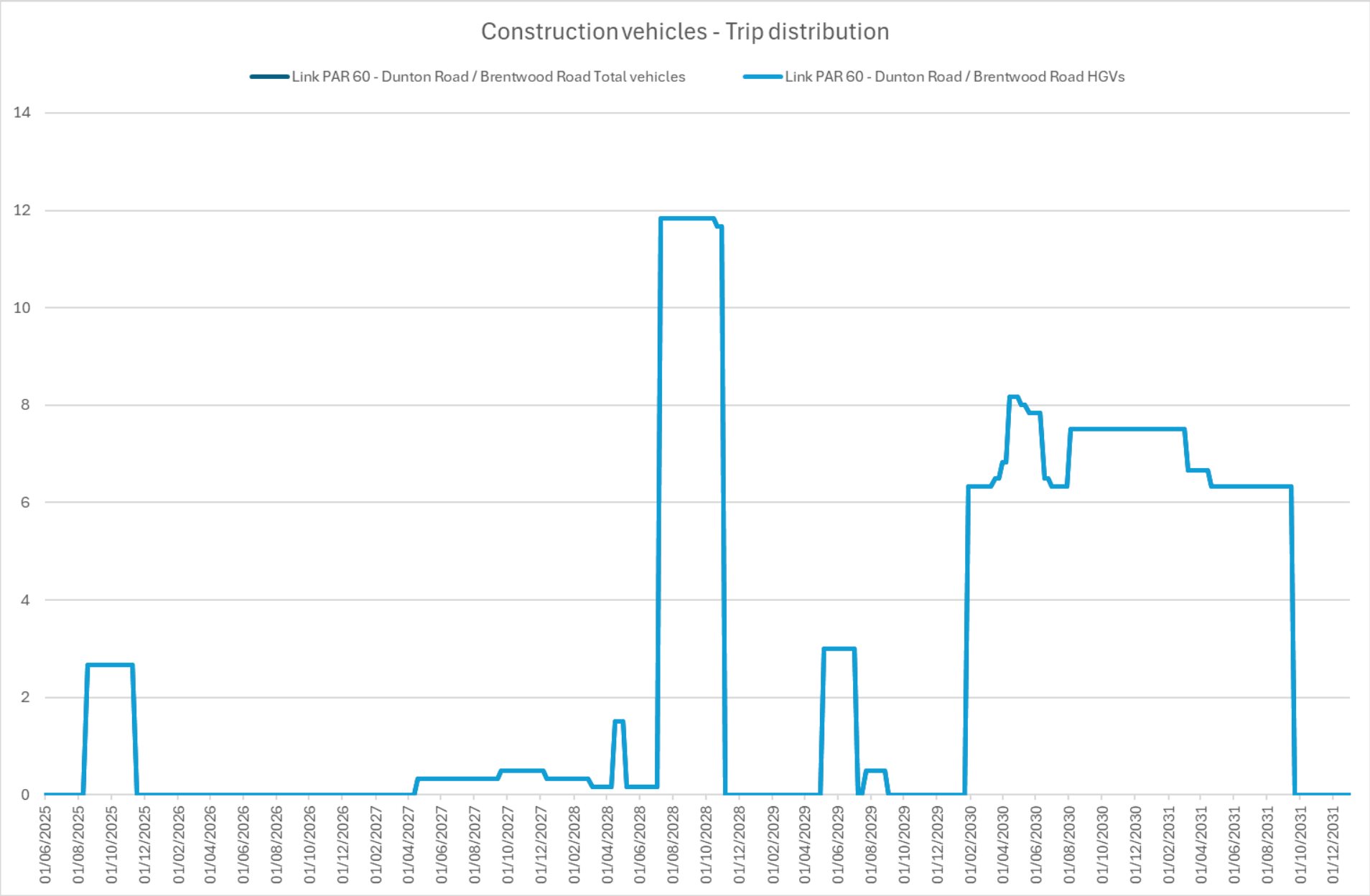


Image E.61 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR61

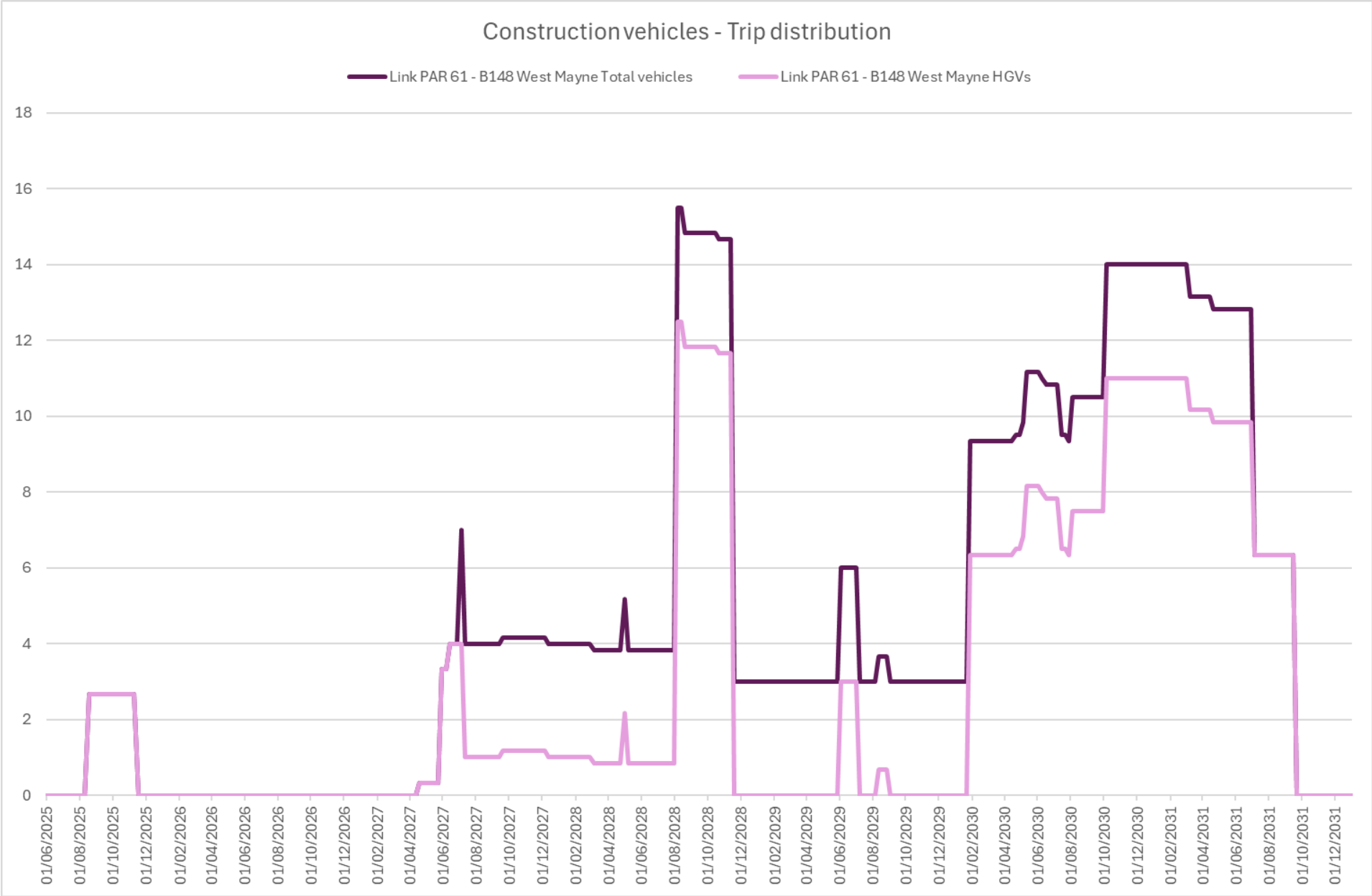


Image E.62 Total vehicle distribution in PARs – Essex (worst case peak hour) – PAR62

