



## **East Anglia THREE**

# Appendix 27.11

Assignment of HGV and employee traffic to the highway network (Single Phase)

**Environmental Statement**Volume 3
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#### Appendix 27.11 - Single Phase

#### Table 1 - HGV distribution to primary CCSs

																			Linl	ks														
HGV direction Flow	Compound	Access Road Name	Origin	%	Total daily HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27 28	29	30
		Top Street	A12 south	60%						129.0				129.0	129.0				129.0	129.0														
	E	(Access S)	A14 north	30%	215	64.5	64.5		64.5					64.5	64.5				64.5	64.5										64.5				
IN to CCS		(Access 5)	A14 south	10%												21.5			21.5	21.5														
114 10 000		Paper Mill Lane	A12 south	60%			78.6		78.6	78.6	78.6																							
	В	(Access AF)	A14 north	30%	131	39.3					39.3																			39.3				
		(Access Al )	A14 south	10%			13.1		13.1		13.1			13.1	13.1	13.1																		
*Numbers obtained from	Appendix 27.09	Table 23b			346						131									215														

#### Table 2 - HGV distribution to secondary CCSs

																		Lin	ks														
HGV direction Flow	Section	Accesses	Destination Link	Total daily HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27 28	3 29	30
	1	A, B, C	29	22															22.0	22.0										22.0 2	22.0	22.0	0
	2	D, E, F, G	12	27											27.0	27.0		27.0	27.0														
	3	H, I, J, K	13	33													33.0	33.0	33.0														
	4	L, M, N, O, P	30	56															56.0														56.0
OUT to Secondary	5	Q, R, S, T	28	22															22.0												22	.0	
CCS	6	U, V	19	18															18.0				18.0										
000	7	W, X, Y, Z, AA, AB	20	37															37.0	37.0			37.0	37.0									
	8	AC, AD	21	41		41.0	41.0			41.0															41.0								
	9	AE, AF, AG, AH, AI	6 & 7	21						21.0																							
	10	AJ, AK	7	26						26.0																							
	11	AL	7	43						43.0	43.0																						
*Numbers obtained from	Annendix 27.0	9 Table 23b		346						131									215														

Numbers obtained from Appendix 27.09 Table 23b

#### Table 3 - HGV distribution back from secondary CCSs

																			Links															
HGV direction Flow	Section	Origin Link	Destination	%	Total daily HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14 1		16	17 1	8	19	20	21	22	23	24	25			28 29	
			A12 south	60%						13.2				13.2					13.2		13.2										13.2	13.2	13	.2
	1	29	A14 north	30%	22	6.6	6.6		6.6					6.6	6.6				6.6		6.6									6.6	6.6	6.6	6.	6
			A14 south	10%												2.2			2.2		2.2										2.2	2.2	2.:	2
			A12 south	60%						16.2					16.2																			
	2	12	A14 north	30%	27	8.1	8.1		8.1					8.1	8.1		8.1													8.1				
			A14 south	10%												2.7	2.7																	
			A12 south	60%						19.8				19.8					19.8															
	3	13	A14 north	30%	33	9.9	9.9		9.9					9.9	9.9				9.9											9.9				
			A14 south	10%												3.3		3.3	3.3											. —				
			A12 south	60%						33.6				33.6					33.6											. —				33.6
	4	30	A14 north	30%	56	16.8	16.8		16.8					16.8	16.8				16.8											16.8				16.8
			A14 south	10%												5.6			5.6										$\overline{}$					5.6
			A12 south	60%						13.2				13.2	13.2				13.2													1/	3.2	
	5	28	A14 north	30%	22	6.6	6.6		6.6					6.6	6.6				6.6											6.6		6	6.6	
			A14 south	10%												2.2			2.2										$\overline{}$			2	2.2	
			A12 south	60%						10.8				10.8	10.8				10.8	1	10.8		1	0.8										
Exit to Wider Network	6	19	A14 north	30%	18	5.4	5.4		5.4					5.4	5.4				5.4		5.4			.4						5.4				
			A14 south	10%												1.8			1.8		1.8			.8										
			A12 south	60%						22.2				22.2	22.2				22.2	2	22.2		2	2.2 2	22.2				$\overline{}$					
	7	20	A14 north	30%	37	11.1	11.1		11.1					11.1					11.1		11.1			1.1 1			$\neg$			11.1				
			A14 south	10%												3.7			3.7		3.7			.7			$\neg$			$\overline{}$				
			A12 south	60%				24.6	24.6	24.6																24.6	$\neg$							
	8	21	A14 north	30%	41	12.3	12.3																			2.3	$\neg$			12.3				
			A14 south	10%					4.1					4.1	4.1	4.1										4.1	$\neg$			$\overline{}$				
1			A12 south	60%			12.6		12.6	12.6	12.6	12.6															$\neg$							
	9	6 & 7	A14 north	30%	21	6.3					6.3																$\neg$			6.3				
	-		A14 south	10%			2.1		2.1		2.1	2.1		2.1	2.1	2.1													-					
1			A12 south	60%			15.6		15.6	15.6		15.6																						
	10	7	A14 north	30%	26	7.8						7.8															-		$\overline{}$	2.6		_		
		·	A14 south	10%			2.6		2.6			2.6		2.6	2.6	2.6											-		-			_		
			A12 south	60%			25.8		25.8	25.8		25.8											-				-		-				+	+-
	11	7	A14 north	30%	43	12.9				_5.0		12.9												_			-		-	12.9			+	+-
		,	A14 south	10%	1		4.3		4.3			4.3		4.3	4.3	4.3								_			-		-				+	+-
*Numbers obtained from	Annendiy 27 (	10 Table 23h	000011		346		0			208		5			0	59								_+						99				-

