



**SCOTTISHPOWER  
RENEWABLES**

# **East Anglia TWO Offshore Windfarm**

## **Appendix 26.21**

**Assignment of HGV and Employee  
Traffic to the Highway Network  
(Scenario 1)**

Preliminary Environmental Information  
Volume 3

EA2-DEVWF-ENV-REP-IBR-000821\_021

**Employee Traffic Distribution (Scenario 1)**

|                             |                                   |      |
|-----------------------------|-----------------------------------|------|
| Landfall<br>(Link 11 B1353) | Total employees                   | 32   |
|                             | Car-share ratio                   | 1.5  |
|                             | Total vehicles                    | 21   |
|                             | Percentage resident workers       | 0.34 |
|                             | Percentage in-migrant workers     | 0.66 |
|                             | Total in-migrant workers vehicles | 14   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|                              | 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%            | 4.5                             | 6.7                             | 7     |   |   | 7 |   |   |   |   |   |    | 7  |    | 7  | 7  | 7  |
| 2                            | 8.3%             | 0.6                             | 13.0%            | 1.8                             | 2.4                             |       | 2 |   |   | 2 |   |   |   | 2 |    | 2  |    | 2  | 2  | 2  |
| 3                            | 42.4%            | 3.1                             | 28.7%            | 4.0                             | 7.1                             |       |   | 7 |   |   | 7 |   |   | 7 |    | 7  |    | 7  |    | 7  |
| 4                            | 10.9%            | 0.8                             | 0.1%             | 0.0                             | 0.8                             |       |   |   | 1 |   |   |   |   |   |    | 1  |    | 1  | 1  | 1  |
| 8 or 10                      | 1.6%             | 0.1                             | 17.2%            | 2.4                             | 2.5                             |       |   |   |   |   |   |   | 3 |   | 3  | 3  |    |    |    |    |
| 14 or 15                     | 5.8%             | 0.4                             | 9.0%             | 1.3                             | 1.7                             |       |   |   |   |   |   |   |   |   |    | 2  |    | 2  | 2  | 2  |

|                                 |    |   |    |    |   |    |   |   |    |   |    |   |    |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|----|---|----|---|----|----|----|
| Total worker vehicles (one-way) | 7  | 2 | 7  | 8  | 2 | 7  | 2 | 3 | 10 | 3 | 21 | 0 | 19 | 9  | 19 |
| Total worker vehicles (two-way) | 13 | 5 | 14 | 15 | 5 | 14 | 5 | 5 | 19 | 5 | 43 | 0 | 38 | 18 | 38 |

|                                    |                                   |      |
|------------------------------------|-----------------------------------|------|
| Landfall<br>(Link 12 Sizewell Gap) | Total employees                   | 32   |
|                                    | Car-share ratio                   | 1.5  |
|                                    | Total vehicles                    | 21   |
|                                    | Percentage resident workers       | 0.34 |
|                                    | Percentage in-migrant workers     | 0.66 |
|                                    | Total in-migrant workers vehicles | 14   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|                              | 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%            | 4.5                             | 6.7                             | 7     |   |   | 7 |   |   |   |   |   |    |    | 7  |    |    |    |
| 2                            | 8.3%             | 0.6                             | 13.0%            | 1.8                             | 2.4                             |       | 2 |   | 2 |   |   |   |   |   |    |    | 2  |    |    |    |
| 3                            | 42.4%            | 3.1                             | 28.7%            | 4.0                             | 7.1                             |       |   | 7 |   |   | 7 |   |   | 7 |    | 7  |    | 7  | 7  | 7  |
| 4                            | 10.9%            | 0.8                             | 0.1%             | 0.0                             | 0.8                             |       |   |   | 1 |   |   |   |   |   |    |    | 1  |    |    |    |
| 8 or 10                      | 1.6%             | 0.1                             | 17.2%            | 2.4                             | 2.5                             |       |   |   |   |   |   |   | 3 |   | 3  | 3  |    | 3  |    |    |
| 14 or 15                     | 5.8%             | 0.4                             | 9.0%             | 1.3                             | 1.7                             |       |   |   |   |   |   |   |   |   |    |    | 2  |    | 2  | 2  |

|                                 |    |   |    |    |   |    |   |   |    |   |   |    |   |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|----|---|---|----|---|----|----|
| Total worker vehicles (one-way) | 7  | 2 | 7  | 10 | 0 | 7  | 0 | 3 | 7  | 3 | 0 | 21 | 0 | 11 | 9  |
| Total worker vehicles (two-way) | 13 | 5 | 14 | 20 | 0 | 14 | 0 | 5 | 14 | 5 | 0 | 43 | 0 | 23 | 18 |