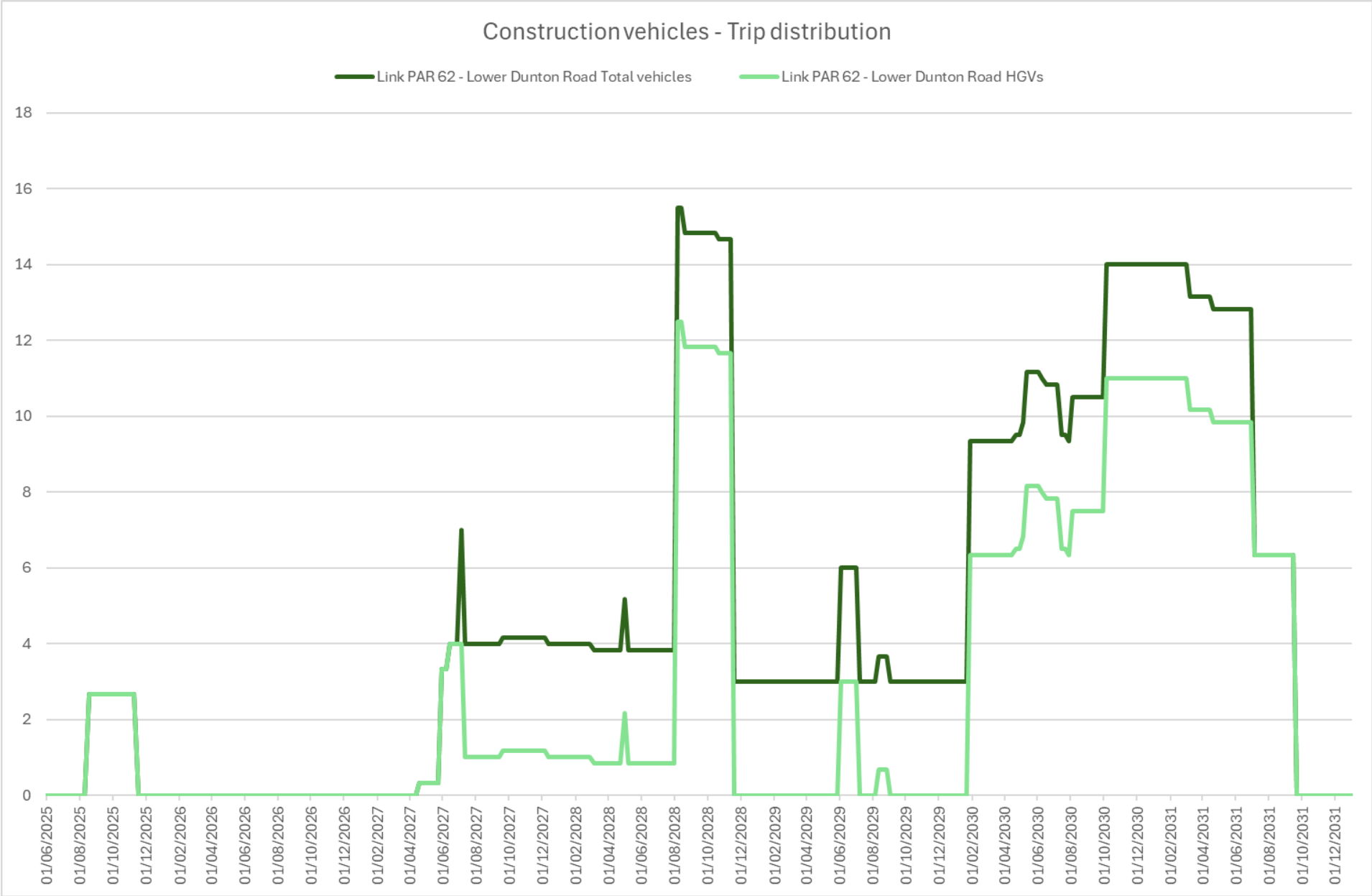


Image E.63 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR63

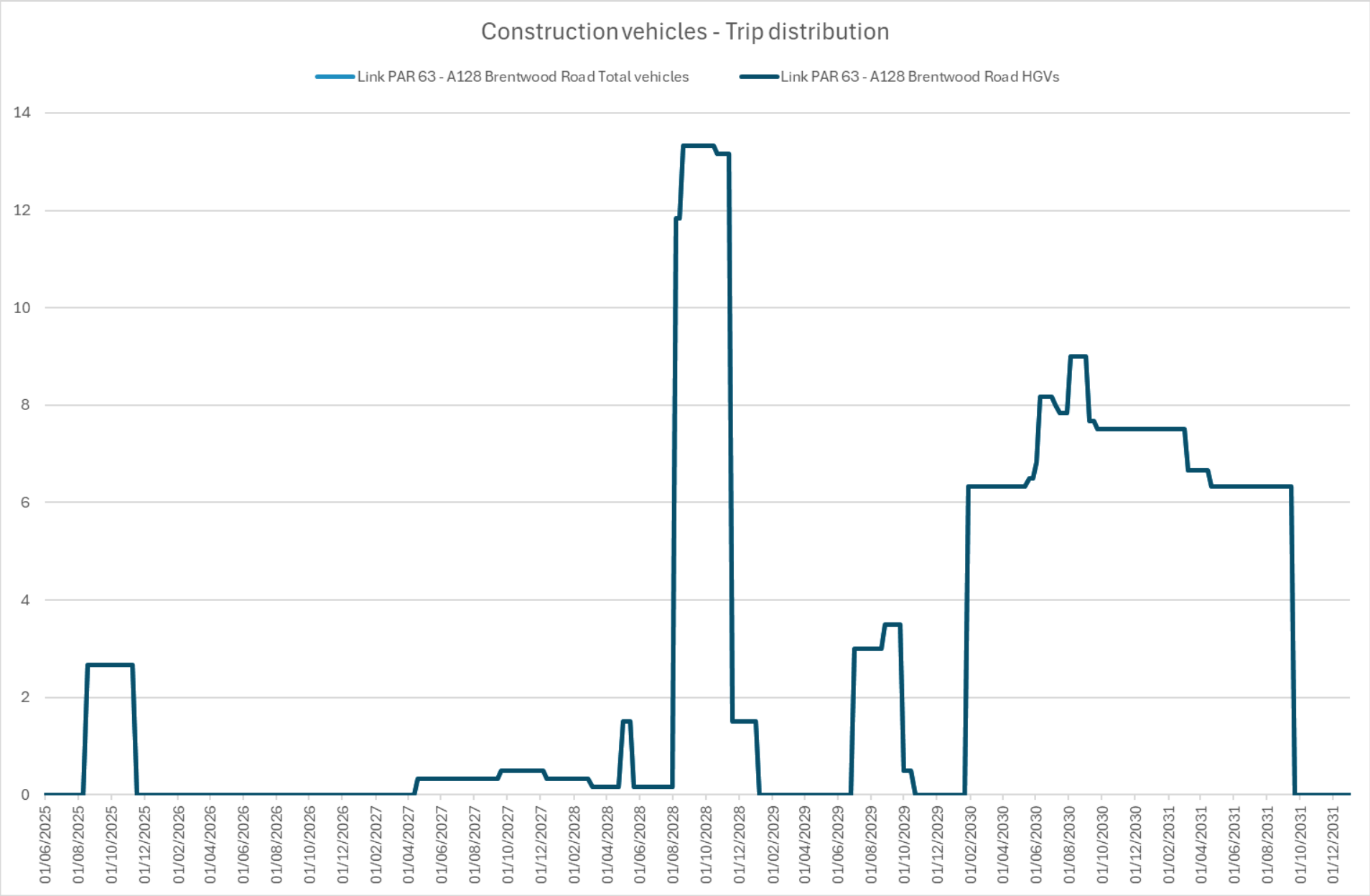


Image E.64 