\*Numbers obtained from Appendix 27.09 Table 23b

Total daily HGV movements - two way | 208.0 | 337.0 | 82.0 | 31.0 | 416.0 | 283.0 | 416.0 | 283.0 | 416.0 | 283.0 | 416.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 414.0 | 41 Table 4 - Total HGV movements (Table 1 + 2 + 3)

Table 5 - In-migrant employees distribution to/from primary CCSs / Direct to section (vehicles)

In-migrant % Employee to car ratio 2.5

																-			Link	S							_	_	1				_
Employee direction flow	Compound / Section	Access Road Name	Origin	%#	Daily employee vehicle movements (two-way)**	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 21	22	23	24	25	26	27	28	29
			A12 south (Colchester)	8.5%						13.6			1	3.6	13.6				13.6	13.6								1				-	-
			A14 north (Stowmarket)	0.0%	1															0.0	0.0		(	0.0			0.0	0.0	0.0				-
	_	Top Street	B1438 (Woodbridge)	7.4%	160															11.9												11.9	
	E	(Access S)	A14 south (Felixstowe)	10.6%	160											17.0			17.0	17.0								1					
			A1214 (Ipswich)	25.5%	1														40.8							40.8	,	1					-
			A12 north (Saxmundham)	47.9%	1															76.6	76.6	6.6						1					-
Arrival/departure to primary CCS			A12 south (Colchester)	34.4%			11.8		11.8	11.8	11.8																	1					-
pilitiary CC3			A14 north (Stowmarket)	6.5%		2.2					2.2																	1	2.2				
	В	Paper Mill Lane	A1438 (Woodbridge)	4.3%	1		1.5	1.5			1.5								1.5							1.5		1				1.5	
	В	(Access AF)	A14 south (Felixstowe)	14.0%	34		4.8		4.8		4.8			4.8	4.8	4.8												1					
			A1214 (Ipswich)	34.4%	1		11.8	11.8			11.8															11.8	,	1					
			A12 north (Saxmundham)	4.3%		1.5					1.5											1	.48				1.48	3 1.48					
			B1113 south (Hadley)	2.2%	1						0.7	0.7																T					
			A12 south (Colchester)	34.4%				7.3	7.3	7.3															7.3			1					
			A14 north (Stowmarket)	6.5%		1.4	1.4	1.4																	1.4			Ί	1.4				
		Witnesham Road	A1438 (Woodbridge)	4.3%															0.9						0.9			Ί				0.9	
	8	(Access AC & AD)	A14 south (Felixstowe)	14.0%												3.0			3.0						3.0			Ί					
		(ACCESS AC & AD)	A1214 (Ipswich)	34.4%																					7.3			Ί					
			A12 north (Saxmundham)	4.3%																		_	0.9		0.9	_		Ί					
ival/departure direct			B1113 south (Hadley)	2.2%			0.5	0.5				0.5													0.5			Ί					
to section			A12 south (Colchester)	34.4%			8.2		8.2	8.2		8.2																Ί					
			A14 north (Stowmarket)	6.5%		1.5						1.5																Ί	1.5				
		Bullen Lane	A1438 (Woodbridge)	4.3%			1.0	1.0				1.0							1.0							1.0		Ί				1.0	
	11	(Access AL)	A14 south (Felixstowe)	14.0%			3.3		3.3			3.3		3.3	3.3	3.3												Ί					
		(ACCESS AL)	A1214 (Ipswich)	34.4%			8.2	8.2				8.2														8.2		T					
			A12 north (Saxmundham)	4.3%		1.0						1.0											1.0				1.0	1.0					
			B1113 south (Hadley)	2.2%	7 [							0.5															Т						-