|                           |  |
|---------------------------|--|
| Landfall (Link 11 access) |  |
| Landfall (Link 12 access) |  |
| Landfall (worst case)     |  |

|                                 |    |   |    |    |   |    |   |   |    |   |    |    |    |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|----|---|----|----|----|----|----|
| Total worker vehicles (two-way) | 13 | 5 | 14 | 15 | 5 | 14 | 5 | 5 | 19 | 5 | 43 | 0  | 38 | 18 | 38 |
| Total worker vehicles (two-way) | 13 | 5 | 14 | 20 | 0 | 14 | 0 | 5 | 14 | 5 | 0  | 43 | 0  | 23 | 18 |
| Total worker vehicles (two-way) | 13 | 5 | 14 | 20 | 5 | 14 | 5 | 5 | 19 | 5 | 43 | 43 | 38 | 23 | 38 |

|   |                                   |      |
|---|-----------------------------------|------|
| Cable Route,<br>Section 1<br>(Link 12 Sizewell Gap) | Total employees                   | 70   |
|   | Car-share ratio                   | 1.5  |
|   | Total vehicles                    | 47   |
|   | Percentage resident workers       | 0.34 |
|   | Percentage in-migrant workers     | 0.66 |
|   | Total in-migrant workers vehicles | 31   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |    |    |   |    |   |   |    |    |    |    |    |    |    |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|----|----|---|----|---|---|----|----|----|----|----|----|----|
|                              | 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%            | 4.9                             | 31.9%            | 9.8                             | 14.7                            | 15    |   |    | 15 |   |    |   |   |    |    |    | 15 |    |    |    |
| 2                            | 8.3%             | 1.3                             | 13.0%            | 4.0                             | 5.3                             |       | 5 |    | 5  |   |    |   |   |    |    |    | 5  |    |    |    |
| 3                            | 42.4%            | 6.7                             | 28.7%            | 8.8                             | 15.6                            |       |   | 16 |    |   | 16 |   |   | 16 |    |    | 16 |    | 16 | 16 |
| 4                            | 10.9%            | 1.7                             | 0.1%             | 0.0                             | 1.8                             |       |   |    | 2  |   |    |   |   |    |    |    | 2  |    |    |    |
| 8 or 10                      | 1.6%             | 0.3                             | 17.2%            | 5.3                             | 5.6                             |       |   |    |    |   |    |   | 6 |    | 6  | 6  |    | 6  |    |    |
| 14 or 15                     | 5.8%             | 0.9                             | 9.0%             | 2.8                             | 3.7                             |       |   |    |    |   |    |   |   |    |    |    | 4  |    | 4  | 4  |

|                                 |    |    |    |    |   |    |   |    |    |    |   |    |   |    |    |
|---------------------------------|----|----|----|----|---|----|---|----|----|----|---|----|---|----|----|
| Total worker vehicles (one-way) | 15 | 5  | 16 | 22 | 0 | 16 | 0 | 6  | 16 | 6  | 0 | 47 | 0 | 25 | 19 |
| Total worker vehicles (two-way) | 29 | 11 | 31 | 44 | 0 | 31 | 0 | 11 | 31 | 11 | 0 | 93 | 0 | 50 | 38 |

|   |                                   |      |
|---|-----------------------------------|------|
| Cable Route,<br>Section 2<br>(Link 12 Sizewell Gap) | Total employees                   | 53   |
|   | Car-share ratio                   | 1.5  |
|   | Total vehicles                    | 35   |
|   | Percentage resident workers       | 0.34 |
|   | Percentage in-migrant workers     | 0.66 |
|   | Total in-migrant workers vehicles | 23   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |    |    |   |    |   |   |    |    |    |    |    |    |    |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|----|----|---|----|---|---|----|----|----|----|----|----|----|
|                              | 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%            | 3.7                             | 31.9%            | 7.4                             | 11.2                            | 11    |   |    | 11 |   |    |   |   |    |    |    | 11 |    |    |    |
| 2                            | 8.3%             | 1.0                             | 13.0%            | 3.0                             | 4.0                             |       | 4 |    | 4  |   |    |   |   |    |    |    | 4  |    |    |    |
| 3                            | 42.4%            | 5.1                             | 28.7%            | 6.7                             | 11.8                            |       |   | 12 |    |   | 12 |   |   | 12 |    |    | 12 |    | 12 | 12 |
| 4                            | 10.9%            | 1.3                             | 0.1%             | 0.0                             | 1.3                             |       |   |    | 1  |   |    |   |   |    |    |    | 1  |    |    |    |
| 8 or 10                      | 1.6%             | 0.2                             | 17.2%            | 4.0                             | 4.2                             |       |   |    |    |   |    |   | 4 |    | 4  | 4  |    | 4  |    |    |
| 14 or 15                     | 5.8%             | 0.7                             | 9.0%             | 2.1                             | 2.8                             |       |   |    |    |   |    |   |   |    |    |    | 3  |    | 3  | 3  |