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR64

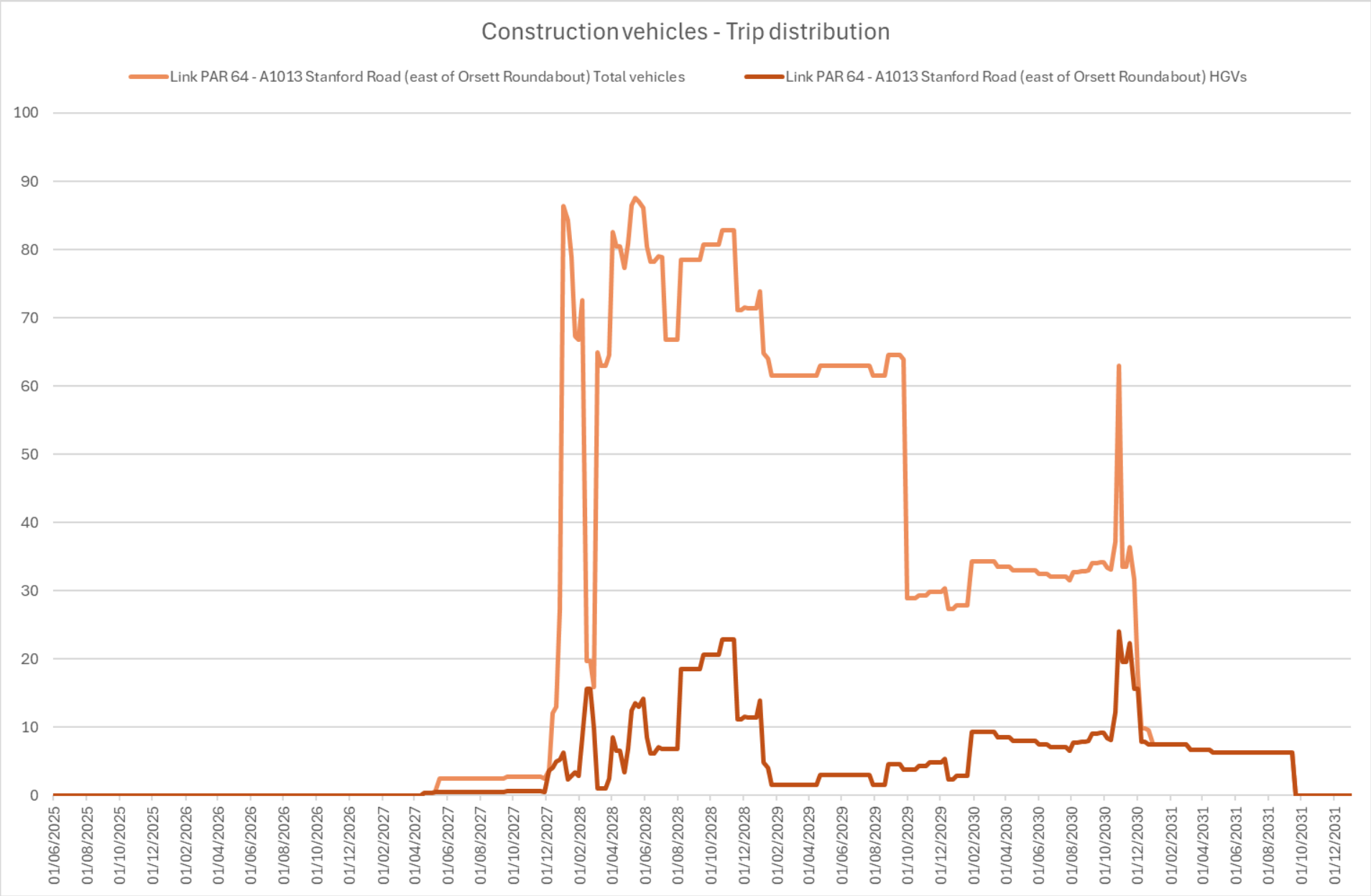


Image E.65 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR65



Image E.66 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR66