Table 6 - Resident employees distribution to/from primary CCSs / Direct to section (vehicles)

Resident workers %

Employee to car ratio	2.5																														
																		Links													
Employee direction flow	Compound / Section	Access Road Name	Origin	% ##	Daily employee vehicle movements (two-way)**	1	2	3 4			6 7	8	9	10	11	12		14 15		6 17	18	19	20	21	22	23 24	25	26	27	28	29 30
			A12 south (Colchester)	43.6%					35	5.9			35.9	35.9			3	5.9 35.	9												
			A14 north (Stowmarket)	19.8%														16.	3 16	6.3		16.3				16.3 16.3	16.3				
	Е	Top Street	B1438 (Woodbridge)	4.0%	82													3.3	3											3.3	
	_		A14 south (Felixstowe)	2.0%	02										1.6			1.6													
			A1214 (Ipswich)	21.8%													1	8.0 18.							18.0						
Arrival/departure to			A12 north (Saxmundham)	8.9%														7.3	3 7	.3 7.3											
primary CCS			A12 south (Colchester)	40.3%			7.1	7.	1 7	.1 7																					
pilitary 000			A14 north (Stowmarket)	3.0%		0.5					).5																0.5				
			A1438 (Woodbridge)	17.0%				3.0			3.0						3	3.0							3.0					3.0	
	В	(Access AF)	A14 south (Felixstowe)	28.7%	18		5.1	5.	1		5.1		5.1	5.1	5.1																
		,	A1214 (Ipswich)	5.0%			0.9	0.9			).9														0.9						
			A12 north (Saxmundham)	1.0%		0.2					).2										0.2					0.2 0.2					
			B1113 south (Hadley)	5.0%							0.9																				
			A12 south (Colchester)	40.3%				4.4 4.	4 4	.4														4.4					$\perp$		
			A14 north (Stowmarket)	3.0%		0.3	0.3	0.3																0.3			0.3				
	_		A1438 (Woodbridge)	17.0%	l l													1.8						1.8	1.8				$\perp$	1.8	
	8		A14 south (Felixstowe)	28.7%	11										3.1		3	3.1						3.1	3.1						
		`	A1214 (Ipswich)	5.0%																				0.5	0.5				$\perp \perp \downarrow$		
			A12 north (Saxmundham)	1.0%																	0.1			0.1					$\longrightarrow$		
Arrival/departure direct			B1113 south (Hadley)	5.0%				0.5			0.5													0.5					$\longrightarrow$		
to section			A12 south (Colchester)	40.3%	-		4.9	4.	9 4	.9	4.9																0.4		+-+		
			A14 north (Stowmarket)	3.0%	-	0.4	0.4	0.4			0.4 2.1										_						0.4		$\longrightarrow$		
	11		A1438 (Woodbridge)	17.0%	12		2.1 3.5	2.1	-		3.5		2.5	2.5	2.5		2	2.1	-						2.1		-		+	2.1	
	(1		A14 south (Felixstowe) A1214 (Ipswich)	28.7% 5.0%	12			0.6	5		0.6		3.5	3.5	3.5				-		-	1			0.6		+	1	+		
			A1214 (Ipswich) A12 north (Saxmundham)	1.0%	1	0.1	0.0	0.0	_		0.6							_	+		0.1	-	-			0.1 0.1			+		-+-
			B1113 south (Hadley)	5.0%	-	0.1			_		0.1							_	+		0.1		-			0.1 0.1			+		-+-
l			BTTT3 SOUTH (Hadley)	5.0%					- 1		0.6		1	1	1	1 1			- 1	1		1	1				1	1	1 1		1

<sup>\*\*</sup> Numbers obtained from Appendix 27.09 Table 24b and multiplied by the percentage of resident workers (34%) to total workers

<sup>##</sup> Numbers obtained from Appendix 27.04 Table 2 and 4

Table 7 - Employees distribution to/from secondary CCSs (minibus)

																		Lit	nks													
Employee direction flow	Section	Accesses	Destination Link	Daily minibus movements (two-way)***	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23 24	1 25				29 30
	1	A, B, C	29	5.8															5.8	5.8									5.8	5.8		5.8
	2	D, E, F, G	12	9.2											9.2	9.2		9.2	9.2													
	3	H, I, J, K	13	9.2													9.2	9.2	9.2													
Minibus Transfer	4	L, M, N, O, P	30	8.3															8.3													8.3
to/from Secondary	5	Q, R, S, T	28	7.5																											7.5	
CCS	6	U, V	19	3.3															3.3	3.3			3.3									
	7	W, X, Y, Z, AA, AB	20	7.2															7.2	7.2			7.2	7.2								
	9	AE, AF, AG, AH, AI	6 & 7	5.0							5.0																					
	10	AJ, AK	7	5.8						5.8	5.8																					