|                                 |    |   |    |    |   |    |   |   |    |   |   |    |   |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|----|---|---|----|---|----|----|
| Total worker vehicles (one-way) | 11 | 4 | 12 | 17 | 0 | 12 | 0 | 4 | 12 | 4 | 0 | 35 | 0 | 19 | 15 |
| Total worker vehicles (two-way) | 22 | 8 | 24 | 33 | 0 | 24 | 0 | 8 | 24 | 8 | 0 | 71 | 0 | 38 | 29 |

|   |                                   |      |
|---|-----------------------------------|------|
| Cable Route,<br>Section 3<br>(Link 9 B1069) | Total employees                   | 44   |
|   | Car-share ratio                   | 1.5  |
|   | Total vehicles                    | 29   |
|   | Percentage resident workers       | 0.34 |
|   | Percentage in-migrant workers     | 0.66 |
|   | Total in-migrant workers vehicles | 19   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |    |   |   |    |   |   |    |    |    |    |    |    |    |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|----|---|---|----|---|---|----|----|----|----|----|----|----|
|                              | 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%            | 3.1                             | 31.9%            | 6.2                             | 9.3                             | 9     |   |    | 9 |   |    |   |   | 9  |    |    |    |    | 9  | 9  |
| 2                            | 8.3%             | 0.8                             | 13.0%            | 2.5                             | 3.4                             |       | 3 |    |   | 3 |    |   |   | 3  |    |    |    |    |    |    |
| 3                            | 42.4%            | 4.2                             | 28.7%            | 5.6                             | 9.8                             |       |   | 10 |   |   | 10 |   |   | 10 |    |    |    |    |    |    |
| 4                            | 10.9%            | 1.1                             | 0.1%             | 0.0                             | 1.1                             |       |   |    | 1 |   |    |   |   |    |    |    |    |    | 1  | 1  |
| 8 or 10                      | 1.6%             | 0.2                             | 17.2%            | 3.3                             | 3.5                             |       |   |    |   |   |    |   | 4 | 4  | 4  |    |    |    |    |    |
| 14 or 15                     | 5.8%             | 0.6                             | 9.0%             | 1.7                             | 2.3                             |       |   |    |   |   |    |   |   | 2  |    |    |    |    | 2  | 2  |

|                                 |    |   |    |    |   |    |   |   |    |   |   |   |   |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|----|---|---|---|---|----|----|
| Total worker vehicles (one-way) | 9  | 3 | 10 | 10 | 3 | 10 | 3 | 4 | 29 | 4 | 0 | 0 | 0 | 13 | 13 |
| Total worker vehicles (two-way) | 19 | 7 | 20 | 21 | 7 | 20 | 7 | 7 | 59 | 7 | 0 | 0 | 0 | 25 | 25 |

|  |                 |     |
|--|-----------------|-----|
| Cable Routes,<br>Section 3A<br>(Link 10 B1122) | Total employees | 9   |
|  | Car-share ratio | 1.5 |
|  | Total vehicles  | 6   |

| Point of entry to study area | Combined<br>Total worker<br>vehicles<br>(one-way) | Links |   |   |   |   |   |   |   |   |    |    |    |    |    |    |  |  |
|------------------------------|---|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|--|--|
|                              |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |  |  |
| 9                            | 6   |       |   |   |   |   |   |   | 6 | 6 | 6  |    |    |    |    |    |  |  |

|                                 |   |   |   |   |   |   |   |   |    |    |    |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|---|---|----|----|----|---|---|---|---|---|---|
| Total worker vehicles (one-way) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6  | 6  | 6  | 0 | 0 | 0 | 0 | 0 | 0 |
| Total worker vehicles (two-way) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |