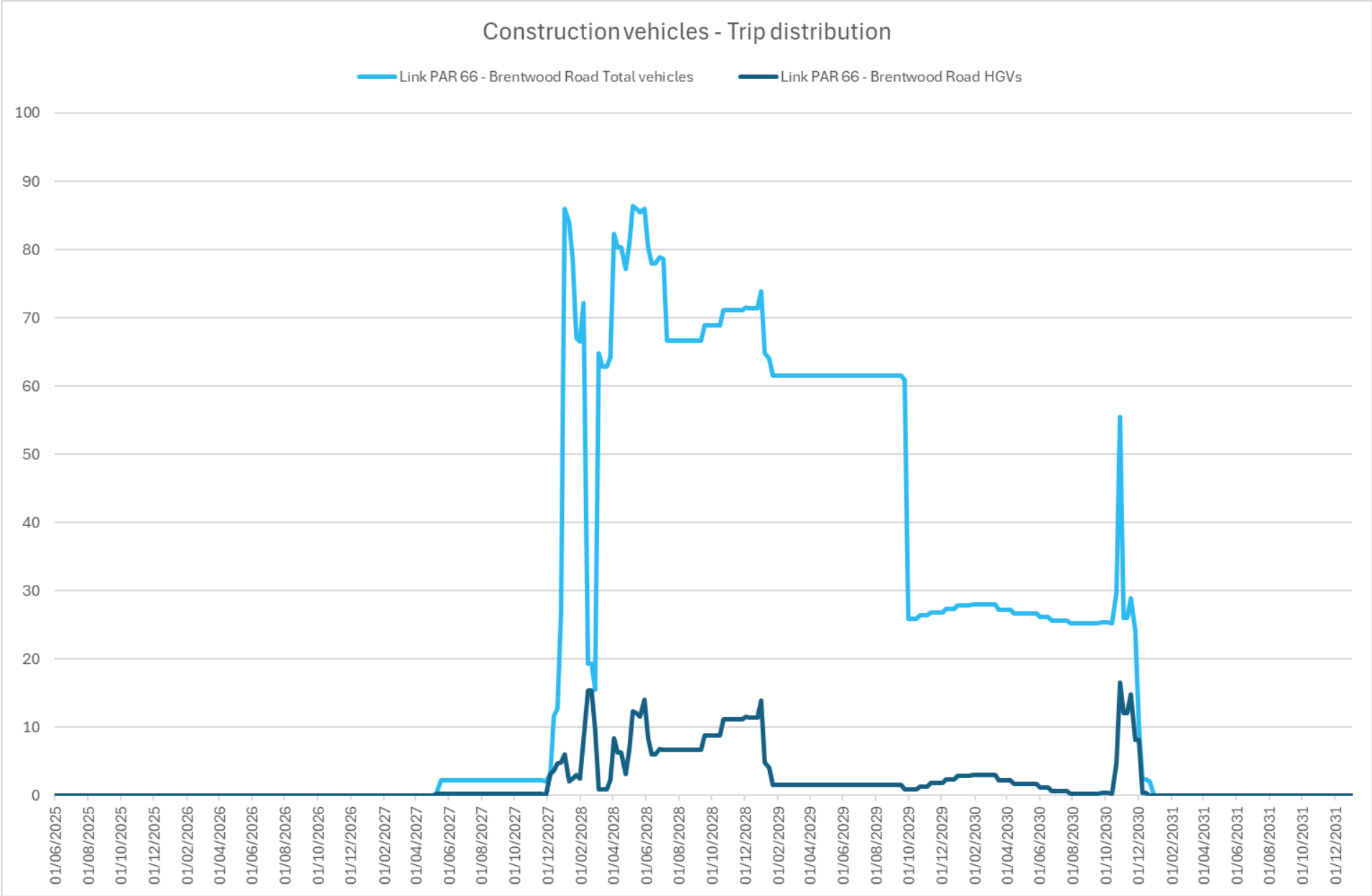


Image E.67 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR67

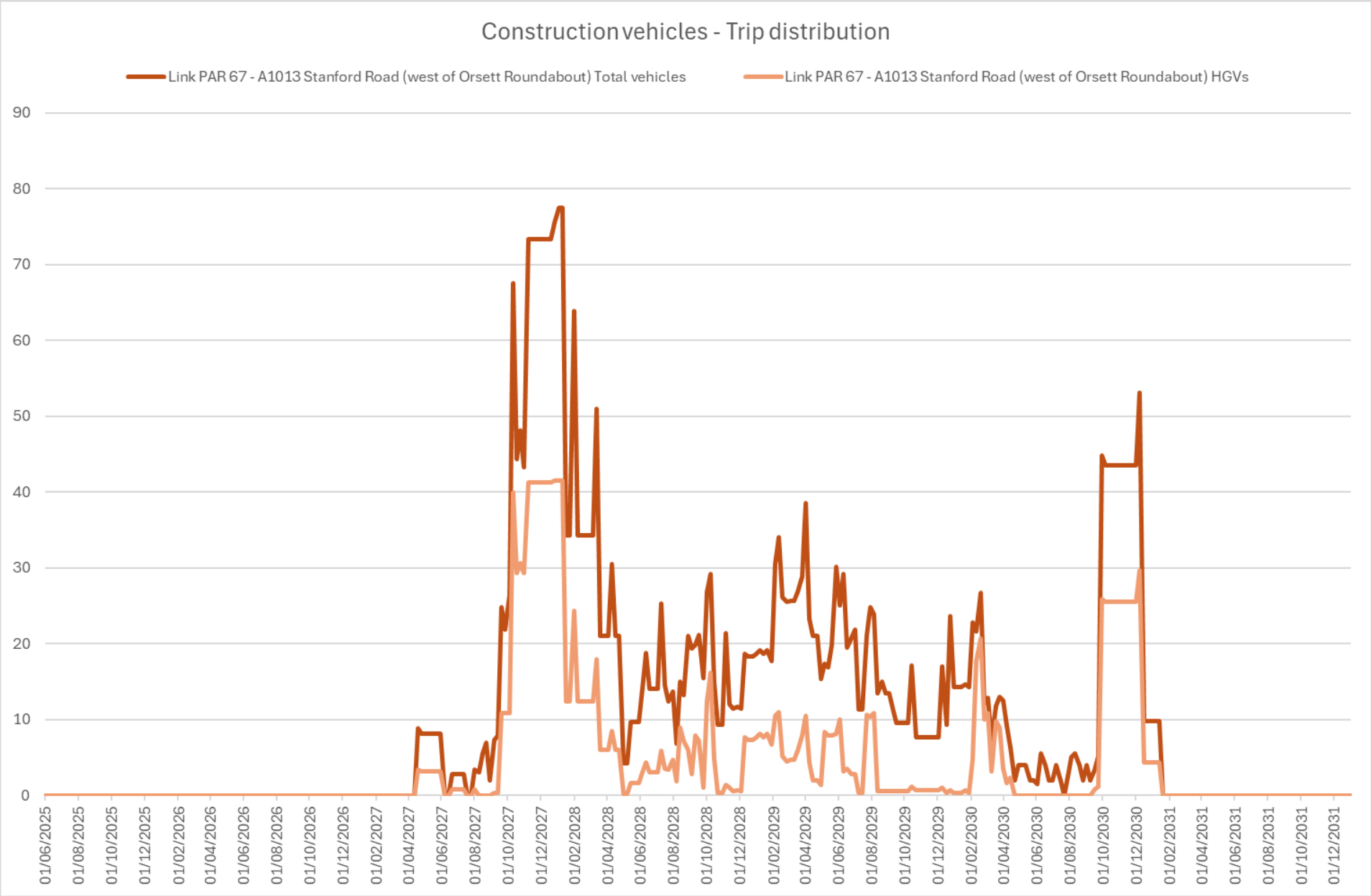