<sup>\*\*\*</sup> Numbers obtained from Appendix 27.09 Table 24b and divided by 12 (assumed number of seats per minibus)

#### Table 8 - Total Daily employee movements (Table 5 + 6 + 7)

															Links												
		1	2	3	4	5	6	7	8	9	10	11	12		4 1	5 1	6 1	7 18	19	20	21	22 2	23 24	25	26 27	28 29	30
	Total daily employee vehicle movements - two way	10.0	81.0	44.0	61.0	94.0	58.0	50.0	0.0	67.0	67.0	51.0	10.0 1	0.0 16	2.0 28	6.0 11	7.0 84	.0 4.0	27.0	8.0	33.0	105.0 20	J.0 20.0	23.0	6.0 6.0	34.0 6.0	9.0
Table 9 - Total Daily movements (Table 4 + 8)																											
		1	2	3	4	5	6	7	8	9	10	11	12	13 1	4 1	5 1	6 1	7 18	19	20	21	22 2	23 24	25	26 27	28 29	30
Total daily com	bined HGV & employee vehicle movements - two way	218.0	418.0	126.0	374.0	510.0	341.0 2	230.0	0.0	481.0	481.0	172.0	64.0 7	6.0 62	5.0 71	6.0 27	1.0 84	.0 4.0	137.0	82.0	115.0	105.0 20	J.0 20.0	226.0	50.0 50.	28 29 0 78.0 50.0	ປ 121.0
			•				·															•	·				
Table 10 - Peak hour HGV movements																											
	Total daily peak HGV Movements	11.0	16.0	0.0	16.0	21.0	14.0	0.0	0.0	21.0	21.0	4.0	0.0	0.0 22	2.0 22	2.0 0	.0 0.	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0 0.0	0.0 0.0	0.0
Table 11 - Peak hour employee movements				,									,	•													
	Total daily peak employee Vehicle Movements	5.0	41.0	22.0	31.0	47.0	29.0	25.0	0.0	34.0	34.0	26.0	5.0	5.0 81	1.0 14	3.0 59	9.0 42	.0 2.0	14.0	4.0	17.0	53.0 10	0.0 10.0	12.0	3.0 3.0	17.0 3.0	5.0
Table 12 - Total peak hour movements			•	•			•			•				•		•		•	•		•				•		
Daily combine	d Peak Hour HGV & Employee Movements - Two way	16.0	57.0	22.0	47.0	68.0	43.0	25.0	0.0	55.0	55.0	30.0	5.0	5.0 10	3.0 16	5.0 59	9.0 42	.0 2.0	14.0	4.0	17.0	53.0 10	0.0 10.0	23.0	3.0 3.0	17.0 3.0	5.0

#### Table 13 - HGV distribution to primary CCSs

																			Lir	nks															
HGV direction Flow	Compound	Access Road Name	Origin	%	Daily total HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27 2	28 2	9 3	0
		Paper Mill Lane	A12 south	60%			7.8		7.8	7.8	7.8																								
IN to primary CCS		(Access AF)	A14 north	30%	13	3.9					3.9																		1	3.9					
		(ACCESS AF)	A14 south	10%			1.3		1.3		1.3			1.3	1.3	1.3																			
*Numbers obtained from A	nnendiy 27 09 Tal	nle 25a			12						12.0																								

#### Table 14 - HGV distribution from CCS to Substation site

																			Lir	IKS															
HGV direction Flow	Section	Access Road Name	Destination Link		Daily total HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28 2	29	30
IN to Substation		Bullen Lane	_		40																														
		(Access AL)	/		13						13.0	13.0																							
*Numbers obtained from	n Appendix 27.	09 Table 25a		•	13							13.0																							

#### Table 15 - HGV distribution back from substation site

																			Link	(S														
HGV direction Flow	Section	Origin Link	Destination	%	Daily total HGV deliveries (one-way)*	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24 2	25 2	26 27	28	29	30
			A12 south	60%			7.8		7.8	7.8		7.8																				T		
Exit to Wider Network	11	7	A14 north	30%	13	3.9						3.9																	3	.9				
			A14 south	10%			1.3		1.3			1.3		1.3	1.3	1.3																		
*Numbers obtained from	Appendix 27.0	9 Table 25a			13							13.0																						