|  |                                   |      |
|--|-----------------------------------|------|
| Cable Route<br>Section 4<br>(Link 9 B1069) | Total employees                   | 47   |
|  | Car-share ratio                   | 1.5  |
|  | Total vehicles                    | 31   |
|  | Percentage resident workers       | 0.34 |
|  | Percentage in-migrant workers     | 0.66 |
|  | Total resident workers vehicles   | 11   |
|  | Total in-migrant workers vehicles | 21   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |    |    |   |    |   |   |    |    |    |    |    |    |    |   |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|----|----|---|----|---|---|----|----|----|----|----|----|----|---|
|                              | 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%            | 3.3                             | 31.9%            | 6.6                             | 9.9                             | 10    |   |    | 10 |   |    |   |   | 10 |    |    |    |    |    | 9  | 9 |
| 2                            | 8.3%             | 0.9                             | 13.0%            | 2.7                             | 3.6                             |       | 4 |    |    | 4 |    | 4 |   | 4  |    |    |    |    |    |    |   |
| 3                            | 42.4%            | 4.5                             | 28.7%            | 5.9                             | 10.4                            |       |   | 10 |    |   | 10 |   |   | 10 |    |    |    |    |    |    |   |
| 4                            | 10.9%            | 1.2                             | 0.1%             | 0.0                             | 1.2                             |       |   |    | 1  |   |    |   |   | 1  |    |    |    |    |    | 1  | 1 |
| 8 or 10                      | 1.6%             | 0.2                             | 17.2%            | 3.6                             | 3.7                             |       |   |    |    |   |    |   | 4 | 4  | 4  |    |    |    |    |    |   |
| 14 or 15                     | 5.8%             | 0.6                             | 9.0%             | 1.9                             | 2.5                             |       |   |    |    |   |    |   |   | 2  |    |    |    |    |    | 2  | 2 |

|                                 |    |   |    |    |   |    |   |   |   |    |   |   |   |   |    |    |    |
|---------------------------------|----|---|----|----|---|----|---|---|---|----|---|---|---|---|----|----|----|
| Total worker vehicles (one-way) | 10 | 4 | 10 | 11 | 4 | 10 | 4 | 4 | 4 | 31 | 4 | 0 | 0 | 0 | 0  | 13 | 13 |
| Total worker vehicles (two-way) | 20 | 7 | 21 | 22 | 7 | 21 | 7 | 7 | 7 | 63 | 7 | 0 | 0 | 0 | 25 | 25 |    |

|                              |                                   |      |
|------------------------------|-----------------------------------|------|
| Substation<br>(Link 9 B1069) | Total employees                   | 92   |
|                              | Car-share ratio                   | 1.5  |
|                              | Total vehicles                    | 61   |
|                              | Percentage resident workers       | 0.34 |
|                              | Percentage in-migrant workers     | 0.66 |
|                              | Total resident workers vehicles   | 21   |
|                              | Total in-migrant workers vehicles | 40   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |    |    |   |    |   |   |    |    |    |    |    |    |    |   |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|----|----|---|----|---|---|----|----|----|----|----|----|----|---|
|                              | 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%            | 6.5                             | 31.9%            | 13                              | 19                              | 19    |   |    | 19 |   |    |   |   | 19 |    |    |    |    |    | 9  | 9 |
| 2                            | 8.3%             | 1.7                             | 13.0%            | 5                               | 7                               |       | 7 |    |    | 7 |    | 7 |   | 7  |    |    |    |    |    |    |   |
| 3                            | 42.4%            | 8.8                             | 28.7%            | 12                              | 20                              |       |   | 20 |    |   | 20 |   |   | 20 |    |    |    |    |    |    |   |
| 4                            | 10.9%            | 2.3                             | 0.1%             | 0                               | 2                               |       |   |    | 2  |   |    |   |   | 2  |    |    |    |    |    | 2  | 2 |
| 8 or 10                      | 1.6%             | 0.3                             | 17.2%            | 7                               | 7                               |       |   |    |    |   |    |   | 7 | 7  | 7  |    |    |    |    |    |   |
| 14 or 15                     | 5.8%             | 1.2                             | 9.0%             | 4                               | 5                               |       |   |    |    |   |    |   |   | 5  |    |    |    |    |    | 5  | 5 |

|                                 |    |    |    |    |    |    |    |    |    |     |    |   |   |   |    |    |
|---------------------------------|----|----|----|----|----|----|----|----|----|-----|----|---|---|---|----|----|
| Total worker vehicles (one-way) | 19 | 7  | 20 | 22 | 7  | 20 | 7  | 7  | 7  | 61  | 7  | 0 | 0 | 0 | 16 | 16 |
| Total worker vehicles (two-way) | 39 | 14 | 41 | 43 | 14 | 41 | 14 | 15 | 15 | 123 | 15 | 0 | 0 | 0 | 33 | 33 |