Image E.68 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR68

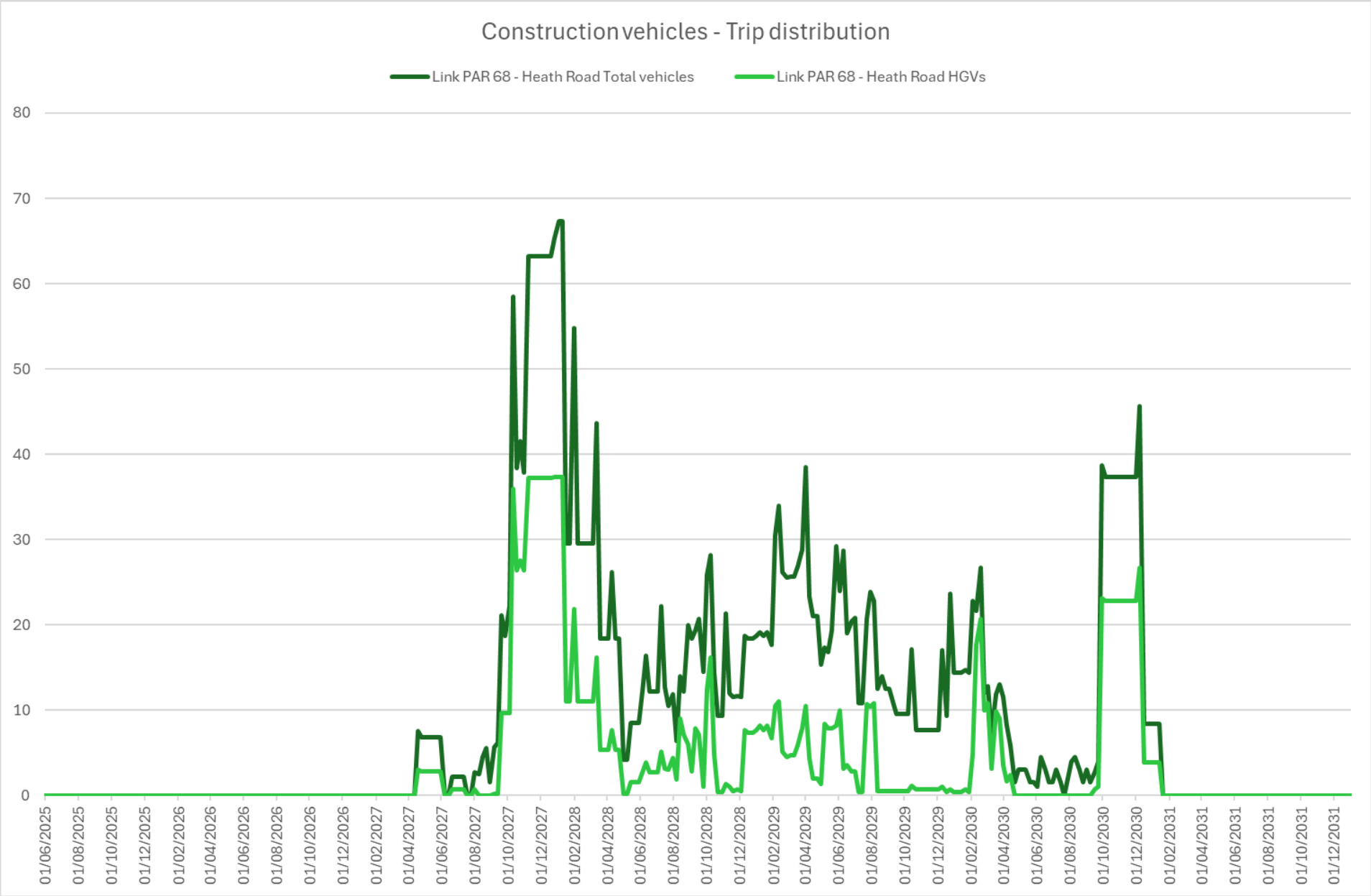


Image E.69 Total vehicle distribution in PARs – Thurrock (worst case peak hour) - PAR69