Table 16 - Total HGV mover	ments (tables 13 + 14 + 15)													Lit	nks												
		1	2	3	4	5	6	7	8	9	10	11	12 13	14	15	16 17	18	19	20	21	22	23	24 2	5 26	27 2	8 29	30
i i	Total daily HGV mayamants - two wa		10	0	10	16	26	26	0	2	٠	2	0 0	0	5	0 0	0	0	0	0	0	0	0 0		0 (	1 0	_

Table 17 - In-migrant employees distribution to/from Substation (vehicles)

In-migrant % 66% \*Employee to car ratio 2.5

																			Link	(S														
Employee direction flow	Section	Access Road Name	Origin	%#	Daily employee vehicle movements (two-way)**	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27 28	29	30
			A12 south (Colchester)	34.4%			13.6		13.6	13.6		13.6																						
			A14 north (Stowmarket)	6.5%		2.6						2.6																		2.6				
Arrival/departure to		Bullen Lane	A1438 (Woodbridge)	4.3%			1.7	1.7				1.7							1.7								1.7					1.7	,	
Substation	11		A14 south (Felixstowe)	14.0%	40		5.5		5.5			5.5		5.5	5.5	5.5																		
Substation			A1214 (Ipswich)	34.4%			13.6	13.6				13.6															13.6							
			A12 north (Saxmundham)	4.3%		1.7						1.7											1.703					1.703	1.703					
			B1113 south (Hadley)	2.2%								0.9																						

<sup>\*\*</sup> Numbers obtained from Appendix 27.09 Table 26a and multiplied by the percentage of in-migrant workers (66%) to total workers

#### Table 18 - Resident employees distribution to/from Substation (vehicles)

Resident workers % \*Employee to car ratio

								LIIIS																								
Employee direction flow	Section	Access Road Name	Origin	% ##	Daily employee vehicle movements (two-way)**	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17 1	18 19	20	0 21	22	23	24	25 26	27 2	8 29	30
Arrival/departure to Substation	11	Bullen Lane (Access AL)	A12 south (Colchester)	40.3%			8.2		8.2	8.2		8.2																				
			A14 north (Stowmarket)	3.0%		0.6						0.6																	0.6			
			A1438 (Woodbridge)	17.0%			3.5	3.5				3.5							3.5							3.5				3.	5	
			A14 south (Felixstowe)	28.7%			5.8		5.8			5.8		5.8	5.8	5.8																
			A1214 (Ipswich)	5.0%			1.0	1.0				1.0														1.0						
			A12 north (Saxmundham)	1.0%		0.2						0.2										(	1.2				0.2	0.2				
			B1113 south (Hadley)	5.0%								1.0																				

<sup>\*\*</sup> Numbers obtained from Appendix 27.09 Table 26a and multiplied by the percentage of resident workers (34%) to total workers ## Numbers obtained from Appendix 27.04 Table 2 and 4

Table 19 - Total employee movements (Tables 17 + 18)																													
		Links																											
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23 24	25	26	27 28	3 29	30
	Daily total employee vehicle movements - two way	5	53	20	33	22	0	60	0	11	11	11	0	0	5	0	0	0	2	0	0	0	20	2 2	3	0	0 5	0	0
Table 20 - Total movements (Table	es 16 + 19)																												
								Links																					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23 24	25	26	27 28	29	30
	Daily total combined HGV & employee vehicle movements - two way	13	71	20	51	37	26	86	0	14	14	14	0	0	5	0	0	0	2	0	0	0	20	2 2	11	0	0 5	0	0
Table 21 - PM Peak Hour																													
10	Daily total Peak HGV Movements	1.0	1.0	0.0	1.0	1.0	2.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Table 22 - Employee Peak Hour			•				•		•		•		•		•								•	•					
	Daily total Peak Employee Vehicle Movements	3.0	27.0	10.0	17.0	11.0	0.0	30.0	0.0	6.0	6.0	6.0	0.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	10.0	1.0 1.0	2.0	0.0	0.0 3.0	0.0	0.0
Table 23 - Combined Peak Hour																													
	Daily Combined Peak Hour HGV & Employee Movements - Two way	4.0	28.0	10.0	18.0	12.0	2.0	30.0	0.0	7.0	7.0	7.0	0.0	0.0	3.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	10.0	1.0 1.0	3.0	0.0	0.0 3.0	0.0	0.0

### Appendix 27.11 ends here

<sup>#</sup> Numbers obtained from Appendix 27.03 Table 2 and 4