|   |                                   |      |
|---|-----------------------------------|------|
| National Grid<br>Substation<br>(Link 5 B1121) | Total employees                   | 19   |
|   | Car-share ratio                   | 1.0  |
|   | Total vehicles                    | 19   |
|   | Percentage resident workers       | 0.34 |
|   | Percentage in-migrant workers     | 0.66 |
|   | Total resident workers vehicles   | 7    |
|   | Total in-migrant workers vehicles | 13   |

| Point of entry to study area | Residents        |                                 | In-migrant       |                                 | Combined                        | Links |   |   |   |   |   |   |   |   |    |    |    |    |    |    |   |
|------------------------------|------------------|---------------------------------|------------------|---------------------------------|---------------------------------|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|---|
|                              | 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%            | 2.0                             | 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 |   |   |   |   |   |    |    |    |    |    |    |   |
| 4                            | 10.9%            | 0.7                             | 0.1%             | 0                               | 1                               |       |   |   |   | 1 | 1 |   | 1 |   |    |    |    |    |    | 1  | 1 |
| 8 or 10                      | 1.6%             | 0.1                             | 17.2%            | 2                               | 2                               |       |   |   |   | 2 |   | 2 | 2 |   | 2  |    |    |    |    |    |   |
| 14 or 15                     | 5.8%             | 0.4                             | 9.0%             | 1                               | 2                               |       |   |   |   | 2 |   | 2 |   | 2 |    |    |    |    |    | 2  | 2 |

|                                 |    |    |    |   |    |   |   |   |   |   |   |   |   |   |   |   |
|---------------------------------|----|----|----|---|----|---|---|---|---|---|---|---|---|---|---|---|
| Total worker vehicles (one-way) | 6  | 15 | 6  | 1 | 19 | 0 | 5 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 3 | 3 |
| Total worker vehicles (two-way) | 12 | 29 | 13 | 1 | 38 | 0 | 9 | 5 | 4 | 5 | 5 | 0 | 0 | 0 | 7 | 7 |

|                                 |     |    |     |     |    |     |    |    |     |    |    |     |    |     |     |
|---------------------------------|-----|----|-----|-----|----|-----|----|----|-----|----|----|-----|----|-----|-----|
| Total worker vehicles (two-way) | 77  | 40 | 82  | 92  | 36 | 75  | 21 | 35 | 167 | 35 | 21 | 103 | 19 | 100 | 98  |
| Total worker vehicles (two-way) | 155 | 81 | 163 | 185 | 71 | 150 | 42 | 70 | 334 | 70 | 43 | 207 | 38 | 200 | 196 |

|           |       |       |       |       |       |       |       |       |       |       |       |       |      |       |       |
|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| 24HR AADT | 132.5 | 69.32 | 139.8 | 158.2 | 61.05 | 128.8 | 35.86 | 60.13 | 286.3 | 60.13 | 36.57 | 177.1 | 32.2 | 171.8 | 167.8 |
| 18Hr AAWT | 155   | 81    | 163   | 185   | 71    | 150   | 42    | 70    | 334   | 70    | 43    | 207   | 38   | 200   | 196   |

**HGV Traffic Distribution (Scenario 1)**

|          | Access                 | Peak deliveries<br>(two-way<br>movements) | Links |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|----------|------------------------|---|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|          |                        |   | 1     | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| Landfall | Sizewell Gap (link 12) | 45  | 45    | 45 | 45 | 45 |    |    |    |    |    |    |    | 45 |    |    |    |
|          | B1353 (Link 11)        |   | 45    | 45 | 45 |    |    | 45 |    | 45 |    | 45 | 45 |    |    |    |    |
|          | Overlap                | 45  | 45    | 45 | 45 | 0  | 45 | 0  | 45 | 0  | 45 | 45 | 45 | 0  | 0  | 0  |    |

|                       | Access                 | Peak deliveries<br>(two-way<br>movements) | Links |    |    |    |   |   |   |   |   |    |    |    |    |    |    |
|-----------------------|------------------------|---|-------|----|----|----|---|---|---|---|---|----|----|----|----|----|----|
|                       |                        |   | 1     | 2  | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Cable Route Section 1 | Sizewell Gap (link 12) | 54  | 54    | 54 | 54 | 54 |   |   |   |   |   |    |    | 54 |    |    |    |