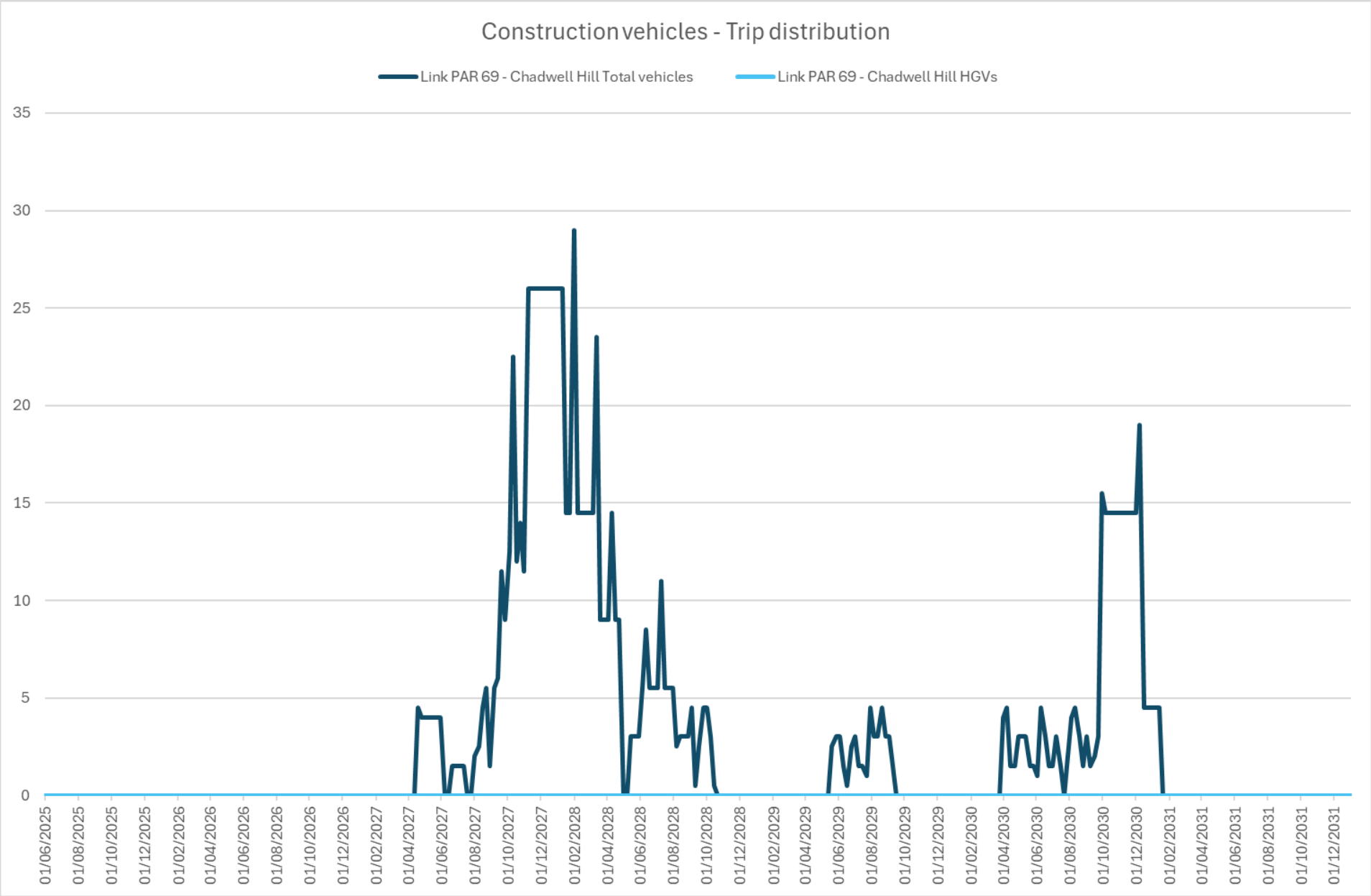


Image E.70 Total vehicle distribution in PARs – Thurrock (worst case peak hour) – PAR70