|                       | Access                 | Peak deliveries<br>(two-way<br>movements) | Links |    |    |    |   |   |   |   |   |    |    |    |    |    |    |
|-----------------------|------------------------|---|-------|----|----|----|---|---|---|---|---|----|----|----|----|----|----|
|                       |                        |   | 1     | 2  | 3  | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Cable Route Section 2 | Sizewell Gap (Link 12) | 53  | 53    | 53 | 53 | 53 |   |   |   |   |   |    |    | 53 |    |    |    |

|                       | Access         | Peak deliveries<br>(two-way<br>movements) | Links |    |    |   |   |    |   |   |    |    |    |    |    |    |    |
|-----------------------|----------------|---|-------|----|----|---|---|----|---|---|----|----|----|----|----|----|----|
|                       |                |   | 1     | 2  | 3  | 4 | 5 | 6  | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| Cable Route Section 3 | B1069 (Link 9) | 48  | 48    | 48 | 48 |   |   | 48 |   |   | 48 |    |    |    |    |    |    |

|                        | Access          | Peak deliveries<br>(two-way<br>movements) | Links |   |   |   |   |   |   |    |    |    |    |    |    |    |    |
|------------------------|-----------------|---|-------|---|---|---|---|---|---|----|----|----|----|----|----|----|----|
|                        |                 |   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| Cable Route Section 3B | B1122 (Link 10) | 10  |       |   |   |   |   |   |   | 10 | 10 | 10 |    |    |    |    |    |

|                       | Access         | Peak deliveries<br>(two-way<br>movements) | Links |    |    |   |   |    |   |   |    |    |    |    |    |    |    |
|-----------------------|----------------|---|-------|----|----|---|---|----|---|---|----|----|----|----|----|----|----|
|                       |                |   | 1     | 2  | 3  | 4 | 5 | 6  | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| Cable Route Section 4 | B1069 (Link 9) | 83  | 83    | 83 | 83 |   |   | 83 |   |   | 83 |    |    |    |    |    |    |

|           | Access         | Peak deliveries<br>(two-way<br>movements) | Links |    |    |   |   |    |   |   |    |    |    |    |    |    |    |
|-----------|----------------|---|-------|----|----|---|---|----|---|---|----|----|----|----|----|----|----|
|           |                |   | 1     | 2  | 3  | 4 | 5 | 6  | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| Substaion | B1069 (Link 9) | 82  | 82    | 82 | 82 |   |   | 82 |   |   | 82 |    |    |    |    |    |    |

|                         | Access         | Peak deliveries<br>(two-way<br>movements) | Links |    |    |   |   |    |   |   |    |    |    |    |    |    |    |
|-------------------------|----------------|---|-------|----|----|---|---|----|---|---|----|----|----|----|----|----|----|
|                         |                |   | 1     | 2  | 3  | 4 | 5 | 6  | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| National Grid Substaion | B1121 (Link 9) | 45  | 45    | 45 | 45 |   |   | 45 |   |   | 45 |    |    |    |    |    |    |

|                                      |  | Peak deliveries<br>(two-way<br>movements) | Links |     |     |     |   |     |   |    |     |    |    |     |    |    |    |
|--------------------------------------|--|---|-------|-----|-----|-----|---|-----|---|----|-----|----|----|-----|----|----|----|
|                                      |  |   | 1     | 2   | 3   | 4   | 5 | 6   | 7 | 8  | 9   | 10 | 11 | 12  | 13 | 14 | 15 |
| Total two-way HGV movements          |  |   | 410   | 410 | 410 | 152 | 0 | 303 | 0 | 55 | 268 | 55 | 45 | 152 | 0  | 0  | 0  |
| Total two-way HGV movements (capped) |  |   | 322   | 322 | 322 | 152 | 0 | 303 | 0 | 55 | 268 | 55 | 45 | 152 | 0  | 0  | 0  |

|           |       |       |       |       |   |       |   |    |       |    |    |       |   |   |   |
|-----------|-------|-------|-------|-------|---|-------|---|----|-------|----|----|-------|---|---|---|
| 24HR AADT | 276.4 | 276.4 | 276.4 | 130.3 | 0 | 260.1 | 0 | 47 | 229.8 | 47 | 39 | 130.3 | 0 | 0 | 0 |
| 18Hr AAWT | 322   | 322   | 322   | 152   | 0 | 303   | 0 | 55 | 268   | 55 | 45 | 152   | 0 | 0 | 0 |