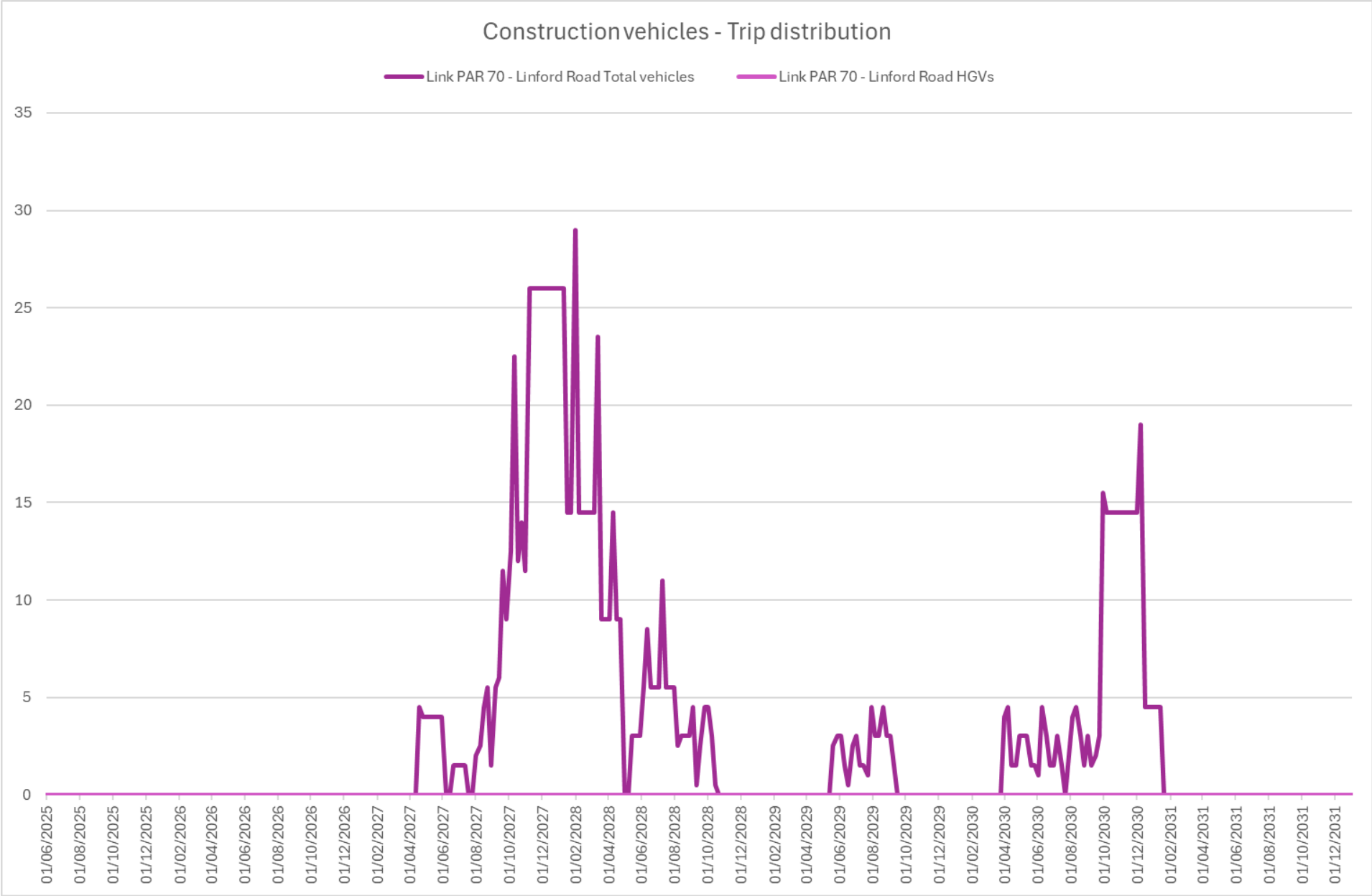
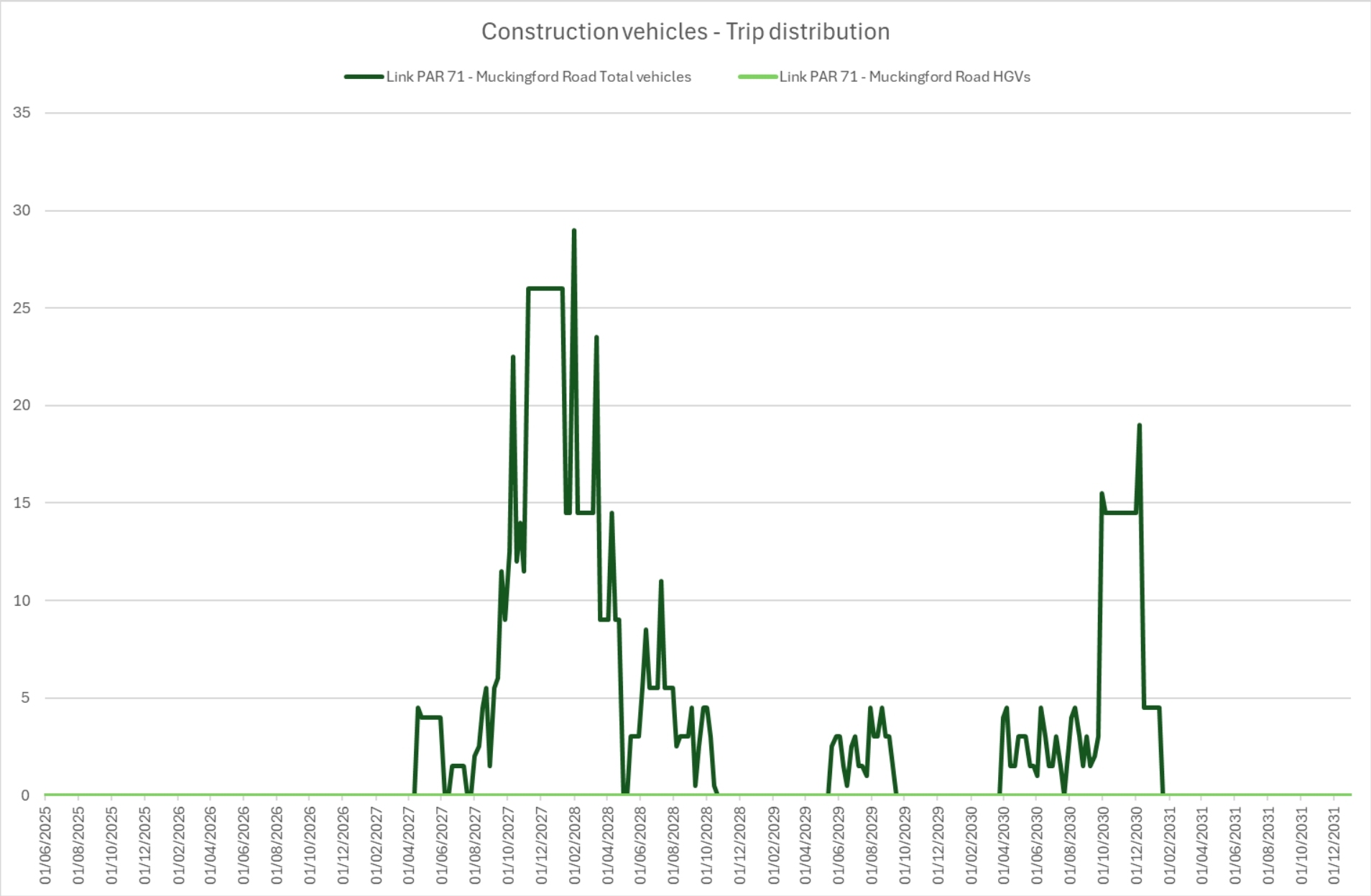


Image E.71 Total vehicle distribution in PARs – Thurrock (worst case peak hour) – PAR71



Abbreviations

Abbreviation	Full Reference
DCO	Development Consent Order
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
PAR	Primary Access Routes
TA	Transport Assessment

Glossary

Term	Definition
Development Consent Order	A statutory instrument which grants consents and other rights to build a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008.
Heavy Goods Vehicle	Goods vehicles weighing more than 3,500 kg.
Light Goods Vehicles	Goods vehicle weighing 3,500 kg or less.
Primary Access Routes	Access routes on the public highway designated for use by construction vehicles (typically for HGVs) to travel from the strategic road network / major road network to the site access point.
Transport Assessment	Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport effects of the Project. It is separate to Chapter 16: Traffic and Transport (document reference 6.16).

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com